

ITEM NO:Application No.
15/00855/FULWard:
Harmans WaterDate Registered:
15 September
2015Target Decision Date:
10 November 2015

Site Address:

**Brackworth Broad Lane Bracknell Berkshire RG12
9BY**

Proposal:

**Erection of 6 no 2 bedroom and 2 no 1 bedroom flats with
associated parking, cycle shed, amenity space, bin store and
access following demolition of existing dwelling.**

Applicant:

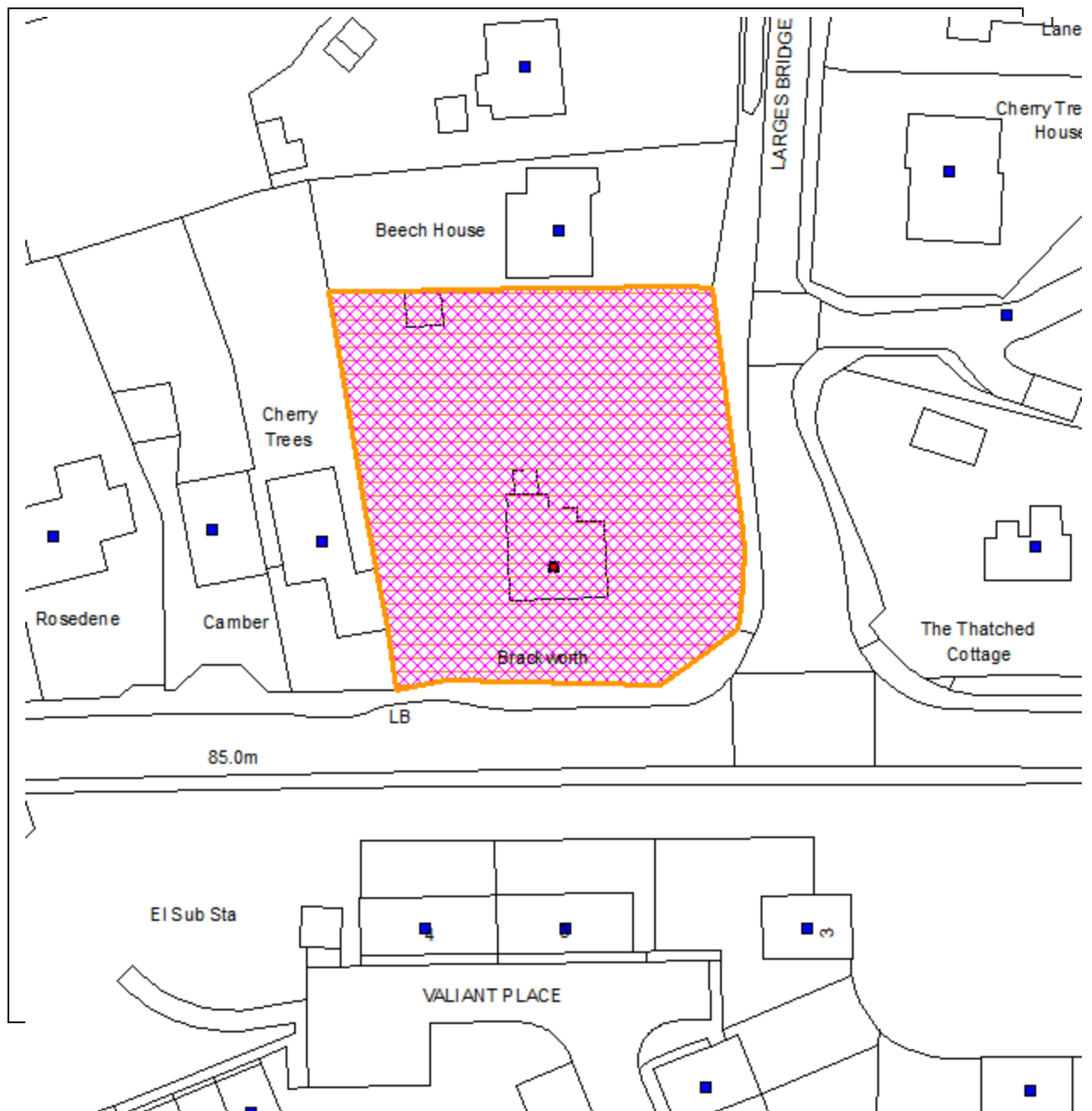
Mr M Goya

Agent:

Mr Amrik Chahal

Case Officer:

Katie Walker, 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 proposal is for the demolition of the existing house on site and the erection of a two storey building comprising eight flats (two x 1 bedroom flats and six x 2 bedroom flats) as well as parking, bin storage and amenity space. The proposals also include a new access road from Larges Bridge Drive.

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. No highway safety implications will arise subject to the imposition of conditions. Relevant conditions are recommended in relation to detailed design, biodiversity and sustainability and a section 106 agreement will be sought in relation to impacts on the SPA.

RECOMMENDATION

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.
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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

PLANNING STATUS

Within settlement boundary

Character Areas SPD, Bracknell Study Area, Area B

3.1 The site is occupied by Brackworth, which is a vacant bungalow. It is bounded to the north by Beech House on Larges Bridge Drive; to the west by Cherry Trees House on Broad Lane; to the south by Broad Lane, beyond which is The Parks development; and to the east by Larges Bridge Road, beyond which is Thatched Cottage, a Grade II Listed building.

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

4. RELEVANT SITE HISTORY

606485: Erection of 1 detached dwelling: Refusal 1981.

5. THE PROPOSAL

5.1 The proposals are for the demolition of the existing dwelling, 'Brackworth', and the erection of a two storey building comprising eight flats. Two of the flats would have 1 bedrooms and six flats would have 2 bedrooms. An access would be created off Larges Bridge Drive, leading to parking spaces to the rear of the building. There would also be access from Broad Lane. The building would be positioned to the south of the

site, with amenity space provided to the north west. Three of the first floor flats would also have private balconies.

5.2 The building would be laid out with two flats either side of a central lobby space housing the staircase. The ground floor would include cycle storage in this space. A further cycle store and bin store with a green roof would be positioned in the north west of the site.

5.3 A 0.5 metre high brick wall is proposed to the front of the site onto Broad Lane, with some mixed planting proposed on the eastern edge of the site, on Larges Bridge Road.

6. REPRESENTATIONS RECEIVED

Town Council

6.1 Bracknell Town Council raised no objection to the proposals.

Other Letters of Representation

6.2 Twelve letters of objection were received. The issues raised are summarised as follows:

- Overdevelopment of the site.
- Bulk, scale, height and massing.
- Out of character with surrounding dwellings.
- Overlooking and privacy impacts.
- Overbearing impacts.
- Loss of light.
- Broad Lane should not be used to serve parking spaces [*officer note: the revised site plan demonstrates that this access will be closed off*].
- Increase in traffic on Broad Lane and associated highway safety implications.
- Safety concerns for pedestrians and cyclists.
- Concerns over visibility from Broad Lane to Larges Bridge Drive.
- Concerns over new access. Access should be from Broad Lane only.
- Noise impacts.
- Loss of green space.
- Impact on water and sewer service.
- Impact on Grade II listed building.
- Evergreen trees should be reinstated.
- Access to Broad Lane should not be closed off.

7. SUMMARY OF CONSULTATION RESPONSES

7.1 Biodiversity Officer: No objection subject to conditions.

7.2 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:

	Development Plan	NPPF
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 and CS24 of CSDPD	Consistent
Sustainability	CS10 and CS12 of CSDPD	Consistent
SPA	SEP Saved Policy NRM6, Saved Policy EN3 of CSDPD and Policy CS14 of CSDPD	Consistent
Biodiversity and landscaping	Saved policy EN1 and EN2 of BFBLP, CS1 of CSDPD.	Consistent
Noise and pollution	Saved policy EN25 of BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Thames Basin Heath Special Protection Area (SPD)		
Character Areas Assessment (SPD)		
Parking standards SPD		
Other publications		
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 Waste and recycling
- ix Community Infrastructure Levy

i. Principle of development

9.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). Policy CP1 of the Site Allocations Local Plan sets out that a positive approach should be taken to considering development proposals (which reflects the presumption in favour of sustainable development set out in the NPPF), and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

9.2 Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF, and can be afforded full weight. In particular, Policy CS2 permits development within defined settlements. The application site is located within a defined settlement as designated by the Bracknell Forest

Borough Policies Map. In addition, the proposal would replace one dwelling with eight flats, boosting the supply of housing within the Borough, in line with CSDPD Policy CS15. Therefore, the principle of development on this site is acceptable.

ii. Impact on Character and Appearance of Area

9.3 The Bracknell Study Area B (Broad Lane) of the Character Area Assessment SPD sets out, in summary, that the area is of positive character and provides a high quality living environment close to the town centre. It notes that good sized plots with individual dwellings give a sense of spaciousness, in pleasant contrast to the more urban form of the surrounding area and that there is no consistent architectural approach within the main area. It notes that the built form is predominantly 1-2 storey detached houses, laid out in an informal manner with gaps between them.

9.4 The following relevant recommendations are set out in the SPD:

- Development along Ranelagh Drive and Larges Bridge should be kept to a lower density with detached houses in generous plots and spaces in between them;
- Retain tree cover and encourage further tree planting in Martins Lane;
- Development to enhance views down Broad Lane; and
- Development along Broad Lane should be of higher densities with a more continuous building line.

9.5 The existing building comprises a bungalow, which has been vacant for some time and is boarded up at the windows. The proposed development comprises a large two storey building housing eight flats, with parking and amenity space to the rear. The building would have a ridge height of 8 metres and would be 25.4 metres wide at its widest point, which is significantly larger than the existing building of 9.3 metres wide. However, the plot is generous and there would still be space around the building. The proposed building would be separated from Cherry Trees by approximately 6 metres at its closest point to the garage, and approximately 9 metres to the main house, whereas Cherry Trees is separated from Camber (its neighbour to the west) by approximately 1.6 metres. The rear of the building would be separated from Beech House to the north by 16.6 metres. The proposed building would be approximately 6 metres from the highway to the front (south) and between 4 metres and 6 metres from the highway to the east of the site. There would be an area of amenity space to the north west of the site. As a result, the proposed development would not appear cramped in the plot and would retain the character of a good sized plot with a sense of spaciousness. While the proposed building would comprise eight flats, it would be two storeys. It is wider than the majority of surrounding dwellings, but it would not significantly detract from the character of individual detached houses laid out in an informal manner with gaps between them.

9.6 The Character Area Assessment SPD states that development along Broad Lane should be of higher density. There are other examples of flatted development on the northern side of Broad Lane, within the character area and in close proximity to the site. For example, Bardeen Place has two 2.5 storey buildings comprising ten flats. The overall density of Bardeen is 41 dwellings per hectare, however the site includes some houses as well as flats on a wider site. The flatted part of the development is in a comparable plot size to the proposed (10 flats on approximately 0.16 hectares). The adjacent building on Broad Lane is part two, part three storeys and comprises six flats on a site of 0.06 hectares, which would equate to 100 dwellings per hectare. Numbers 1-5 Saville Court, to the north of Larges Bridge Drive, is a 2 storey building comprising 5 flats on a site of 0.12 hectares, equating to 42 dwellings per hectare. The application site is generous and results in a density of 61.5 dwellings per hectare. The principle of a flatted development within the character area is

established and the density of the proposal is appropriate both in terms of the surrounding context and in terms of the character area SPD.

9.7 The proposed building would be two storeys, which is in keeping with the houses in the surrounding area which, as set out in the Character Area Assessment SPD, are typically 1-2 storeys in scale. The building would have a wide frontage to Broad Lane, with three gable features to the front and a pitched roof above the ground floor. There would be two front doors on to Broad Lane. The rear elevation would have two gable features, with windows and balconies below. The western elevation would have a low eaves height, with dormer windows at first floor which would be obscure glazed and fixed shut. The eastern elevation would have one front door with an open porch, and two windows at first floor level. The proposed materials are brick with tile hanging and timber cladding to the walls and tiled roofs. While there is no consistent architectural approach in this area, as set out in the Character Area Assessment SPD, the architectural features of the proposed buildings can be seen in Broad Lane and on Larges Bridge Road. The building would therefore not adversely affect the character and appearance of the character area.

9.8 The Thatched Cottage is a two storey Grade II Listed Building, located to the east of the site across Larges Bridge Road. At its closest point, the proposed building would be located 26.9 metres from The Thatched Cottage. The Thatched Cottage is set back in its plot and there is a wooden fence around the site, over which the thatched roof is visible. There is some planting to the boundaries of The Thatched Cottage, although the cottage is visible from the pavement to the south east of the application site. There are numerous two storey houses on Broad Lane, including the house next to The Thatched Cottage to the east; and The Parks development on the opposite side of Broad Lane, which comprises two and three storey house and is clearly visible from the north side of Broad Lane. Given the two storey scale of the proposed building and the distance between the two buildings, it is not considered that the proposal would have an adverse impact on the setting of The Thatched Cottage. A condition regarding boundary treatments will be secured to ensure that any planting and screening to the eastern boundary of the site is appropriate.

9.9 The proposals are in keeping with the surrounding residential development in terms of plot pattern and design, and the impact on the Grade II Listed Building is considered to be acceptable. The proposal is in line with the recommendations of the Character Area Assessment SPD. It is therefore not considered that the development would result in an adverse impact on the character and appearance of the area. It would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. Impact on Residential Amenity

9.10 The proposed building would be 9 metres from the eastern elevation of Cherry Trees. While the proposed building is taller than the existing bungalow (which is 5 metres tall), it has a maximum ridge height of 8 metres, which is typical of a two bedroom house. The siting of the proposed building means that its closest point is adjacent to the garage, and the distance between the properties increases towards the north of the site. At its closest point, the proposed building would be 9 metres from Cherry Trees and at its furthest point, it would be separated by approximately 11 metres. The rear garden of Cherry Trees would be adjacent to the amenity space of the proposal. While the proposed building is significantly larger than the existing dwelling on the site, due to the distance between the properties and the scale of the proposed building, it is considered that the proposed building would not have a significantly overbearing impact on Cherry Trees.

9.11 The existing 1.8 metre high fence between the two plots would be retained. There are two first floor windows in this elevation of Cherry Trees. The proposed building would have three dormer windows and one rooflight at first floor level in the western elevation. The

proposed elevations set out that these windows would have obscure glazing and would be fixed shut. This would ensure that the proposals would not overlook the neighbouring property.

9.12 Guidance within the Building Research Establishment (BRE) Report "Site layout planning for daylight and sunlight: a guide to good practice" (2011) is utilised as a standard for assessing acceptable levels of visual amenity with concern to loss of light. A line at an angle of 25 degrees was drawn from the midpoint of the window at the ground floor of Cherry Trees. As this line did not intersect the proposed building, there would not be any significant loss of light impacts to Cherry Trees as a result of the development. The rear of Cherry Trees is orientated away from the proposed building, and extends further north than the proposed building so no loss of light would occur to the rear elevation of Cherry Trees as a result of the proposals.

9.13 The proposed dwelling would be 16 metres from the side elevation of Beech House, to the north of the proposals. There would be a cycle and refuse store of 2.3 metres in height at approximately 1.9 metres from the southern elevation of Beech House. However, the existing 1.8 metre high fence on the site boundary is to be retained, and therefore only 50 cms of the bin and cycle store would be visible above the fence. A green roof is proposed to the bin and cycle store, which would soften its impact. In any event, there are no windows at first floor in the southern elevation of Beech House, which faces the proposals. The rear garden of Beech House would be adjacent to the cycle store and the amenity area of the proposals. While the proposals are taller than the existing house, they are 8 metres tall which is typical of a two storey house. While the proposed building would be considerably wider than the existing house, its two storey scale and the distance between the two properties would ensure that there would not be significant overbearing impacts on Beech House.

9.14 There would be a parking area to the north of the site. This is not considered to have significant adverse impacts on the residential amenity of Beech House because the majority of spaces closest to Beech House would be adjacent to the driveway of Beech House and this use on this part of the site is therefore considered to be appropriate. Two of the spaces would overlap the side elevation of the house, but as set out there are no windows in this elevation, and the existing fence would remain, ensuring that there would be no undue disturbance to Beech House from the parking.

9.15 As there are no windows in the southern elevation of Beech House visible above the boundary fence, there would be no overlooking or loss of light impacts to windows in Beech House as a result of the proposal. The closest part of the proposed building to the rear garden of Beech House would be approximately 18 metres away, and therefore no overshadowing would occur as a result of the proposals.

9.16 There would be windows and 2 balconies at first floor in the northern elevation of the proposed building. The balconies would face on to the side elevation of the house. A person standing on the westernmost balcony could potentially overlook the garden of Beech House. A 1.8 metre high obscure glazed screen has been proposed on this balcony to mitigate this potential impact. There would be one bedroom window at first floor facing the garden, however the distance of 18 metres between the window and the rear garden of Beech House ensures that there would not be significant overlooking of the garden of Beech House.

9.17 The proposed building would be over 27 metres from The Thatched Cottage, across Larges Bridge Road. As set out in the previous section of this report, the two storey nature of the proposals, the distance and the intervening road are considered to ensure that there would not be any overbearing impacts on The Thatched Cottage.

9.18 The site is opposite The Parks development and, while this is visible from the site,

the proposals would be across Broad Lane from The Parks. The Parks itself comprises 2 and 3 storey dwellings, and the proposals would not have any significant impacts on the residential amenities of the properties in The Parks.

9.19 The proposed access road would be from Larges Bridge Drive. There is also a bin and cycle store proposed on this boundary. While this would result in access and parking to the northern boundary, next to the side boundary of Beech house, it is considered that due to the scale and nature of the proposed development, this would not cause undue noise and disturbance to the neighbouring property.

9.20 Due to the layout, scale and design of the proposed flats, 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

9.21 The site currently has a vehicular access off Broad Lane, a local distributor road which is subject to a 30mph speed limit. Historically, the vehicular access off Broad Lane served a single residential dwelling and it is proposed to be closed off and removed. A condition is recommended to secure this.

9.22 A new vehicular access is proposed off Larges Bridge Drive, a residential cul-de-sac which currently serves around 14 properties (including Cherry Tree Drive) and is well-used by pedestrians and cyclists, including children/teenagers for through access towards Ranelagh School, St Joseph's Primary School and Bracknell and Wokingham College and commuters heading towards the Town Centre. Larges Bridge Drive is a shared surface for pedestrians, cyclists and vehicles with short lengths of footway provided at the junction with Broad Lane only. Larges Bridge Drive varies in width from around 4.8 metres in the position of the proposed access to the car park to around 6.5 metres towards the junction with Broad Lane. While this is acceptable, some highways works will be secured by condition, including the off site highways works to create the new access and undertake footway and verge works adjacent to the site frontage with Larges Bridge Drive.

9.23 There is a level difference between the site and Larges Bridge Lane and this will need to be considered in the access construction.

9.24 There is a general principle that access onto a lower classification of road is likely to result in less conflict due to lower traffic volumes and lower vehicle speeds etc. The Highway Authority (HA) considers that closing the existing access onto Broad Lane and providing a new access onto Larges Bridge Drive would be of highway safety benefit. The proposed highway works set out above would improve pedestrian and vehicular access and sight-lines to support the proposed development.

9.25 The primary means of pedestrian access to the flats is proposed from Broad Lane and those pedestrians who may wish to head north along Larges Bridge Drive could do so via the car park access.

Parking

9.26 The parking layout has been reconfigured to be served from the proposed car park access off Larges Bridge Drive. On-site car parking should be secured by planning condition. 15 car parking spaces are proposed. 14 residents' parking spaces are required to comply

with the parking standards and 2 visitor spaces are required to serve 8 flats. There is a shortfall of one parking space. It is suggested that one space be allocated to each flat with the remaining spaces unallocated and available for general use by residents and their visitors to provide flexibility. There are some parking restrictions around the junction of Larges Bridge Drive and Broad Lane.

9.27 The proposed parking spaces are shown on drawing 2014/02-E Proposed Plans as being 2.4 metres by 4.8 metres with at least 6 metres of aisle space for access and this complies with the current standards for practical and useable vehicle parking. The parking area should be permeable paving to comply with the latest drainage requirements and should be lit to provide a welcoming and safe environment. A cycle store is proposed in the north-west corner of the car park and this will need to be covered and secure. The provision of cycle parking will be secured by planning condition.

Refuse Collection

9.28 A refuse collection point is proposed in close proximity to the car park access onto Larges Bridge Drive and this would enable refuse collection by the Council using existing arrangements. This is discussed in more detail below.

Trips

9.29 Six no. 2 bedroom and 2 no. 1 bedroom flats could generate in the region of 36 two-way vehicle movements over the course of a typical day with 4 or 5 movements 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 local area.

Other Matters

9.30 A construction traffic management plan is required for highway safety and residential amenity and this will be secured by planning condition to be provided prior to commencement of development.

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

iv Biodiversity Implications

9.32 An initial ecological assessment for the site set out that the site had the potential to support a small population of widespread reptile species. An enforcement investigation by the Council's enforcement section found that the building was in a state of disrepair and that the land was in an untidy state, causing detrimental impact on the amenity of the area. The applicant was required, amongst other things, to remove all dead plants, green waste, unused building materials and general rubbish from the site.

9.33 An updated biodiversity note was subsequently supplied by the applicant's ecology consultant. This set out that almost all vegetation on site has been removed and large areas of bare ground are present. The ground vegetation no longer provides the long grass and scrub habitat that made the site suitable for reptiles. With the exception of one pile of rubbish and one pile of sticks, all overgrown rubble piles have been removed. The note states that the remaining piles were hand searched and no reptiles were found. The note considered

that the site is unsuitable for reptiles, and that reptiles are very unlikely to be present. The only suitable areas of hibernation were subject to a hand search, and no reptiles were found.

9.34 The Council's Biodiversity Officer has suggested conditions to ensure the sensitive demolition and construction of buildings in the interests of nature conservation at this stage, and has also suggested a scheme of bat and bird boxes is secured by condition to enhance nature conservation on the proposed development. Subject to these conditions, the proposed development would be in line with CSDPD Policies CS1 and CS7.

v SPA

9.35 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 2.37 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 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. This involves the cost of Suitable Alternative Natural Greenspace (SANG). In this instance, the development would result in a net increase of 7 dwellings (2 x 1 bedroom dwellings and 6 x 2 bedroom dwellings, minus the existing 2 bedroom dwelling on site). 1 bedroom dwellings require a contribution of £1,221 and 2 bedroom dwellings require a contribution of £1,601. The total SANG contribution is therefore £10,447.

9.37 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. 1 bedroom dwellings require a contribution of £399 and 2 bedroom dwellings require a contribution of £526. The total SAMM contribution is therefore £3,428.

9.38 The total SPA related financial contribution for this proposal is £13,875. 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 Saved Policy NRM6, CS14 of CSDPD and the NPPF.

vii Sustainability

9.39 CSDPD Policy CS10 seeks to ensure the best use of natural resources, and CS12 requires 20% of energy requirements for 6 or more dwellings to be generated from on-site renewables, as well as a reduction in carbon emissions of 10%. The applicant has submitted an initial sustainability assessment, and a condition will secure the submission of a detailed sustainability statement and an energy demand assessment to demonstrate that the proposals can meet these requirements, including demonstrating that the development would result in an average water use of 110 litres/person/day.

9.40 The applicant has submitted a sustainable drainage statement and, following discussions with officers, has carried out some preliminary testing to demonstrate that the site would be able to support sustainable drainage using infiltration despite the significant increase in impermeable area on the site. The applicant has also confirmed that the access and driveway areas would be constructed from permeable paving. Conditions will be secured requiring further details of infiltration and detailed SuDS design.

9.41 Subject to the suggested conditions, the application is acceptable with regards to CSDPD Policies CS1, CS10, CS12 and the provisions of the NPPF.

viii Waste and recycling

9.42 The proposed development includes a bin store, and a refuse collection point. Following discussions with the Council's Head of Environmental Services, the applicant has increased the size of the bin store to accommodate the required number of bins for a development of this size. The bin store would be less than 25 metres from the adopted highways and the refuse collection has also been provided at the new access. The applicant has confirmed that a waste management plan will be agreed and implemented with the landlord/occupiers and will be put in place to ensure that waste bins will be transferred to the area provided on the relevant collection day to ensure the uniform use of the new dwellings' waste facilities and to allow the local authority to conveniently and safely access the waste containers. The Council's Head of Environmental Services is satisfied with these arrangements.

ix Community Infrastructure Levy (CIL)

9.43 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.

9.44 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.

9.45 In this case, the proposal would be CIL liable as the proposal comprises the creation of eight 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

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, trees, 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, 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 and documents:
2014/03 rev C: Proposed Elevations (received 27/11/2015)
2014/02 rev E: Proposed Plans (received 03/12/2015)
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 dwellings approved in this permission.
REASON: - In the interests of the visual amenities of the area and to safeguard existing retained trees, hedges and shrubs.
[Relevant Plans and Policies: BFBLP EN20, Core Strategy DPD CS7]
- 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, or as may otherwise be agreed in writing by the Local Planning Authority. 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 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 implemented and maintained.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
- 07 No development shall take place (including demolition, ground works and site clearance) until a method statement for the sensitive demolition and construction of any buildings on site to avoid the potential of harm to badgers has been submitted to and approved by the Local Planning Authority. The content of the method statement shall include:
- the purpose and objectives for the proposed works
 - detailed designs and/or working methods to achieve the stated objectives
 - extent and location of the proposed works shown on an appropriate plan
 - a timetable for implementation
 - details of persons responsible for implementing the works
- The works shall be carried out strictly in accordance with the approved details.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
- 08 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]
- 09 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]
- 10 The development hereby permitted (including any demolition) shall not be begun until details of a scheme of control during 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 – in particular details of noisy equipment or activities and how disturbance will be minimised where there are noise sensitive neighbours
 - (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
 - (viii) Parking of vehicles of site personnel, operatives and visitors
 - (ix) Loading and unloading of plant and vehicles
 - (x) Storage of plant and materials used in constructing the development
 - (xi) Wheel cleaning facilities

- (xii) 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 (viii) to (xii) above.

REASON: In the interests of the amenity of the area amenity and road safety.

[Relevant Policies: BFBLP EN25 and CS DPD CS23]

- 11 Prior to the commencement of development, details of any proposed plant, including ventilation/air conditioning/heating systems, including details of location and noise, should be submitted to the Local Planning Authority. No plant equipment shall be installed until details have been approved in writing by the Local Planning Authority.

REASON: in the interests of residential amenities of the area

[Relevant policies: BFBLP EN20 and EN25].

- 12 No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination, direction of illumination, and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme.

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

- 13 No dwelling shall be occupied until the existing access to the site from Broad Lane has been closed and a footway/ verge is provided over the closed access in accordance with details which have been submitted to and approved in writing by the Local Planning Authority; the footway/vergeshall be retained thereafter.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

- 14 No dwelling shall be occupied until vehicular access as shown on drawing 2014/02 Rev E has been constructed.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

- 15 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]

- 16 No dwelling shall be occupied until the associated vehicle parking and turning spaces have 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 thereafter be kept available for parking and turning 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]

- 17 No dwelling shall be occupied until a detailed scheme has been submitted to and approved in writing by the Local Planning Authority for the cycle parking facility.

The dwellings shall not be occupied until the approved scheme has been implemented. The facilities shall be retained.

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

[Relevant Policies: BFBLP M9, 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 the off site highway works to create the new access and create the new access and undertake footway and verge works adjacent to the site frontage with Larges Bridge Drive. The development shall not be occupied until the off site highway works have been completed in accordance with the scheme.
REASON: In the interests of highway safety.
[Relevant Policy: BFBLP M4]
- 19 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]
- 20 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 carbon emission will be reduced by at least 10% and that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20%). 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.
- 21 The access, footpaths and parking areas as shown on the approved plans shall be constructed from permeable concrete block paving.
REASON: To prevent the increased risk of flooding
- 22 The development hereby permitted shall not be begun until infiltration tests in accordance with BRE Digest 365 have been carried out at the proposed locations and depths of the soakaways and infiltration systems to be used for the development, and the results of such tests have been submitted to and approved in writing by the local planning authority.
REASON: To prevent the increased risk of flooding
- 23 The development hereby permitted shall not be begun until details for the proposed surface water soakaways and infiltration systems to be used for the approved development, have been submitted to and approved in writing by the local planning authority. Such details shall include:
- Designs and specifications for the soakaways and infiltration systems;
 - Calculations for the surface water storage requirements in respect of a 1 in 30 year rainfall event;
 - Calculations for the design of the soakaways and infiltration systems in accordance with the infiltration test results submitted pursuant to the approved details of condition 21;

- Geotechnical ground investigation results to show that the proposed soakaways and infiltration systems will function as designed.

REASON: To prevent the increased risk of flooding

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 and documents
 8. Hours of construction and demolition
 9. Delivery hours during construction and demolition
 14. Access construction
 21. Permeable paving.

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

3. Materials
 4. Means of enclosure
 5. Hard and soft landscaping
 6. Bird and bat boxes
 7. Badger protection method statement
 10. Management plan
 11. Details of plant
 12. Details of lighting
 13. Access details
 15. Visibility splay details
 16. Vehicle parking and turning
 17. Cycle parking
 18. Off site highway works
 19. Sustainability Statement
 20. Energy Demand Assessment
 22. Infiltration testing
 23. Drainage design
- 03 The Street Care 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 It is envisaged that the off site highways works referred to in condition 18 would include:

- The existing footway around the junction of Broad Lane and Larges Bridge Drive on the Brackworth side should be continued for a further few metres to a point level with the footway on the other side of Larges Bridge Drive.
- The existing over-grown verge along the Larges Bridge Drive frontage should be removed and a new grass verge reinstated.
- A new kerb-line should be introduced to clearly demarcate the road edge from the footway/verge.

In the event of the S106 agreement not being completed by 25 February 2016, the Head of Planning be authorised to extend this period or 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