

ITEM NO:Application No.
15/00888/FULWard:
Warfield Harvest RideDate Registered:
10 September
2015Target Decision Date:
5 November 2015

Site Address:

**Green Acres Warfield Road Bracknell Berkshire RG42
2JY**

Proposal:

**The erection of 8 new dwellings with associated garages and
parking with the access off existing bell mouth on Atte Lane
following demolition of existing outbuilding.**

Applicant:

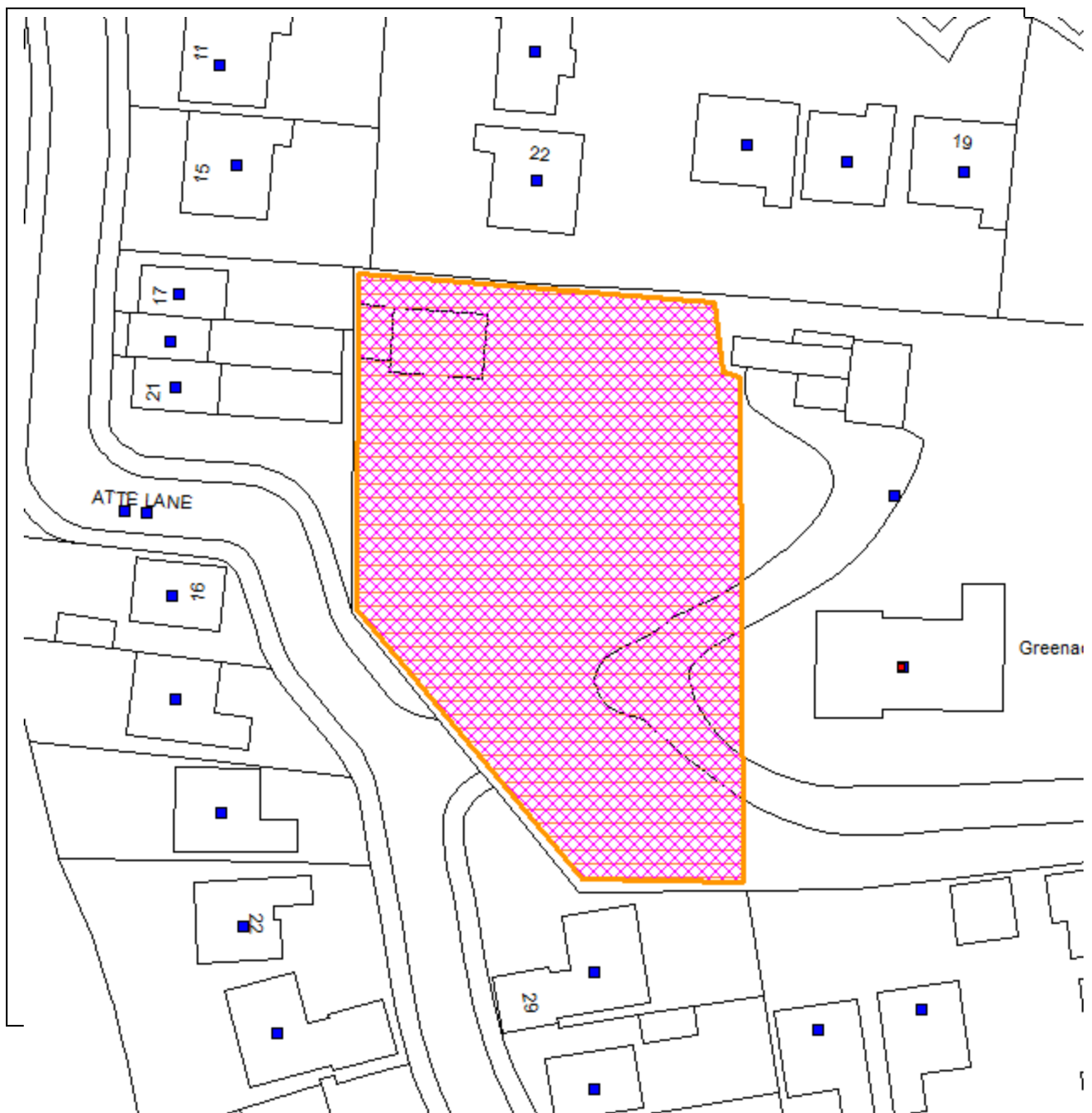
Mr John Strange

Agent:

Mr Andrew Gorse

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 erection of eight new dwellings and the creation of a new access road off the existing bell mouth on Atte Lane.

1.2 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of neighbouring properties and would not adversely impact upon the character and appearance of the surrounding area. The proposals would be acceptable in terms of highway safety and parking, subject to proposed conditions. Relevant conditions are also recommended in relation to detailed design, biodiversity, trees 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

Within 5 km of the SPA

3.1 The site comprises land to the west of Green Acres. It is bound to the north by residential properties on Hemmyng Corner and Atte Lane; to the west by properties on Atte Lane; to the south by houses on Gill Rise and to the east by Green Acres. Beyond Green Acres is Warfield Road.

3.2 Green Acres is a large detached house in a generous plot. The application site currently forms part of this plot. The application site currently comprises a neatly maintained lawn and part of an existing driveway for Green Acres. There is a run down wooden structure with a corrugated roof in the north west corner of the site, which appears to be used for informal storage. The site is bounded by tall hedges to the south and west, and trees and shrubs to the north.

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

4. RELEVANT SITE HISTORY

4.1 There is no relevant history for the site.

5. THE PROPOSAL

5.1 The proposal was originally for nine houses, however following officer comments, the application has been revised and is now for the erection of eight 3 bedroom houses with parking spaces. The proposal includes the creation of a new access road off the existing bell mouth on Atte Lane.

5.2 The site layout would have two terraces of three houses to the north of the site and two detached houses to the south of the site. The two terraces of three houses would face into the site, with the rear gardens extending to the site's boundary to the north. They would be two storeys, constructed from brick with tiled roofs. The central house of each terrace would have a front facing gable, and the houses on either side of this would have tile hanging to the first floor. Each house would have bifold doors leading on to the garden.

5.3 The detached houses to the south would also face the access road within the site and would each have an attached garage. They would be constructed from brick and tiled roofs. They would have front gables, with tile hanging. The initial proposals included the retention of the tall landscaping on the site's boundaries, however following a number of comments from residents, the site plan has been amended to show fencing instead.

6. REPRESENTATIONS RECEIVED

Parish Council

6.1 Warfield Parish Council responded to both consultations, raising the following concerns:

- The proposed terrace of 7 dwellings would be out of keeping with the surrounding street scene where terraces are limited to a maximum of 3 dwellings [*Officer comment: this applied to the original site layout. This was revised, removing the terrace of 7 and replacing with two terraces of 3 houses*].
- The proposed development is 2 parking spaces short of BF Council standards [*Officer note: this also applied to the original site layout and the parking on the revised scheme does comply with standards*]
- The current property was previously registered for car sales with access from Warfield Road without any known issues. Warfield Parish Council can see no reason why this entrance would not be retained for the proposed development.
- Existing dwellings in Atte Lane are currently screened from the site by high vegetation, but no proposals have been made for this vegetation to be suitably replaced.
- No cycle storage is proposed.

Other Letters of Representation

6.2 Neighbours were consulted on the application on 24th September 2015. Following discussions with officers and in response to comments received from neighbouring properties, the application was revised and neighbours were reconsulted on 9th November 2015.

6.3 Objections were received from fifteen different households for the original plans. An additional seven letters, from the same households, were received for the revised plans. The issues raised are summarised below:

- Consultation was not carried out appropriately [*officer note: consultation letters were sent to all properties neighbouring the site and two site notices were put up*].
- Maintenance of existing planting
- Insufficient car parking [*Officer note: the revised scheme meets the Council's standards for car parking*].
- Concerns that Atte Lane will be used for overspill parking, which would result in congestion and highway safety issues.
- Congestion on Atte Lane and associated noise and disturbance.

- Access should be from Warfield Road.
- Road safety of Atte Lane and surrounding roads.
- Insufficient visitor parking.
- Concerns over construction vehicles, dust carts, delivery vehicles, fire engines and ambulances being able to access the site.
- Overdevelopment of the site.
- The terraced houses do not have garages and are out of keeping with the surrounding houses.
- Removal of hedging would affect the character of Atte Lane.
- There should be replacement planting and landscaping to ensure character and privacy are maintained.
- The other side of the site is more appropriate for redevelopment.
- Noise and disturbance to surrounding properties from additional houses.
- Biodiversity concerns.
- Security risk and health and safety risk from pathway to the rear of the houses for bin storage.
- Sets a precedent for high density development on eastern part of Green Acres site.
- No school places.
- The design and size of the houses is out of character with the surrounding development.

7. SUMMARY OF CONSULTATION RESPONSES

7.1 Tree Service: No objections subject to conditions.

7.2 Biodiversity Officer: No objections subject to conditions.

7.3 Transportation Officer: No objection subject to conditions.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key planning policies and guidance applying to the site:

	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 Retained Policy NRM6, Saved Policy EN3 of CSDPD and Policy CS14 of CSDPD	Consistent
Trees, biodiversity and landscaping	Saved policy EN1 and EN2 of BFBLP, CS1 of CSDPD.	Consistent
Noise and pollution	Saved policy EN25 of BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Thames Basin Heath Special Protection Area (SPD)		

Parking standards SPD
Other publications
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)
CIL Charging Schedule

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 Impact on trees
- vi Biodiversity considerations
- vii SPA
- viii Sustainability
- ix Community Infrastructure Levy

i. Principle of development

9.1 The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. In addition, the proposals would provide eight new 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.

ii. Impact on Character and Appearance of Area

9.2 The site is to the west of Green Acres, which is a house situated in a generous plot. While the proposals would alter the character of the site itself, the existing house is unusual in the context of the surrounding area in terms of the size of the plot. The surrounding residential development to the north, west and south comprises relatively dense development. While the houses on the opposite side of Warfield Road to the east have more spacious plots, Green Acres is still distinctive in terms of its plot size.

9.3 The proposed houses would be arranged in two terraces of three houses to the north of the site and two detached houses to the south of the site. While the immediate surroundings of the site on Atte Lane and Hemmyng Corner comprise mainly detached houses, there is a terrace of three houses immediately to the west of the site, at 17-21 Atte Lane. Terraces are also visible on the opposite side of Atte Lane, and are characteristic of Hebbecastle Down, to the west of Atte Lane. The mix of two short rows of terraces and detached houses is therefore in keeping with the character and plot pattern of the area.

9.4 Each of the houses within the terraces to the north of the house would have an open plan living/kitchen/dining area and a wc at ground floor, with three bedrooms, one with en-suite, and a family bathroom at first floor. They would each have patio doors leading to a private rear garden. Plots 8 and 9 would have similar ground and first floor layouts to the houses on plots 1-6, and in addition would have an attached garage each. The houses on plots 7 and 8 would have patio doors leading to a private rear garden.

9.5 The houses on plots 1-6 would be two storeys, constructed from brick with tiled roofs. The central house of each terrace would have a front facing gable, and the houses on either side of this would have tile hanging to the first floor. The houses on plots 7 and 8 would also be two storey and would be constructed from brick and tiled roofs. They would have front gables, with tile hanging and would have open porches. There would be contrasting brick detailing around the windows. Examples of these features can be seen in the surroundings of the site, for instance on Atte Lane as well as on Green Acres. Samples of materials would be secured by condition to ensure that the development would be of high quality.

9.6 The site is currently bounded by hedging to the south and west, and informal planting of shrubs and trees to the north. The proposals originally sought to retain the existing hedging and planting, however the hedging and trees are not of high quality and do not make a positive contribution to the character of the area, and a significant amount the existing planting would have to be removed to allow for the back gardens and for the pathway between plots 1-3 and 4-6. As such, fencing and replacement planting has been proposed instead. A condition is recommended to ensure that an appropriate and high quality scheme of landscaping would be secured. It is considered that replacement landscaping would have a positive impact on the street scene.

9.7 The proposed access road would extend the existing bell mouth from Atte Lane. This is considered to be in keeping with the road, as the access already exists (albeit fenced off at present) and forms part of the street scene.

9.8 The proposals are in keeping with the surrounding residential development in terms of plot pattern and design, in line with the character area SPD. It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area. It would therefore not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. Impact on Residential Amenity

9.9 While the proposed development would be adjacent to Green Acres, the proposed houses would be two storeys and it is not considered that they would have an overbearing impact on Green Acres over and above the surrounding development on Atte Lane, Hemmyng Crescent and Gill Rise.

Loss of light and overshadowing impacts

9.10 Due to the distance of the proposed houses from the surrounding neighbouring residential properties, there would not be any loss of light impacts as a result of the development. In addition, the orientation of the dwellings and their distance from the surrounding properties would ensure that there are no overshadowing impacts on neighbouring properties.

Overbearing

9.11 As the site is currently undeveloped, any built form on this site would alter the visual impact on neighbouring properties. The proposed houses on plot 1-6 would be two storeys high, and would be approximately 8.2 metres at their tallest point. This is considered to be appropriate to the surrounding context, in line with the other houses on the surrounding roads which are also two storeys high. The closest houses to the proposed houses on plots 1-6 would be 21 and 22 Hemmyng Corner, and 17-21 Atte Lane. The rear gardens of 17 and 19 Atte Lane would back on to the side of the rear

gardens of plots 1-3 and this orientation ensures that the proposals would not be overbearing on these properties.

9.12 The corner of plots 1-3 would be visible from the rear garden of 21 Atte Lane, and are located at a distance of approximately 14 metres from the rear of the house. However, the orientation of the proposed dwellings ensures that they would be aligned across the whole of the back garden. The proposed houses are appropriate to their context in terms of scale and it is not considered that they would have an undue overbearing impact on this property.

9.13 Number 22 Hemmyng Corner is situated to the north of the site. As such, plots 1-6 would be visible from this property. The layout of the proposed development means that the rear elevations and gardens would face on to the side of 22 Hemmyng Corner. Plots 4 and 5 would be in line with the parking and turning area to the front of 22 Hemmyng Corner and it is not considered that they would have an undue impact on residential amenity.

9.14 At its closest point, plot 3 would be approximately 16 metres from the side elevation of 22 Hemmyng Corner. Due to the scale of the proposed dwellings in this urban context, this is not considered to be significantly overbearing, and replacement landscaping is proposed which would serve to mitigate potential overbearing impacts. 22 Hemmyng Corner is situated to the north of its plot, with side access to the rear garden. This side access is approximately 5 metres wide to the boundary. Plots 1 and 2 have rear gardens of approximately 11 metres. The garden to 22 Hemmyng Corner is approximately 15 metres wide. Therefore while the houses are 11 metres from the closest part of the rear garden of 22 Hemmyng Corner, they are approximately 16 metres from the part of the rear garden closest to the rear elevation of 22 Hemmyng Corner. This is considered to be acceptable and would not result in an undue overbearing impact on 22 Hemmyng Corner. In addition, a pathway is proposed between the two terraces of houses to break up the building mass.

9.15 Number 21 Hemmyng Corner is located to the north east of the site. It would face directly on to plot 6, at a distance of 20 metres back-back. This is considered acceptable in the context of a built up residential area. In addition, plot 6 does not extend to the full width of plot 21 Hemmyng Corner, which further ensures that there would not be unacceptable overbearing impacts as a result of the proposals. Again, replacement landscaping would further ensure that the impacts of the proposals in this respect would be acceptable.

9.16 As the site is currently undeveloped, the introduction of 6 houses to the north of the site will impact in terms of noise on 21 and 22 Hemmyng Corner. However, the scale of the development, and its location in a built up residential area, is appropriate to the site and would not cause unacceptable noise and disturbance to surrounding properties. There is also a pathway proposed to the rear of plots 3 and 4. This was originally proposed to span the back of plots 1-7 (now plots 1-6), however following neighbour comments this has been reduced in size to minimise impacts on 22 Hemmyng Corner.

9.17 The proposed houses on plots 7 and 8 would also be two storeys and would be marginally taller than plots 1-6, at approximately 8.6 metres tall. They would at an oblique angle to the nearest dwelling, at 29 Atte Lane. The rear elevation of the house on plot 7 would be between 7.5 and 11.5 metres from the side boundary of the rear garden of 29 Atte Lane. The rear elevation of plot 6 would be approximately 5.5 metres wide and due to its orientation, it is not considered that it would have an overbearing impact on 29 Atte Lane.

Overlooking impacts

9.18 As set out above, at its closest point, plot 3 would be approximately 16 metres from the side elevation of 22 Hemmyng Corner. The rear elevation of plot 3 would have two bedroom windows facing the side elevation of 22 Hemmyng Corner. There is one window in the side elevation of 22 Hemmyng Corner. Although the room it serves is unknown, it does not appear to be a primary window to a habitable room. In any event, it is considered that the proposed separation distance is acceptable to the urban area and that no undue overlooking or loss of privacy would occur as a result of the development.

9.19 Plots 1 and 2 would face the rear garden of 22 Hemmyng Corner. Plot 2 would have two windows facing the garden; a bedroom window and an en-suite window; and plot 1 would have two bedroom windows in this elevation. As set out above, while the rear elevation of the houses are 11 metres from the boundary with 22 Hemmyng Corner, they are approximately 16 metres from the part of the rear garden closest to the rear elevation of 22 Hemmyng Corner. This is considered to be acceptable and would not result in significant loss of privacy. As set out above, replacement planting will be secured by condition, which should further mitigate any overlooking concerns. In addition, a condition is suggested to ensure that the en-suite window would be obscure glazed.

9.20 The rear elevation of Plot 6 would have two bedroom windows in it, at a distance of 20 metres from the rear elevation of 21 Hemmyng Corner. This in itself is considered to be an acceptable distance in terms of overlooking impacts. Additionally, replacement planting is proposed on this boundary, and the existing tree on the Green Acres site would remain, further ensuring that there is adequate privacy between 21 Hemmyng Corner and the proposed houses.

9.21 As plot 1 has no windows proposed in its western elevation, no overlooking would arise to 21 Atte Lane. A condition is recommended to remove permitted development rights regarding windows in this elevation.

9.22 The orientation of plots 7 and 8 ensures that they would not cause overlooking to 29 Atte Lane. While they face the rear garden of 29 Atte Lane, they are at an oblique angle and it is not considered that there would be significant overlooking impacts from the proposed dwellings. The rear elevations of the houses on plots 7 and 8 would be approximately 25 metres from the rear elevation of the closest property on Gill Rise, and would not face this property directly. There would therefore not be any overlooking to this property as a result of the houses on plots 7 and 8. Plot 7 is situated closest to the boundary of Green Acres, however there are no windows in the side elevation so no overlooking impacts would arise as a result of the application. A condition is recommended to remove permitted development rights regarding windows in this elevation.

Construction impacts

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

9.24 Due to the layout and design of the proposed houses and the proposed separation distances, it is not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties or

future occupiers. The development would therefore not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

iv Transport implications

Access

9.25 The site would be accessed off Atte Lane, an adopted residential road which is subject to a 30mph speed limit. Atte Lane has footways and street lighting.

9.26 Vehicular access to Newport Drive/Harvest Ride and the wider highway network is via Hebbecastle Down or Huson Road/Mareshall Avenue. These adopted residential roads have some traffic-calming and vehicles speeds are generally low. There is an existing pedestrian/cyclist access from Huson Road onto the A3095 Warfield Road.

9.27 Some on-street parking was observed to occur within this residential estate during an early morning site visit by the Highway Authority (HA). The sporadic on-street parking observed is likely to result in lower vehicle speeds.

9.28 The site would utilise an existing bell-mouth which is likely to have been formed to serve future development. This bell-mouth is not currently in use for access and is being used as an informal parking lay-by. The proposal would not alter the bell-mouth other than removing the full height kerbs, fencing and planting along the site boundary. Sight-lines in the region of 30 metres can be achieved for vehicles exiting and entering the site which complies with the requirement for vehicle speeds in the region of 25mph in a residential area.

9.29 Pedestrian access to the main front doors of plots 1 to 6 is being provided with footpaths around parking spaces and a combination of individual and shared rear accesses are being provided for these plots for access to bin and cycle storage. Plots 7 and 8 are to have individual pedestrian paths to the main front door of the dwellings and rear access.

Parking

9.30 Seventeen car parking spaces are proposed and this complies with the parking standards for resident spaces (2 spaces for each of these 3-bed dwellings of which there are 8). One visitor parking space is proposed and as such this does not comply with the visitor parking standards for 8 new dwellings (one visitor space should be provided per 5 dwellings). However, the under-provision of visitor parking by 0.6 of a space for visitors is acceptable as infrequent short-term on-street parking could occur within the development or on adjacent streets without detrimental impact on access.

9.31 Plots 7 and 8 are to each have 2 on-plot spaces, including a garage parking space and a driveway space in front and this complies with the parking standards. Also, plot 6 is to be served by two tandem spaces to the side of the property. 11 communal spaces are proposed to the front of plots 1 to 5, including one visitor space which is shown on the Proposed Site Layout as being a disabled space.

9.32 The proposed garages comply with the current standards for practical and useable vehicular parking having internal dimensions of 3 metres by 6 metres. The use of garages for vehicular parking could be secured by planning condition. Garages are proposed to be used for bin and cycle storage, as well as vehicle parking. The driveway length in front of garages is shown on the Proposed Site Layout as being at least 6 metres and therefore a vehicle would be able to park in front of the garage without overhanging

the service margin and with sufficient clearance from the garage door. These driveway spaces are proposed to be 3 metres wide to take account of buildings and enclosures to the side of spaces.

9.33 The parking spaces serving plots 1 to 5 are 2.4 metres by 4.8 metres and this complies with the current standards and there is some clearance to the side of the tandem parking spaces serving plot 6 to take account of the adjacent building. 6 metres of access/reversing space is being provided and spaces are considered to be practical and useable. Cycle parking could be secured by planning condition.

Site Layout and Adoption

9.34 The HA actively seeks to adopt residential estate roads serving 6 or more dwellings. While the applicant has no plans for the road to be adopted at present, the proposed 4.8 metre wide shared surface access road is appropriate for this scale of residential development and could be adopted in the future if required.

9.35 A turning head is to be provided for an 8.5 metre long vehicle. A refuse vehicle would not enter the site and therefore bin collection points are proposed within 25 metres of Atte Lane and no greater than 30 metres from dwellings, which complies with the Council's requirements for waste collection from a private road. Bin storage is proposed to the rear of plots 3 and 4, which is accessible from plots 2-5, with a pathway leading to the front of the houses. There is also side gate access to plots 1 and 6 to facilitate bin storage and collection. Plots 7 and 8 would store bins in their garages.

9.36 The turning head would be adequate for a standard car, domestic delivery vehicle and a fire tender.

Trips

9.37 The 8 new dwellings are likely to generate in the region of 48 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 may be liable for CIL charges and financial contributions could be used to fund general transport improvements in the local area.

9.38 Subject to conditions, the proposal is considered to be acceptable in highway safety and parking terms, in line with 'Saved' Policy M9 of the BFBLP, Core Strategy Policy CS23 and the NPPF.

iv Biodiversity Implications

9.39 The ecological reports submitted with the application shows that there is little ecological value to the site. A condition is recommended to secure the protection for breeding birds and enhancements for wildlife. Subject to this condition, the proposals would be acceptable in biodiversity terms, in line with CSDPD Policies CS1 and CS7, and 'Saved' BFBLP policy EN2.

v Impact on trees

9.40 The site currently has hedging, planting and trees to its northern, western and southern boundaries. Following discussions with officers and comments from neighbours, it is proposed that the existing planting to the site boundaries is removed and replaced. The arboricultural report accompanying the application sets out that all trees within the site are of poor quality, either category 'U' or 'C'. Following a site visit, officers agree with

this assessment. The hedge is assessed as category B, however the Council's tree officer is of the opinion that this is not of significant landscape value. As such the removal of the existing planting is acceptable, and a condition requiring details of hard and soft landscaping will be secured, to ensure appropriate replacement planting.

9.41 While not a planning matter, a number of residents have raised concerns over the maintenance of the existing planting and hedging. According to the representations received, the existing planting grows quickly and requires neighbouring properties to maintain this at their own expense. The proposed replacement planting scheme should resolve these concerns, while still providing screening and boundary softening.

9.42 There are two trees adjacent to the site, on Green Acres, which are shown to be retained. One is to the eastern boundary of proposed plot 6 and the other is to eastern boundary of plot 7. Given their proximity to the site, a condition is recommended to ensure that these trees are protected during construction.

9.43 Subject to these conditions, the proposal is not considered to have an unacceptable impact on trees and therefore is in line with CSDPD policy CS1 and BFBLP 'Saved' policies EN1 and EN2.

vi SPA

9.44 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 4.2 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.

9.45 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.

9.46 In this instance, the development would result in a net increase of 8 X 3 bedroom dwellings which results in a total SANG contribution of £17,368.

9.47 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 **£5,688**.

9.48 The total SPA related financial contribution for this proposal is **£23,056** 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.

vii Sustainability

9.49 CS Policy CS10 seeks to ensure the best use of natural resources, and CS12 requires a 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%. This is in line with paragraph 97 of the NPPF, which seeks to promote energy from renewable and low carbon sources. A condition will secure the submission of a sustainability statement and energy demand assessment to demonstrate that the proposals can meet these requirements.

9.50 The applicant has submitted a drainage strategy. While this strategy is acceptable and demonstrates that the proposed development is not at risk of flooding, and will not increase risk of flooding elsewhere, it does not demonstrate the use of SuDS. 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.

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

viii Community Infrastructure Levy (CIL)

9.52 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.

9.53 CIL applies to any new build that involves the creation of additional dwellings. In this case, the proposal would be CIL liable as the proposal comprises the creation of eight new dwellings. The site falls within the Northern Parishes CIL charging area, for which the charge is £350 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 received by the Local Planning Authority on 9 November 2015:

P15/32/101/E: Proposed site layout

P15/32/110/D: Plots 1-3 Floor Plans

P15/32/120/A: Plots 1-6 Elevations sheet 1 of 2

P15/32/121/A: Plots 1-6 Elevations sheet 2 of 2

P15/32/210/C: Plot 7 Plans and Elevations

P15/32/310/A: Plot 8 Plans and Elevations

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

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

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

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

04. The proposed bathroom windows in the northern (rear) elevations of the dwellings on plots 2 and 5 hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent).

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

05. 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 of the houses 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 EN20]

06. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive.

REASON: In the interests of nature conservation

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

07. 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]

08. The development hereby permitted (including initial site-clearance) shall not be begun until a detailed scheme, and programme for its implementation for the protection of existing trees in accordance with British Standard 5837:2012 'Trees In Relation To Construction Recommendations' (or any subsequent revision), has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include proposals for the phasing of its implementation so that protection is provided from the commencement of demolition or site clearance works (whichever is the sooner), through to the construction works and the completion of hard landscaping works. The submitted scheme shall include the following:

- a) Accurate trunk positions and canopy spreads of all existing trees
- b) Minimum 'Root Protection Areas' of all existing trees
- c) Plans of a minimum scale of 1:200 showing the proposed locations of protective barrier/s, constructed in accordance with Section 6 (Figures 2 or 3) of BS 5837:2012, to include appropriate weatherproof tree protection area signage (such as "Keep Out - Construction Exclusion Zone") securely fixed to the outside of the protective fencing structure at regular intervals.
- d) Proposed ground protection measures in accordance with Section 6 (Figure 3) of BS 5837:2012.
- e) Annotated minimum distances between fencing and trunks of retained trees at regular intervals.
- f) Illustration/s of the proposed fencing structure/s to be erected.

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

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

09. The protective fencing and other protection measures specified by condition 8 shall be erected in the locations agreed in writing by the Local Planning Authority prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site. Where phased protection measures have been approved, no works shall commence on the next phase of the development until the protective fencing barriers and other protective measures have been repositioned for that phase in full accordance with the approved details. No activity of any description must occur at any time within these areas including but not restricted to the following: -

- a) No mixing of cement or any other materials.
- b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.
- c) Siting of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.
- d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.
- e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.
- f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

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

REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

10. 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]

11. No development shall take place until comprehensive details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. These details shall include: -

- a) Comprehensive planting plans of an appropriate scale and level of detail that provides adequate clarity including details of ground preparation and all other operations associated with plant and grass establishment, full schedules of plants, noting species, and detailed plant sizes/root stock specifications, planting layout, proposed numbers/densities locations.
- b) Details of semi mature tree planting.
- c) Comprehensive 5 year post planting maintenance schedule.
- d) Underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both existing reused and proposed new routes.

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.

12. 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]
13. 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]
14. No dwelling shall be occupied until vehicular access as shown on drawing P15/32/101-D has been constructed.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
15. 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 carriageway. The dimensions shall be measured along the edge of the drive and the edge of the carriageway 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]
16. No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with drawing P15/32/101-D. The spaces shall thereafter be kept available for parking at all times.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
17. No dwelling shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for cycle parking facilities. The 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 garage accommodation shall be retained for the use of the parking of vehicles at all times.
REASON: To ensure that the Local Planning Authority's vehicle parking standards are met.
[Relevant Policy: BFBLP M9]
19. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
- a) Parking of vehicles of site personnel, operatives and visitors
 - b) Loading and unloading of plant and vehicles
 - c) Storage of plant and materials used in constructing the development

- d) Wheel cleaning facilities
- e) Temporary portacabins and welfare for site operatives

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above.

REASON: In the interests of amenity and road safety.

20. 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]

21. 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.

[Relevant Plans and Policies: CSDPD Policy CS12]

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

REASON: To prevent increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage scheme.

[Relevant Policies: CSDPD CS1, BFBLP EN25]

Informative(s):

- 01 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 02 No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
- 1. Commencement
 - 2. Approved Plans
 - 4. Obscure glazed window
 - 5. No new windows
 - 6. No site clearance during nesting season
 - 9. Tree protection measures
 - 12. Construction hours

13. Delivery Hours
14. Vehicular access
15. Visibility splays
16. Parking and turning
18. Garages to be retained for parking

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

3. Materials
7. Bird and bat boxes
8. Tree Protection
10. Means of enclosure
11. Hard and soft landscaping
17. Cycle parking facilities
19. Construction Management Plan
20. Sustainability Statement
21. Energy Demand Assessment
22. SuDS

03 The Streetcare Team should be contacted at Department of Transport & Transportation, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.

In the event of the S106 agreement not being completed by 25 March 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