

ITEM NO: 7

Application No.
15/01251/FUL
Site Address:

Ward:
College Town

Date Registered:
5 January 2016

Target Decision Date:
1 March 2016

**Hillcrest 166 Branksome Hill Road College Town
Sandhurst Berkshire GU47 0QQ**

Proposal:

Erection of one 4no bed detached dwelling and two 4no bed semi detached dwellings, following the demolition of existing dwelling, detached garage and outbuildings.

Applicant:

Mr and Mrs John Lee

Agent:

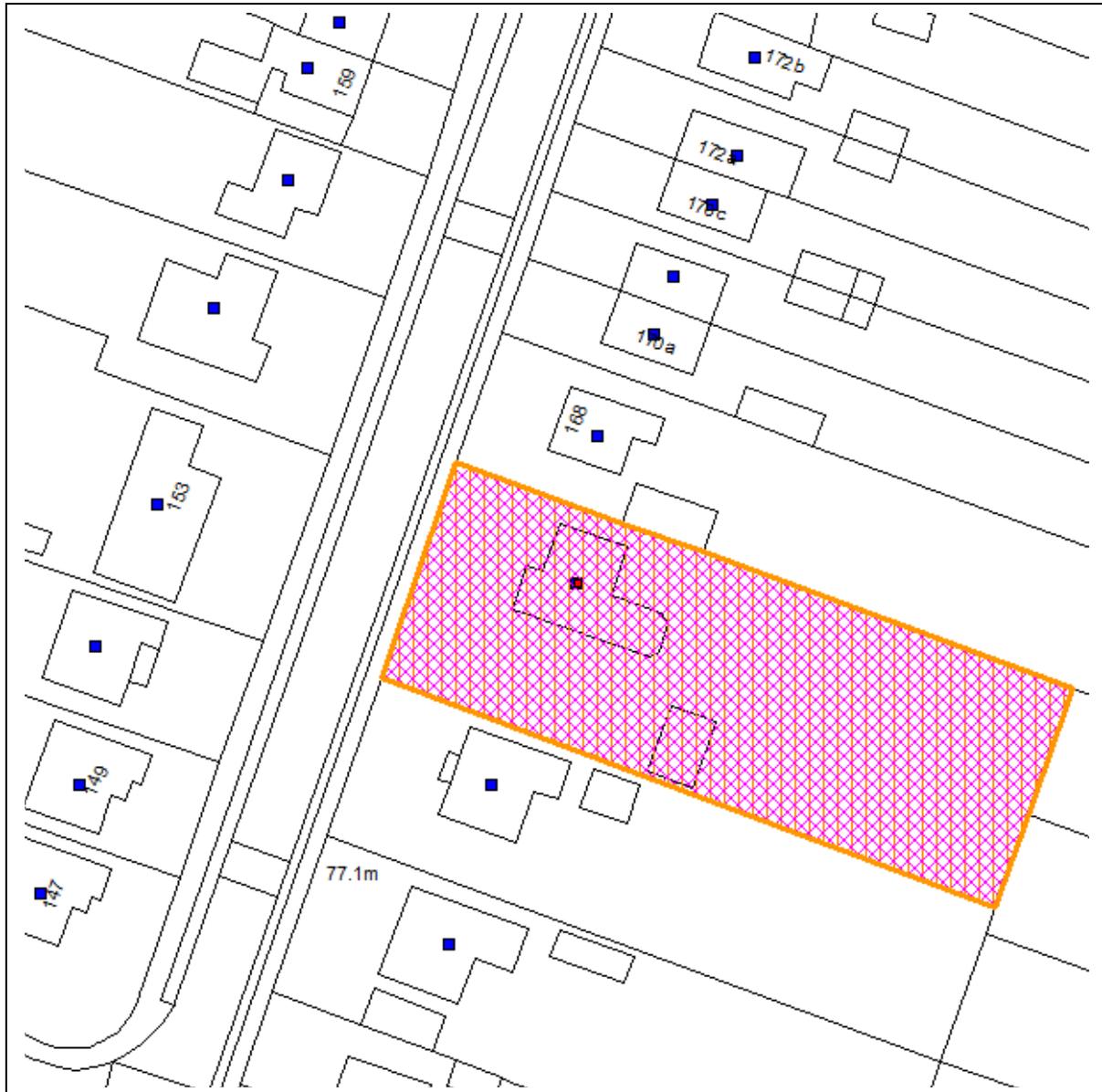
Mr Paul Norman

Case Officer:

Michael Ruddock, 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 proposed development is for the erection of one detached four bedroom dwelling and two semi detached four bedroom dwellings following the demolition of the existing building, detached garage and outbuildings.

1.2 The proposed development relates to a site within the settlement boundary. It is not considered that the development would result in an adverse impact on the streetscene or the character of the area. The relationship with adjoining properties is acceptable and it is not considered that the development would result in an unacceptable impact on highway safety. Relevant conditions will be imposed in relation to biodiversity and sustainability. A legal agreement will secure contributions for SPA mitigation and the scheme is CIL liable.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is reported to the Planning Committee as more than three objections have been received.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within Defined Settlement
Area E of the Character Area Assessment SPD for Sandhurst
Within 5km of the SPA

3.1 Hillcrest, 166 Branksome Hill Road, is a detached bungalow with access to the southern side of the property. An amenity area is located forward of the dwelling with a larger private garden to the rear. The site was previously covered by a number of trees and a large amount of vegetation however this has now been removed. No Tree Preservation Orders affect the site.

3.2 Branksome Hill Road is an unclassified local distributor road with a 30mph speed limit. The road is traffic calmed with speed humps. On street parking is unrestricted close to the site and has been observed to occur.

3.3 The existing dwelling is at a higher level than the road and is bordered on either side by No.164 Branksome Hill Road to the south and No.168 Branksome Hill Road to the north. No.164 is at a lower level than the application site, and No.168 is at a higher level.

4. RELEVANT SITE HISTORY

4.1 There is no relevant planning history for No.166 Branksome Hill Road.

5. THE PROPOSAL

5.1 The proposed development is for the erection of a detached dwelling (Plot 1) and two semi detached dwellings (Plots 2 and 3) following the demolition of the existing bungalow. The main body of Plot 1 would have a depth of 13.1m and a width of 6m, with a single storey

flat roofed element projecting 1m further forward with a width of 3.6m. The dwelling on Plot 1 would have a height of 8.1m.

5.2 Plot 1 would comprise of a lounge/diner, kitchen/breakfast area, hall and garage at ground floor level, with four bedrooms (one with en suite) and a family bathroom at first floor level.

5.3 Plots 2 and 3 would also have a depth of 13.1m. Overall the building would have a width of 11.7m, with each dwelling having a width of 5.85m. A single storey flat roofed element would also project 1m forward of these dwellings, which would have a width of 3.45m for each dwelling giving an overall width of 6.9m. These dwellings would have a height of 8.0m.

5.4 Plots 2 and 3 would be handed, with a lounge/diner, kitchen/breakfast area, hall and garage at ground floor level, with four bedrooms (one with en suite) and a family bathroom at first floor level.

5.5 In addition to the garages, all three dwellings would be provided with two off street parking spaces on the frontage. A new access would be constructed to serve Plot 1, with the existing access widened to serve Plots 2 and 3. All three dwellings would have rear access, with bin storage to the rear.

5.6 To the rear, the three dwellings would all have patios, and a section drawing has been submitted which demonstrates that these would all be lower than the existing ground level. A retaining wall would be constructed to the rear of all three patios, with steps up to access the rear garden. The gardens would have a depth of approximately 35m to the rear of the patios, with the gradient rising to the rear as per the existing ground levels.

6. REPRESENTATIONS RECEIVED

Sandhurst Town Council:

6.1 Recommend refusal for the reason that the layout does not comply with the Local Planning Authority's standards in respect of vehicle parking and turning.

Other representations:

6.2 A total of four objections were received from neighbouring residents. The reasons for objection are summarised as follows:

- The proposal would be a cramped overdevelopment of the site, with three houses replacing one dwelling.
- The development would be out of keeping with the existing streetscene.
- Loss of privacy to the neighbouring properties through overlooking.
- The development would not provide adequate off road parking and would result in the removal of available on-street parking.
- The additional traffic resulting from the new dwellings would result in an adverse impact on highway safety.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 Recommend conditional approval.

Biodiversity Officer

7.2 Recommend conditional approval.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and associated guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP,	consistent
Residential Amenity	Saved policy EN20, EN25 of BFBLP	consistent
Highway Safety	CS23 of CSDPD, Saved policy M9 of BFBLP	consistent
Biodiversity	CS1 and CS7 of CSDPD	consistent
Sustainability	CS10, CS12 of CSDPD	consistent
SPA	NRM6 of SEP, CS14 of CSDPD, EN3 of BFBLP	
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG). Character Area Assessment SPD, Parking Standards SPD, Thames Basin Heaths SPA Avoidance and Mitigation SPD, Planning Obligations SPD.		

9.1 The key issues for consideration are:

- I Principle of the Development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications
- v. Biodiversity Considerations
- vi. Sustainability
- vii. SPA
- viii Community Infrastructure Levy

i. Principle of the development

9.2 The site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF subject to no adverse impacts upon the character and appearance of the surrounding area, residential amenities of neighbouring properties, highway safety etc. These matters are assessed below.

ii. Impact on the character and appearance of the area

9.3 The development would involve the construction of three dwellings following the demolition of one existing dwelling. As such there would be a net increase of two dwellings at the site. The site has a width of 21.7m, and the cumulative width of the three dwellings is 17.7m. As such the size of the site is sufficient for gaps of 1m between the dwellings and the northern and southern boundaries to be maintained, and a 2m gap between Plot 1 and Plot 2. It is considered that these set offs are sufficient to ensure that the development would not

result in a cramped overdevelopment of the site, given the size of the gardens that would remain to the rear.

9.4 There is a levels difference within the application site, with the site rising to the northern boundary with No.168 Branksome Hill Road. Consequently, No.166 is at an approximately 1.1m higher level than the lowest level of No.164 to the south, and approximately 0.3m lower than No.168. The existing streetscene is reflected in the height of the proposed dwellings, with Plot 1 set at a higher level than Plots 2 and 3, and at a lower level than No.168. Plots 2 and 3 would be at a higher level than No.164. As such it is not considered that dwellings of the heights proposed would appear out of keeping with the streetscene in this location.

9.5 With regard to design, the dwellings would all have hipped roofs with a gable feature and a small flat roofed garage feature on the front elevation. Branksome Hill Road has a varied streetscene, with a number of different design features, and it is not considered that the design of the dwellings would be out of keeping with the existing streetscene. The materials proposed are considered acceptable, and the boundary treatment to the side, rear and internally would consist of 1.8m high close boarded fences which is acceptable.

9.6 A total of six parking spaces would be provided to the front of the dwellings, which would result in a significant amount of hardstanding in the streetscene. However as these spaces would be separated by soft landscaped areas there would not be a continuous area of hard standing that might be detrimental to the visual amenities of the area. A number of nearby properties have their whole frontage surfaced with hard standing, and it is considered that what is proposed would have a more positive impact on the streetscene than the existing situation at these properties. A landscaping condition will be imposed to ensure that full details of the proposed landscaping are submitted.

9.7 The Character Area Assessment SPD for Area E (College Town) refers to uniform long narrow plots, and a varied built form with a mixture of house styles and little coherent character. The predominant building material is red/orange brick and building heights are 1-2 storeys. The proposed development would be characteristic of the area, with regard to these features.

9.8 The SPD states that small infill development may not be detrimental to the character of this area, and recommends that the number of cul-de-sac developments should be limited. Infill development should be in character and set around an orthogonal street pattern. Along the street frontage plots should be developed separately for houses. It is not considered that the proposed development would be contrary to these recommendations.

9.9 It is therefore not considered that the proposed 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 development would have the potential to result in a detrimental impact on the properties to the south and north of the site, respectively No.164 and No.168 Branksome Hill Road.

9.11 Plot 3 would be located closest to No.164, however it would not project forward or rear of that dwelling. The depth of the neighbouring dwelling is not as great at first floor level, and as a result the dwellings would be visible from rear facing dormer windows at that property. As indicated on the submitted Site Plan, a 45 degree line drawn from the midpoint of the nearest rear facing window at No.164 would not intersect the dwellings, and it is therefore not considered that the development would result in an unacceptable loss of light to front or

rear facing windows at that property. Plot 3 would be visible from a side facing window at ground floor level, however as this is not the primary source of light to a habitable room, a loss of light to this window is not considered unacceptable.

9.12 The new dwellings would not project beyond the rear elevation of the neighbouring property at No.164, and as such it is not considered that they would appear unduly overbearing when viewed from the rear of that property.

9.13 Side facing windows at ground and first floor level would face towards No.164 Branksome Hill Road. It is not considered that ground floor windows would result in an unacceptable loss of privacy to the neighbouring property, however it would be possible to overlook the rear garden of No.164 from the side facing first floor window. This would serve a landing which is not considered to be a habitable room, and as such a condition will be imposed to ensure that this window is glazed with obscure glass and fixed shut with the exception of a fanlight. It is not considered that the front or rear facing windows would result in an unacceptable loss of privacy to the neighbouring property.

9.14 Plot 1 would be located closest to No.168 Branksome Hill Road to the north. It would project beyond the rear elevation of that property and would be visible from rear facing ground floor and first floor windows. The new dwelling would be obscured from the nearest rear facing ground floor window by an existing detached garage to the rear of the neighbouring property, and as indicated on the submitted Site Plan a 45 degree line drawn from the midpoint of the nearest rear facing window at No.168 would not intersect the dwelling. It is therefore not considered that the development would result in an unacceptable loss of light to the rear facing windows of that property.

9.15 Although the new dwelling would project beyond the rear elevation of No.168, the main amenity area at the rear of that property is beyond an extension, which is shown on the Site Plan. The dwelling would project only 2.5m beyond the rear elevation of the extension and it is not considered that such a rear projection would appear unduly overbearing when viewed from the rear of that property. Furthermore the garage would act as an intervening feature, reducing the impact of the dwelling on the rear of the neighbouring property.

9.16 As with Plot 3, a side facing first floor landing window would face towards the neighbouring property which could potentially overlook the rear of that property. A condition will therefore also be imposed requiring this window to be glazed with obscure glass and fixed shut with the exception of a fanlight. Again, it is not considered that the front or rear facing windows would result in an unacceptable loss of privacy to the neighbouring property.

9.17 Finally it is considered that the relationship between the new dwellings is considered acceptable. It is therefore not considered that the development would result in a detrimental effect on the amenities of neighbouring residents. As such it would not be contrary to BFBLP 'Saved' Policy EN20 or the NPPF.

iv. Transport implications

9.18 The existing access serving the existing property is to be widened to serve Plots 2 and 3, and a new dropped kerb created to serve Plot 1. Vehicular access to these 3 new dwellings is around 50 metres from the junction with Silver Hill and while there is a brow of a hill this does not affect visibility for vehicles accessing and exiting these new dwellings. Furthermore it is not considered that a net increase in two dwellings would have a significant impact on traffic and safety relative to the existing traffic using Branksome Hill Road.

9.19 While on street parking occurs on Branksome Hill Road, adequate sight lines can be achieved between vehicles exiting driveways and passing traffic including cyclists, due to

gaps in on street parking created by existing and proposed driveway accesses. The Site Plan indicates that pedestrian visibility splays can be provided across on-plot paths and planting to enable drivers exiting driveways to see pedestrians using the public footway. These can be secured by condition and any planting will need to be low level to cater for children using the footway. While the proposed parking spaces serving plots 2 and 3 are side by side these driveway spaces vary in length from 6.6m to 8.8m, therefore vehicles are unlikely to park tight to the back of the footway and adequate visibility can be achieved.

9.20 Alterations to existing accesses and new accesses, including alterations to highway verges and street lighting columns will require the consent of the Highway Authority and the applicant will therefore be advised by way of informative to contact BFC's Street Works Team for this.

9.21 Paths are proposed for pedestrian access from the adopted footway to the front doors of all three dwellings which is acceptable. Also, access paths to the rear of the new dwellings for bin storage are shown on the submitted plans. New residents would be able to haul their wheelie bins to the kerbside for collection by the Council.

9.22 Three parking spaces are proposed to serve each four bedroom dwelling, which complies with the Council's Parking Standards. The on plot parking includes two driveway parking spaces and one space within an integral garage.

9.23 The proposed garages are shown on the plans as having internal dimensions of 3m by 6.1m which complies with the Council's requirements for garage parking spaces. Sufficient space is available for cycle parking to be accommodated within the garages. The retention of garages for parking will be secured by condition.

9.24 The proposed driveway spaces in front of the garages vary in length between 6.4m to 8.8m which would provide sufficient length for access around the spaces to the garages and for vehicles not to overhang the footway. The other driveway spaces vary in length between 5.2m and 6.6m which complies with the Parking Standards.

9.25 The two adjacent driveway spaces serving the two different plots 2 and 3 are 2.8m wide and this would assist with access and use of these spaces serving different properties. All other driveway spaces are 2.4m wide which complies with the Parking Standards. The driveway parking will be secured by planning condition. Block paved driveways are proposed and this will need to be permeable to comply with the latest drainage requirements. Finally, a Construction Management Plan will be secured by condition to ensure that there would be no adverse impact on highway safety during the construction period.

9.26 The proposed development would provide acceptable parking, access and visibility which would ensure that the development would not result in an adverse impact on highway safety. The proposed development would therefore not be contrary to CSDPD Policy CS23, BFBLP 'Saved' Policy M9 or the NPPF.

v. Biodiversity Considerations

9.27 The site in its current state has limited value for wildlife. However the site has recently been cleared of a number of trees and a great deal of vegetation. Although consent was not required for this clearance, the site could previously have had greater value for wildlife which has been lost as a result of this site clearance.

9.28 However as the site clearance that has taken place did not require planning permission, it would not be reasonable to impose a condition requiring a scheme providing biodiversity enhancements to mitigate for the loss of the trees and vegetation as such a condition must

only be applied if necessary to make the scheme acceptable. The proposed development would not be contrary to CSDPD Policies CS1 and CS7 or the NPPF.

vi. Sustainability

9.29 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards for water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. No such statement has been submitted in support of the application, therefore a condition is recommended requiring the submission of a Sustainability Statement prior to the occupation of the development in accordance with CSDPD Policy CS10 and the NPPF.

9.30 CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how 10% of the development's energy requirements will be met from on-site renewable energy generation. As highlighted in the Council's Sustainable Resource Management Supplementary Planning Document (<http://www.bracknell-forest.gov.uk/srm>), an energy demand assessment should be submitted and include the following:

- A prediction of the energy demand (in kWh) and carbon emissions (in kg/CO₂) for the site;
 - List of assumptions used i.e. whether these have come from Building Regulations or benchmarks;
 - Details of energy efficiency measures;
 - A prediction of the energy demand and carbon emissions for the site taking into account energy efficiency measures;
 - A feasibility study for all relevant renewable energy technologies;
- The choice of renewable energy systems proposed and the associated energy and carbon savings.

9.31 No such assessment has been submitted in support of the application, therefore a condition is recommended requiring the submission of an Energy Demand Assessment prior to the commencement of development in accordance with CSDPD Policy CS12 and the NPPF.

vi. SPA

9.32 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 0.49 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.

9.33 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.

9.34 In this instance, the development would result in a net increase of two dwellings comprising 3no. four bedroom dwellings replacing a single three bedroom dwelling which results in a total SANG contribution of £5,236. The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which is also calculated on a per bedroom basis. Taking account of the per bedroom contributions this results in a total SAMM contribution of £1,710.

9.35 The total SPA related financial contribution for this proposal is therefore £6,946. A draft Section 106 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 has been submitted. 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.

viii. Community Infrastructure Levy (CIL)

9.36 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.

9.37 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. The proposed development involves the creation of two additional dwellings, and the development is therefore CIL liable.

10. CONCLUSIONS

10.1 It is not considered that the development would result in an adverse impact on the character and appearance of the local area or the amenities of the residents of the neighbouring properties. The proposed parking arrangements are considered acceptable, and the development would not result in an adverse impact on highway safety.

10.2 It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS10, CS12, CS14 and CS23, BFBLP 'Saved' Policies EN3, EN20 and M9, SEP Policy NRM6 and the NPPF.

11. RECOMMENDATION

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

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

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

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990

02. The development hereby submitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 23.02.16:

1128/02 Rev B
1128/03 Rev B
1128/04 Rev B
1128/05 Rev B
1128/06 Rev A
1128/07 Rev A

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

03. No construction works shall take place until brick and tile samples 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 first floor landing windows in the north facing side elevation of Plot 1 and the south facing side elevation of Plot 3 hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). They shall at all times be fixed shut with the exception of a top hung openable fanlight.

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 at first floor level or above in the north facing side elevation of Plot 1 and the south facing side elevation of Plot 3 hereby permitted except for any which may be shown on the approved drawings.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

06. No dwelling shall be occupied until a means of vehicular access has been constructed in accordance with the approved plan site layout.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

07. No dwelling shall be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall at all times thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

08. No dwelling shall be occupied until the associated vehicle parking has been set out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

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

09. The garage 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]
10. No construction works shall take place 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.
[Relevant Policies: BFBLP EN20, M9, Core Strategy DPD CS23]
11. No part of the dwelling shall be occupied 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]
12. No construction works shall take place until an Energy Demand Assessment demonstrating that at least 10% of the development's energy requirements will be provided from on-site renewable energy production, has been submitted to and approved in writing by the Local Planning Authority. The dwelling as 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]
13. 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]
14. No construction works shall take place until a scheme depicting hard and soft landscaping, the proposed maximum heights of planting, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule.
All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the

occupation of any part of the approved development, whichever is sooner. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code of Practice for General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well-formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications for Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design and the visual amenity of the area.

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

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 Plan
 4. Obscure Glazing
 5. Restrictions on side facing windows
 6. Access
 7. Visibility
 8. Parking
 9. Garage
 13. SuDS

The applicant is advised that the following conditions require discharging prior to commencement of construction works:

3. Materials
10. Construction Management Plan
12. Energy Demand Assessment
14. Landscaping

The following condition requires discharge prior to the occupation of the dwelling hereby approved:

11. Sustainability Statement

03. The Street Works Team should be contacted at the Environment, Culture and Communities Department, 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. The lamp post to the front of the site will need to be re-positioned at the applicant's expense.

In the event of the S106 agreement not being completed by 30 June 2016, the Head of Planning be authorised to either extend the period further or refuse the application on the grounds of:

01. The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the proposal would not satisfactorily mitigate its impacts in this respect. In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Policy NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policy CS14 of the Core Strategy Development Plan Document and the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (2012).