

ITEM NO:

Application No.
15/00445/FUL
Site Address:

Ward:
Bullbrook

Date Registered:
12 June 2015

Target Decision Date:
11 September 2015

77-79 Deepfield Road Bracknell Berkshire RG12 2NU

Proposal:

Erection of 7no 3 bed and 2no 4bed houses and 1 no 3 bed chalet bungalow at 77-79 Deepfield Road and land to the rear of 73-75 and 81-87 Deepfield Road and the creation of a new access road following demolition of 77 and 79.

Applicant: Radial Property Group
Agent: Peter Taylor Associates
Case Officer: Paul Corbett, 01344 352000

development.control@bracknell-forest.gov.uk

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

OFFICER REPORT

1.SUMMARY

1.1 The Planning Committee of the 14th February 2013 resolved to approve outline consent (12/01001/OUT) for a similar scheme comprising the erection of 9 no. 3 bedroom dwellings to the rear of 77-83 Deepfield Road.

1.2 The previous scheme due to expire on 8th October 2016 resulted in the demolition of 4 dwellings fronting Deepfield Road and the reconstruction of 2, however the current scheme results in the demolition of 2 dwellings and the reconstruction of one to accommodate the new access road.

1.3 This proposal would contribute to the Council's current need to meet its 5 year housing land supply where such small sites assist in providing a variety of homes that are in need across the borough.

1.4 The proposal would not adversely impact upon the character of the area, its surroundings, landscape setting, highway safety or the amenities of the adjoining properties or protected species.

RECOMMENDATION
Planning permission be granted subject to conditions and a S106 agreement 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.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Land within settlement
Within 5km of SPA

3.1 The site is located to the north-east of Bracknell Town Centre on the north side of Deepfield Road on land to rear of no's 77-83 Deepfield Road and has an area of 0.18ha.

3.2 Deepfield Road is characterised by a uniform building line of semi detached housing with extremely generous rear gardens extending some 55m in length.

3.3 To the rear of the site is a large site comprising a number buildings used as a care home for the elderly known as Montgomery of Alamein Court which has a line of mature conifer trees within its own boundary screening it from the site.

3.4 Either side of the site are nos 75 and 85 Deepfield Road and their long gardens abutting the site.

4. RELEVANT SITE HISTORY

4.1 12/01001/OUT Status: Approved (with Legal Agreement) Permission expires 8 October 2016.

Outline permission with all matters reserved for the erection of 9 no. 3 bedroom dwellings with ancillary parking and access facilities following demolition of 4 existing houses and garages to the land rear of 77-83 Deepfield Road

5. THE PROPOSAL

5.1 In summary this application seeks to erect a total of 10 new dwellings (9 net) following the demolition 2 dwellings 77 and 79 Deepfield to enable the creation of a new access road.

5.2 The application has been amended from that originally submitted.

5.3 This proposal comprises the erection of 7no 3 bed and 2no 4bed houses and 1 no 3 bed chalet bungalow at 77-79 Deepfield Road and land to the rear of 73-75 and 81-87 Deepfield Road and the creation of a new access road following demolition of 77 and 79.

5.4 This proposal comprises the following mix:

Plot 1 3 bed (2 storey detached dwelling to replace no.77 demolished)

Plot 2; 3 bed (2.5 storey semi-detached)

Plot 3; 3 bed (2.5 storey semi-detached)

Plot 4; 4 bed (2.5 storey semi-detached with attached carport)

Plot 5; 4 bed (2.5 storey semi-detached with attached carport)

Plot 6; 3 bed (2.5 storey semi-detached)

Plot 7; 3 bed (2.5 storey semi-detached)

Plot 8; 3 bed (2.5 storey semi-detached)

Plot 9; 3 bed (2.5 storey semi-detached)

Plot 10; 3 bed (1.5 storey detached chalet bungalow)

6. REPRESENTATIONS RECEIVED

6.1 Bracknell Town Council:

Bracknell Town Council recommends refusal:

The proposal is representative of overdevelopment of the site, cramped out of character with surrounding houses. Concerns regarding traffic and access to the site. Concerns about the lighting of the car park will this be intrusive to adjacent properties. There is already parking issues in Deepfield Road but only three visitor spaces are allowed for on the development.

The proposed access will cause problems in an already congested road. This development would have a detrimental impact on the area, inadequate provision for parking in an area that already suffers from congestion the addition of 11 new properties would be disproportionate in terms of the detrimental impact. [Officer Comment: The scheme has been reduced by 1 dwelling and the layout has been improved]

Refuse Collection and emergency vehicles already experience difficulties manoeuvring in this road. As vehicles leave the proposed site at night headlights will shine directly into a residential property.

6.2 Thames Water

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.

Thames Water would advise that with regard to sewerage infrastructure capacity, that they do not have any objection to the proposal.

Other representations:

6.3 Three letters of representation have been received raising the following material considerations:

- Overdevelopment
- The dwellings will overlook the rear gardens within Deepfield Road.
- Highway safety and parking concerns
- Drainage/flooding concerns
- No 71 is concerned the development will undermine their garage foundations
- Loss of trees

[Officer Comment: The above concerns are addressed within the report.]

2 letters of support was also received.

7. SUMMARY OF CONSULTATION RESPONSES

7.1 Highways Officer:

No objection subject to conditions

7.2 Biodiversity Officer:

No objection subject to conditions

7.3 Drainage 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:-

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	CS23 of CSDPD, Saved policy M4 and M9 of BFBLP	Consistent

Housing	CS16 of CSDPD	Consistent
Accessibility	CS7 of CSDPD, Saved Policy EN22 of BFBLP	Consistent
Biodiversity	CS1(vii) and CS7 (iii) of CSDPD	Consistent
Landscape	Saved Policies EN1 & EN2 of BFBLP	Consistent
Sustainability (resources)	CS10 and CS12 of CSDPD	Consistent
Noise	Saved Policy EN25 of BFBLP	Consistent
SPA	Retained SEP Policy NRM6 and CS14 of CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Thames Basin Heath Special Protection Area (SPD)		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
Bracknell Forest Community Infrastructure Levy Charging Schedule (2015)		
Non-statutory technical standards for sustainable drainage systems (2015)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of proposal
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Impact on highway safety
- v Waste Implications
- vi Biodiversity Implications
- vii Tree and Landscape Implications
- viii Impact on Accessibility
- ix Impact on SPA
- x Sustainability (resources)
- xi Drainage Implications
- xii Community Infrastructure Levy

i. PRINCIPLE OF THE PROPOSAL

9.2 The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. In addition, the proposals would provide net increase of 9 dwellings, boosting the supply of housing within the Borough in line with the objectives of CSDPD policy CS15. Therefore, the principle of development on this site is acceptable subject to no adverse impact upon the character of the area, living conditions of the neighbouring occupiers, highway safety or protected species.

ii. IMPACT ON CHARACTER AND APPEARANCE OF AREA

9.3 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.

9.4 It is considered that the site layout plan demonstrates that the proposed development can be accommodated on this site taking into account the associated private amenity space afforded for each dwelling, the buildings scale and siting relative to the adjoining properties and other site constraints, parking and turning provision and soft landscaping.

9.5 It is not considered given the scale of development proposed within the existing urban context that the development would adversely impact upon the existing pattern of development.

9.6 It is therefore considered that this proposal accords with the principles of Core Strategy Policy CS7, 'Saved' BFBLP Policy EN20, and the NPPF.

iii. IMPACT ON RESIDENTIAL AMENITY

9.7 BFBLP 'Saved' Policy EN20 and EN 25 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. BFBLP 'Saved' Policy EN20 and CSDPD Policy CS7, require the development to be sympathetic to the visual amenity of neighbouring properties through its design implications. These requirements are considered to be consistent with the general design principles in paras. 56 to 66 of the NPPF.

9.8 There would be no loss of light created by the proposed two and half storey dwellings (heights 9m), nor would they would appear unduly overbearing when viewed from the surrounding properties due to the fall in the land to the rear of Deepfield Road as shown on the applicants cross-section plan submitted.

9.9 The existing two storey development to the rear boundary of the site, namely Montgomery of Alamein Court to the north, is set off the boundary by approximately 13m and is screened by a line of mature conifer trees within its own boundary.

9.10 In order to avoid overlooking, the Council considers that any first floor windows should not overlook an adjoining boundary less than 10m away or bring properties closer than 22m.

The intervening distances between the properties to the rear varies between 22.8m at its closest point at plot 9 increasing to 29.8m. The proposed rear garden depths measure between 9.5m and 15m in depth and still maintain a back to back building distance to the adjacent building to the rear of the site of at least 22m which is acceptable.

9.11 Whilst it is acknowledged that there is a number of rear facing roof lights at second floor level serving bathrooms only. It is considered that in order to safeguard any potentially to overlooking of the adjacent Montgomery of Alamein Court to the north it is considered that these windows should retain an internal cil height of at least 1.8m above the finished floor level. A condition is recommended to secure this requirement.

9.12 In respect of the intervening distances between the frontages of the 8 new dwellings proposed and that of the backs of the properties in Deepfield Road the distances exceed 30m, these distances are similar for 51 - 63 Bay Road which is acceptable.

9.13 The only potential point of conflict from direct overlooking would result from the relationship of the bedroom window at second floor level on plot 9 and that of the chalet bungalow's rear garden on plot 10. It is to be expected that in urban areas there is often a degree of overlooking. However on balance it is considered that given the bungalow has been designed with some private amenity space immediately to the south elevation it is not considered to be so adverse as to warrant a reason for refusal.

9.14 A resident at no.71 Deepfield Road raised a concern that the positioning of plot 2 so close to their existing shed would undermine the raft foundations of this outbuilding. Only part of the dwelling proposed on plot 2 would be nearest the boundary and this is shown to have an offset of 1.5m increasing to 2.5m from the outbuilding. Given the intervening distances it is not considered that the construction of plot 2 would adversely impact upon the foundations of the said outbuilding. Furthermore this is a civil matter.

9.15 It is not considered that any lighting normally attributable to urban areas such as this comprising new street lighting and normal domestic lighting would not be considered to be unduly unneighbourly within this context.

9.16 The proposal would not therefore be considered to conflict with CSDPD Policy CS7, BFBLP Policy EN20 and the NPPF.

iv. IMPACT ON HIGHWAY SAFETY

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

9.18 The development is estimated to generate about 7-8 movements in each peak hour an increase of around 6-7 movements. Over the day the level of traffic is expected to be around 77 movements with a net increase of around 70 movements per day.

9.19 The Highways Officer is satisfied that proposed access road and level of private parking complies with the Council's Car Parking Standards and includes 2 visitor spaces. The proposed trip rates as a result of this development are to be expected and as such would not adversely impact upon highway safety.

9.20 The proposed access road is to be adopted and as such is designed as such it will be secured through a s38/278 agreement.

9.21 This proposal is considered to accord with Saved Policies M4 and M9 of the BFBLP, Policy CS23 of the Core Strategy DPD and the NPPF in respect of highway related matters.

v WASTE IMPLICATIONS

9.22 The design and layout of this site has include appropriate storage capacity so that each householder can store their bins away from the street frontage, as well as, incorporate bin collection areas when the bins are put on the kerb-side for collection.

9.23 The access road is designed to be adopted by the Council and makes provision to enable the site to serviced by the Council's 10m Refuse Collection Vehicle.

9.24 Therefore there is no waste or recycling issues arising from this proposal.

vi TREES AND LANDSCAPING IMPLICATIONS

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

9.26 A number of the low quality trees within the site will be removed however a number of the boundary trees are shown to be retained primarily to the rear of the site.

9.27 The proposed retention of the existing trees on the boundaries of the site and proposed soft landscaping are considered to comply with Saved BFBLP Policy EN1 which make an important visual contribution to the area overall.

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

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

vii BIODIVERSITY IMPLICATIONS

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

9.31 The applicant's Preliminary Ecological Appraisal identifies that the site might support small numbers of reptiles. Therefore it is considered reasonable to impose a condition to secure such mitigation for the site to protect biodiversity. The bat survey found that bats are unlikely to be present in the dwellings due for demolition.

9.32 A non-native species (Three-cornered Garlic) is noted to be growing on site. It is an offence under the Wildlife & Countryside Act 1981 (as amended) to introduce, plant or cause to grow any plant listed in Schedule 9 Part 2 of the Act. Three-cornered Garlic is included within this Schedule. Therefore a plan to ensure its removal and legal disposal is also required to be secured by condition.

9.33 Conditions are also recommended to avoid site clearance during the bird nesting season, no external lighting, installation of bat and bird boxes.

9.34 As such the proposal, subject to appropriate conditions to secure mitigation and other protective measures is therefore acceptable in terms of biodiversity and therefore would not conflict with Core Strategy Policies CS1 and CS7 and the NPPF.

viii IMPACT ON ACCESSIBILITY

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

9.36 The current proposal will need to comply with building regulations in respect of the new dwelling; it is therefore considered that the proposal would comply with the requirements of the Development Plan and the NPPF.

ix IMPACT ON SPA

9.37 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 Special Protection Area (SPA) is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. This site is located approximately 3.09 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.

9.38 On commencement of the development, a contribution (calculated on a per-bedroom basis) is to be paid to the Council towards the cost of measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (SPD) and the Planning Obligations SPD. The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures which Natural England will spend upon the SPA land. The Council will also make a contribution towards SANG enhancement works through Community Infrastructure Levy (CIL) payments whether or not this development is liable to CIL.

9.39 In this instance, the development would result in a net increase of 8 X 3 bedroom and 2 x 4 bedroom dwellings which results in a total SANG contribution of £17,964.

9.40 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. Taking account of the per bedroom contributions this results in a total SAMM contribution of £5,880.

9.41 The total SPA related financial contribution for this proposal is £23,844. The applicant has agreed to enter into a S106 agreement to secure this contribution and a restriction on the occupation of each dwelling until the Council has confirmed that open space enhancement works to a SANG is completed. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with SEP Saved Policy NRM6, Saved policy EN3 of the BFBLP and CS14 of CSDPD, the Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD, the Planning Obligations SPD and the NPPF.

x SUSTAINABILITY (Resources)

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

9.43 CSDPD Policy CS12 requires the submission of a Energy Demand Assessment demonstrating that a proportion of the development's energy requirements will be provided from on-site renewable energy production which the proportion shall be at least 20% for 10 dwellings including an explanation of the proposed choice of renewable energy to be installed. It should also be demonstrated how the development's potential carbon dioxide emissions will be reduced by at least 10%.

9.44 CSDPD Policies CS10 and CS12 are considered to be consistent with NPPF para 96 which states that in determining planning applications, local planning authorities should expect new development to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable.

9.45 The applicant has not sought to address these matters as part of this application and as such it is considered necessary that these matters be secured by conditions, to ensure this proposal would not conflict with CSDPD Policies CS10, CS12 and the provisions of the NPPF.

xi DRAINAGE IMPLICATIONS

9.46 The applicants submitted drainage strategy identifies the site lying entirely within Flood Zone 1 (FZ1) which has a low risk of flooding, outside the 1:1000 year of any fluvial flood event. The site sits upon the crest of a hill falling away to the north of the site.

9.47 Table 3 of Technical Guidance to the National Planning Policy Framework states that FZ1 is suitable for all types of development. Accordingly the sequential Test gives preference to locating new development in Flood Zone 1. As no part of the site areas to be developed are located within Flood Zone 2 and 3 the site does not need to pass the requirements of the Sequential Test.

9.48 Development of the site will lead to an increase in impermeable area, which will have a consequential impact on the run-off rates. Approximately 0.129ha of the total 0.26ha is to be developed with impermeable surfaces The applicant therefore proposes to install a surface water drainage system sized to accommodate an increase in run-off associated with climate change estimates, in accordance with Technical Guidance on life cycles for residential development. The development has therefore included a surface water drainage scheme based on SuDS principals. The strategy for the site will consist of permeable paving. The permeable paving will be situated within the main access road which is proposed to be adopted. The footways will continue to be of standard construction so as to allow services to be placed within them

9.49 The Council's Drainage Officer is satisfied that the applicant has demonstrated that the input of mitigation measures, including permeable paving and attenuation storage outlined within their Drainage Strategy that the proposed development of the site represents no tangible increase in off-site surface water run-off rates so long as the management and maintenance of the new drainage system is secured.

9.50 With regard to ongoing maintenance and operation for the lifetime of the development it is proposed that the drainage from the properties will use conventional pipe drainage, which

connects into sustainable drainage within an adopted public highway. Therefore the bulk of the maintenance and operation will undertaken by the Local Highway Authority as the road is proposed to be adopted.

9.51 The detail design of the sustainable drainage system will be approved by the Local Highway Authority and the private drainage will be approved and constructed in accordance with the Building Regulations.

9.52 Should a highway adoption agreement not be entered into then maintenance and operation strategy will be required for this development. It is recommended that this be secured within the S106 legal agreement.

9.53 The Council's Drainage Officer is satisfied that SuDS can be achieved on the site, and therefore a condition will also be included to ensure that the development will be SuDS compliant, in line with the NPPF and CSDPD Policy CS1.

xii COMMUNITY INFRASTRUCTURE LEVY (CIL)

9.54 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 relevant new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.55 In this case, the proposal would be CIL liable as it comprises the creation of 10 new dwellings. The site falls within the Outer Bracknell CIL charging area, for which the charge is £75 per square metre for 1-14 dwellings against which any existing floorspace to be demolished (77 & 79 Deepfield Road) can be offset.

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 residential area.

10.2 No highway safety implications will arise subject to the imposition of conditions. Relevant conditions will be imposed in relation to detailed design, highway improvements, landscaping, biodiversity and sustainability.

10.3 A legal agreement will secure contributions for SPA mitigation and the scheme is CIL liable.

10.4 It is considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS23, BFBLP 'Saved' Policy EN20, M4 and M9, and the NPPF.

11. RECOMMENDATION

11.1 **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).
02. Dedication of the site access as public highway

That the application be **APPROVED** subject to the following conditions amended, added to or deleted as the Head of Planning considers necessary:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990
02. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details.

P022 C - Proposed Site Layout LPA received 10.11.15

P023 A - Proposed Ground, First & Second Floor Plans – Plots 2 & 3, 6 & 7 and 8 & 9 LPA received 16.10.15

P024 A - Proposed Ground & First Floor Plans - Plots 4 & 5 LPA received 16.10.15

P025 A - Proposed Second Floor Plans - Plots 4 & 5 LPA received 16.10.15

P026 C - Proposed Floor & Roof Plans - Plot 10 LPA received 16.10.15

P027 A - Proposed Elevations Plots 3 & 4 LPA received 16.10.15

P028 A - Proposed Elevations - Plots 4 & 5 LPA received 16.10.15

P029 A - Proposed Elevations - Plots 2 & 3, 6 & 7 and 8 & 9 LPA received 16.10.15

P030 C - Proposed Elevations - Plot 10 LPA received 10.11.15

P031 A - Proposed Street Elevations (plots 2-9) LPA received 04.12.15

P032 C - Proposed Site Layout (1:500) LPA received 10.11.15

P033 A - Proposed section CC LPA received 20.10.15

Preliminary Ecological Survey (May 2015) received 12.06.15

Bat Survey (June 2015) received 12.06.15

SUDS Report (Drainage Strategy) ref: TENB/RIL/4525/SR.3 (sep2015) received 19.11.15

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 include brick sample panel, roof tiles, windows, doors, boundary enclosures and other hard surfaces to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP Saved Policy EN20, CSDPD CS7]
04. The development hereby permitted shall not be begun until details showing the finished floor levels of the buildings hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.
REASON: In the interests of the neighbours amenity and the character of the area.

[Relevant Policies: BFBLP Saved Policy EN20, CSDPD CS7]

05. The roof light windows in the rear roof slopes of the dwellings facing Montgomery of Alamein Court to the north of the proposed development shall at all times be no less than 1.8 metres above internal floor level.
REASON: To prevent the overlooking of neighbouring property.
[Relevant Policies: BFBLP Saved Policy EN20, CSDPD CS7]
06. 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.
[Relevant Policies: BFBLP Saved Policy EN20, CSDPD CS7]
07. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following:
- to form an access into the site
The dwellings provided by the carrying out of the development shall not be occupied until the off site highway works have been completed in accordance with the approved scheme.
REASON: In the interests of highway safety.
[Relevant Policy: BFBLP Saved Policy M4]
08. No dwelling shall be occupied until the existing accesses to the site have been closed and the footways/verges are provided over the closed accesses in accordance with details which have been submitted to and approved in writing by the Local Planning Authority; the footway/verge shall be retained as approved thereafter.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
09. No development (other than the construction of the access) shall take place until the access has been constructed in accordance with the approved plans .
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
10. No dwelling shall be occupied until a means of access for pedestrians has been constructed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of accessibility and to facilitate access by cyclists and/or pedestrians.
[Relevant Policies: BFBLP M6, Core Strategy DPD CS23]
11. Before any other part of the development hereby permitted is commenced, the proposed vehicular access shall be formed and provided with visibility splays of 2.4m x 56m in both directions, in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height measured from the surface of the adjacent carriageway and at all times maintained clear of any obstruction exceeding 0.6 metres in height.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

12. 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 driveway and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. 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 carriageway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
13. No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. 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]
14. The car ports hereby approved shall be retained for the use of the parking of vehicles at all times and, notwithstanding the provisions of the Town and Country (general Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no enlargements, improvements or alterations shall be made to the car port, and no gate or door shall be erected to the front of the car port, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that the development is provided with adequate parking to prevent the likelihood of on-street parking which could be a danger to other road users.
[Relevant Policy: BFBLP M9]
15. The development hereby permitted shall not be begun until details of the signing for the visitor car parking space has been submitted to and approved in writing by the Local Planning Authority. The visitor car parking space shall be provided and signed in accordance with the approved details and the space and signage shall thereafter be retained.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: BFBLP Saved Policy M9, Core Strategy DPD Policy CS23]
16. No dwelling shall be occupied until the area shown for car parking on the approved plan has been drained and surfaced in accordance with details submitted to and approved by the Local Planning Authority and that area shall not thereafter be used for any purpose other than the parking of vehicles.
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]
17. 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]
18. 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 dwellings shall not be occupied until the approved scheme has been implemented. The facilities shall be retained as approved thereafter.
REASON: In the interests of accessibility of the development to cyclists.
[Relevant Policies: BFBLP Saved Policy M9, CSDPD Policy CS23]

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed in the first floor level or above of the north and south facing side elevations of the dwellings hereby permitted except for any which may be shown on the approved drawing(s).
REASON: To prevent the overlooking of neighbouring property.
[Relevant Policies: BFBLP Saved Policy EN20, CSDPD Policy CS7]
20. 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 Saved Policy EN2 and EN20, CSDPD Policy CS7]
21. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority. The scheme shall be implemented as approved.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
22. Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the Local Planning Authority, detailing the containment, control and removal of Three-cornered Garlic (*Allium triquetrum*) on site. The measures shall be carried out strictly in accordance with the approved scheme.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
23. The development (including site clearance and demolition) shall not be begun until a wildlife protection plan for construction has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- i) an appropriate scale plan showing where construction activities are restricted and protective measures
- ii) details of protective measures to avoid impacts during construction
- iii) a timetable to show phasing of construction activities
- iv) persons responsible for compliance with legal consents, planning conditions, installation of protective measures, inspection and maintenance.

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

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1]

24. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details set out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

a) identify those area/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

25. The dwellings shall not be occupied until a scheme for the provision of bird and bat boxes (and other biodiversity enhancements, not mitigation), 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 Policy CS1, CS7]

26. 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]

27. The development hereby permitted shall not be begun until an Energy Demand Assessment demonstrating that :

(a) 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) 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).

Has been submitted to and approved in writing by the Local Planning Authority. Save as otherwise agreed in writing by the Local Planning Authority, the building(s) 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]

28. 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 without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

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

Informative(s):

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

In the event of the S106 agreement not being completed by 29 February 2015, the Head of Planning be authorised to either extend the period further or 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).