

ITEM NO: 11Application No.
18/00935/FULWard:
AscotDate Registered:
25 September
2018Target Decision Date:
25 December 2018

Site Address:

Kingswood Kings Ride Ascot Berkshire

Proposal:

Erection of 22 dwellings, with associated parking, access, and landscaping. (Note for clarification: this application seeks permission for an alternative scheme for part of the site covered by planning permission 16/00732/FUL. That permission provides for the redevelopment of the wider site for a total of 59 dwellings. The current application provides for a net increase of 6 dwellings on the site as a whole).

Applicant:

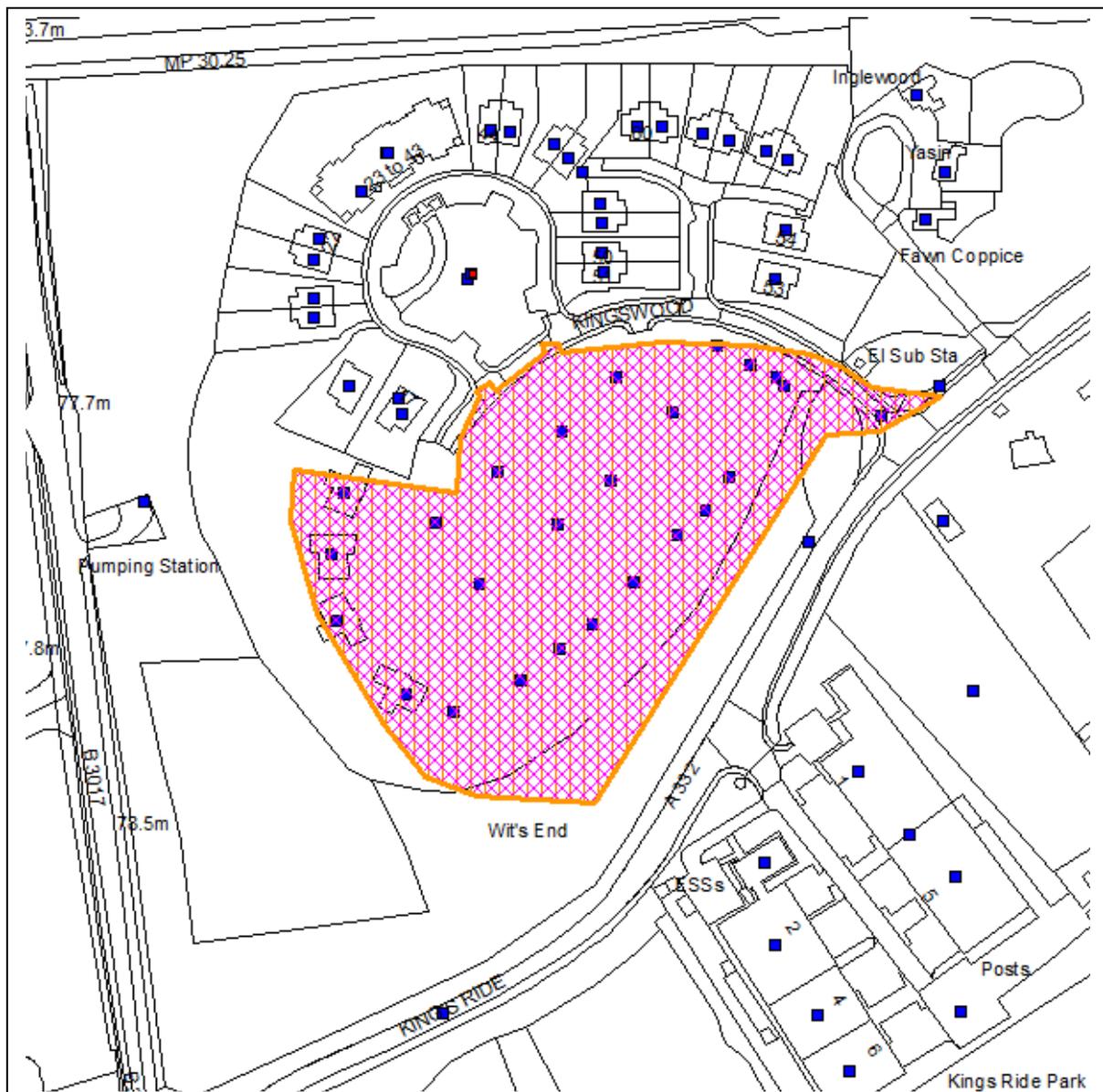
Mr Richard Barter

Agent:

(There is no agent for this application)

Case Officer:

Sarah Fryer, 01344 352000

development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

1. SUMMARY

1.1 This application seeks consent for the re-plan of part of the approved development of this site.

RECOMMENDATION
Approve subject to S106 agreement

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Green Belt
Outside Settlement
Previously Developed Land (PDL)

3.1 The 9.2ha application site is located to the north west of Kings Ride, east of Swinley Road and to the south of the Reading/Waterloo railway. The site is currently under construction for the demolition of existing office buildings and redevelopment to provide 59 residential units (Class C3), associated internal estate road, car parking, landscaping and open space, permitted under reference 16/00732/FUL.

3.2 Prior to the implementation of 16/00732/FUL, the site was occupied by three large, modern office buildings located around a circular feature located on the northern portion of the site. There were also three large carparks with floodlighting columns and a security building closer to the entrance. The rest of the site contains a mixture of deciduous and coniferous trees with two ponds within the wooded areas. The site is generally flat.

3.3 The site is located outside the settlement boundary, and within the designated Metropolitan Green Belt. The residential areas of Prince Consort Drive and Prince Albert Drive lie to the east of the site along with a small commercial estate known as Kings Ride Park. To the west and north lies Swinley Forest whilst the SANG and SSSI known as Englemere Pond lies to the north on the other side of the Reading/Waterloo railway line.

4. RELEVANT SITE HISTORY

18/00314/FUL Erection of 26 dwellings comprising 10 detached houses and 16 apartments, plus associated parking, access, and landscaping. (Note for clarification: this application seeks permission for an alternative scheme for part of the site covered by planning permission 16/00732/FUL. That permission provides for the redevelopment of the wider site for a total of 59 dwellings). Withdrawn

17/01283/FUL Section 73 application to vary condition 02 (approved plans) to planning permission 16/00732/FUL for the redevelopment of the site for 59 dwellings with associated infrastructure. (Note for clarification: permission is sought for internal and external amendments to the apartment building (plots 23-43) and to the parking serving it). Approved 19.02.2018

16/00732/FUL Demolition of existing office buildings and redevelopment to provide 59 residential units (class C3), associated internal estate road, car parking, landscaping and open space. Approved 03.04.2017

13/00858/FUL Demolition of existing office buildings and redevelopment to provide 38no residential units (class C3) together with garages, associated internal estate road, car parking, landscaping, open space and ancillary gym and swimming pool. Approved 12.08.2014.

612824 For the erection of a part two storey, part three storey building forming 98,000sq.ft of office floorspace (Class B1 use) associated parking service area and access road on land known as the Staravia site. Appeal Allowed: 07.05.1991.

5. THE PROPOSAL

5.1 This application seeks consent for a re-plan of part of the comprehensive site known as Phase 3 and 4 and incorporates the area occupied by plots 1-16 inclusive (as originally numbered) of the 2016 scheme. This proposal seeks to replace 16 of the approved plots with 22 units resulting in an increase on site of 6 units taking the cumulative total to 59 within the whole site.

5.2 This scheme proposes replacing the 5 detached dwellings within the central island created by the looping access driveway with 8 detached, but smaller, dwellings. Around the southern loop 11 dwellings would be replaced by 14 dwellings. This application does not propose to change plots 11-14 (Phase 3) which will remain as approved.

5.3 The proposal would not change the layout originally found acceptable within the proposed 2013 and subsequent 2016 application which concentrated the development on the existing areas of built form or hard surfacing.

5.4 The proposal seeks to retain the majority of the trees around the site to assist in screening the development and creating a wooded feel to the development. It is proposed to increase the screening along Kings Ride by an additional 70 trees.

5.5 The proposal also would provide additional pedestrian public access through the site improving the links to the walks within Swinley Forest.

6. REPRESENTATIONS RECEIVED

6.1 A total of 4 representations have been received from residents of nearby properties. The comments can be summarised as follows:

- Impact of the proposed buildings, associated hard standing, and related structures is considerably greater than the individual buildings in the approved scheme and as such are inappropriate in this green belt site.
- Would be against the objectives of the condition 22 of the approved 16/00732/FUL which seeks to remove permitted development rights of the proposed dwellings.
- For this to be acceptable there should be a requirement to provide a footbridge along Swinley Road, over the railway line for safe access.
- This application would introduce apartments outside the original built area of the apartments, resulting in further harm to the openness of the Green Belt.

Kings Ride Residents Association

6.2 Object on the following grounds:

- Continued densification of the site. This latest application nearly doubles the original scheme of 38 dwellings.
- The proposed buildings (and associated hard standing and related structures) are considerably greater than the individual buildings in the approved scheme as such are inappropriate within the

green belt. [Officer Note: this is not factually correct for example this scheme results in an overall reduction in GIA].

- The original offices were sympathetically designed to work with this green belt site, and while not to everyone's taste, were unobtrusive and virtually invisible from both Kings Ride and Swinley Road.

- The proposal does not promote sustainable transport as required under para 35 of the NPPF which adds to the traffic burden. Of specific concern is the railway bridge over Swinley Road.

[Officer Note: the NPPF reference is now out of date as the NPPF was re-published in 2019. Chapter 9, para 102 onwards promotes sustainable transport.].

Winkfield Parish Council

6.3 Strongly opposes this application for development within the Green Belt, given the density, character and overbearing nature of the proposals. The proposal is overdevelopment of the site which causes further loss of green space in close proximity to an SPA and places an unsustainable burden on local infrastructure. The proposal is of further detriment to the area due to its proximity to a known dangerous junction.

7. SUMMARY OF CONSULTATION RESPONSES

Archaeology:

7.1 No objection and no further archaeological works are required

Highways:

7.2 No objection subject to conditions. Comments are discussed in more detail below

Bio-diversity Officer:

7.3 No objection subject to conditions. Comments are discussed in more detail below.

Landscape Officer:

7.4 Raised questions regarding visibility from Kings Ride and additional landscaping. Comments discussed in more detail below.

Lead Local Flood Authority:

7.5 Following the submission of infiltration test, the LLFA is satisfied that the proposed drainage strategy works.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the application and the associated policies are:

	Development Plan	NPPF	Weight to be attributed, with reference to para. 213 of NPPF
Sustainable development principles	SALP Policy CP1	Para. 11(d) refers to 'policies which <u>are most important for</u> determining the application are out-of-date'. CP1 wording differs to this.	Limited (policy not used in planning application decision-making)

	CSDPD Policy CS1	Furthermore, the PPG states that there is no need for a policy to directly replicate para. 11. Consistent (Paras. 7, 8, 11, 12, & 117 - 119)	Full
Principle of development - outside settlement	CSDPD Policy CS2	Consistent (Para. 17 & 117 -119)	Full
	CSDPD Policy CS9 and BFBLP 'Saved' Policy EN8 BFBLP 'Saved' Policy H5	Elements are acknowledged to not be fully consistent (para. 170 a) and b) however the thrust of these policies remains consistent (paras. 78-79, 103, 104a, 117 & 170) Generally Consistent (paras. 79, 103, 117, 170, 213)	Moderate Limited, but relevant
Housing Provision	CSDPD Policy CS15	Inconsistent – utilises now outdated evidence base as basis for policy requirements.	None (policy not used in planning application decision-making)
Design & Character	CSDPD Policy CS7	Consistent (Chapter 12)	Full
	BFBLP 'Saved' Policy EN20	“	Full
Trees & Landscape	CSDPD Policies CS1 & CS7	Consistent (paras. 127 & 170)	Full
	BFBLP 'Saved' Policies EN1, EN2 & EN20	“	Full
Residential Amenity	'Saved' Policies EN20 & EN25 of BFBLP	Consistent (paras. 127, 170 & 180)	Full
Transport	CSDPD Policies C23 & CS24	Consistent (Chapter 9)	Full
	BFBLP 'Saved' Policies M4, M6, M8 & M9	“	Full

Drainage	CS1 of CSDPD	Consistent (paras. 163 & 165)	Full
Biodiversity	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 170 & 175) “	Full Full
SPA	SEP 'Retained' Policy NRM6 CSDPD Policy CS14 BFBLP 'Saved' Policy EN3	Consistent (paras. 170, 171, 173, 175, 176, 177) “ “	Full Full Full
Noise and Pollution (including Land Contamination)	CSDPD Policy CS1 BFBLP 'Saved' Policy EN25	Consistent (paras. 118, 170, 178 & 180) “	Full Full
Sustainability of build (Renewable Energy and Water Use)	CSDPD Policies CS10 & 12	Consistent (para. 149)	Full
Archaeology	CSDPD Policy CS1 'Saved' Policy EN7	Consistent (para. 189) “	Full “
Heritage	CSDPD Policies CS1 & CS7	Consistent (paras. 189 to 197)	Full
Affordable Housing/Mix	CSDPD Policies CS16 & CS17 'Saved' Policy H8 of BFBLP	Consistent (paras. 61, 62, 64 of the NPPF). Definition of 'affordable housing' provided in Para. 5.59 of Policy is not consistent with the NPPF. However main thrust of policy is consistent with paras. 61, 62 and 64 of the NPPF.	Full Moderate
Open Space Provision	CSDPD Policy CS8 'Saved' Policy R4 of the BFBLP	Consistent (paras. 92 & 97 of the NPPF) “	Full Full

Securing Necessary Infrastructure	CSDPD Policy CS6	Consistent (para. 54 to 56, 92 and 94)	Full
Green Belt	'Saved' Policy GB1	Consistent (para. 145)	Full
Supplementary Planning Documents (SPD):			
Design SPD (2017) Parking Standards SPD (2016) Planning Obligations SPD (2015) Streetscene SPD (2011) Sustainable Resource Management SPD (2008) Thames Basin Heaths SPA SPD (2018)			
Other publications:			
National Planning Policy Framework (NPPF) (2019) National Planning Policy Guidance (NPPG) (2019) Bracknell Forest Borough Landscape Character Assessment (LUC) (2015)			

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of development
- ii. Impact on Character and appearance of the area including landscape impact.
- iii. Residential amenity.
- iv. Highway safety
- v. Ecology
- vi. Drainage
- vii. Trees and Landscaping
- viii. Securing necessary infrastructure
- ix. Thames Basin Heaths Special Protection Areas (SPA)
- x. Affordable housing
- xi. Sustainability issues

i. Principle of Development

9.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires proposals to be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration.

9.2 Paragraph 14 of the NPPF sets out that for decision takers this means:

- approving development proposals that accord with the development plan without delay, and
- Where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits assessed against the policies in this Framework taken as a whole: or
 - specific policies in this Framework indicate development should be restricted.

9.3 Paragraph 49 of the NPPF states that 'relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites'.

9.4 Bracknell Forest Council is currently able to demonstrate that it has a current supply of 6.4 years supply of deliverable housing sites. This meets the requirement under the NPPF and has been supported by recent appeal decision.

9.5 As the site is located within the Green Belt, the main consideration from a policy perspective are:

- a. Whether the proposed development constitutes inappropriate development in the Green Belt
- b. The effect of the proposal on the openness of the Green Belt

9.6 The NPPF stresses the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, and the essential characteristic of Green Belts are their openness and permanence (para. 133). The NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (para. 143), and that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (para 144). The construction of new buildings in the Green Belt should be regarded as inappropriate, subject to certain exceptions (paras. 145 and 146)

9.7 Core Strategy Policy CS9 refers to the need to protect the Green Belt from inappropriate development and seeks to protect land outside the defined settlements for its own sake, particularly from development that would harm the character, appearance or function of the land.

9.8 The following paragraphs of the NPPF relating to the Green Belt are of specific relevance to this application:

9.9 Para 133 - the Government attaches great importance to Green Belts. The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

9.10 Para 143 - makes it clear that inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances.

9.11 Para 144- substantial weight should be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

9.12 Para 145 - A local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are:

- a) buildings for agriculture and forestry;
- b) provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages,
- f) limited affordable housing for local community needs under policies set out in the Local Plan;
- g) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

a) Whether the proposal represents inappropriate development within the Green Belt

9.13 Paragraph 143 of the NPPF makes it clear that inappropriate development within the Green Belt is by definition harmful. Paragraph 145 of the NPPF lists exceptions to this which include at point g):

Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings) which would:

- *Not have a greater impact on the openness of the Green Belt than the existing development: or*
- *Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within an area of the local planning authority.*

9.14 The proposal is the re-development of a site which was formally an office building with large parking areas surrounding the built form. The site is therefore considered to be PDL and the construction of the dwellings meets one of the exceptions under para. 145. Accordingly, the proposal is not considered to be inappropriate development and the principle is acceptable.

Consideration of any special circumstances

9.15 Consideration may also be given to any special circumstance which exist in accordance with paragraph 143 of the NPPF.

9.16 Appeal decisions and court judgements have established that significant weight should be afforded to the fallback position when considering new developments that require planning permission where there is a real prospect of the scheme being implemented. Further, the real prospect of a fallback scheme being implemented does not necessarily require a prior approval/planning permission to have been granted.

The fallback position

9.17 Planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, a material consideration is the granting of 16/00732/FUL.

9.18 When considering the fallback position, the relevant tests are:

- whether there is a fallback position (that is a lawful ability to implement a certain use or development);
- secondly whether there is a likelihood or real prospect of such use/development occurring;
- thirdly, if there is a real prospect of such a use occurring, a comparison should be made between the proposed use/development and the fallback position.

9.19 In this case application 16/00732/FUL approved the construction of 52 dwellings following the demolition of the existing office buildings. This scheme has been implemented and whilst work has currently stopped pending the outcome of this application, they could implement the remainder of the scheme. The application now under considerations follows the same layout as the scheme currently under consideration. Accordingly, significant weight should be given to the applicant's fall-back position on this site and can be considered to be very special circumstances and a material considerations when considering the design, appearance, layout of this proposal.

b) Impact on the openness of the Green Belt

9.20 Para. 133 of the NPPF indicates that 'openness' is an essential characteristic of the Green Belt. The term openness is not defined in the NPPF, however given the lack of definition, it could reasonably be interpreted as the absence of built development. Openness can be harmed by (among other things) new built form, external storage, extensive hard standing, car parking and boundary walls or fencing. Landscapes are very important to the openness and amenity of the

Green Belt. The visual impact on landscape forms part of the consideration of harm and is not just associated with views from public vantage points.

9.21 The re-design of this site would only be acceptable providing there is no greater impact upon the openness of the Green Belt than the existing buildings, however in this case as they have been removed, the scheme will also be assessed against the fallback position, which can be implemented.

9.22 Officers are of the view that providing the applicant can demonstrate that the proposal would be similar in terms of volume of built form, hard surfacing and footprint as the approved 16/00732/FUL scheme, it would be difficult to argue that the current proposal would have a detrimental impact upon the openness.

9.23 The extant scheme establishes the principle of residential use on the site, including paraphernalia, lighting and comings and goings. In considering the impact upon openness, factors such as massing, location and height of the proposed buildings, together with any increase in traffic are also considered.

9.24 The application has been compared to both the built form of the offices and of the extant 2016 permission in the table below.

	Original Offices	2016 scheme (16/00732/FUL)	Current proposal(18/00935/FUL)	Difference between two applications
Volume		53,377.4 m3	53,309.1 m3	-68.3m3
Hard surfacing	17,169.13m2	9,817.06m2	9,581.00m2	-236.06
Internal floor area (GIA)	9105.06m2	6400.32m2*	6203.28m2	-197.04
Built Footprint (GEA)	4305.03m2	7290.00m2	7481.00m2	+191.00sqm

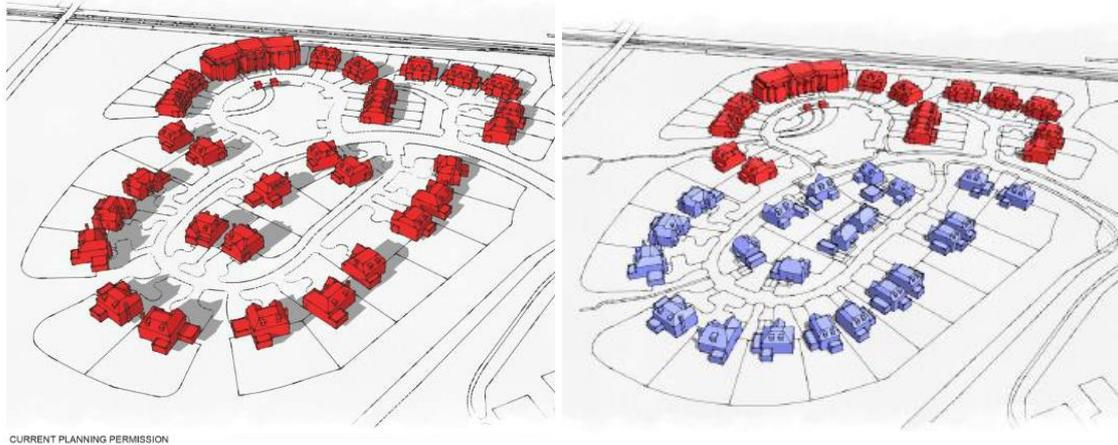
* GIA of the 16 dwellings being replaced.

9.25 The table demonstrates that the current proposal results in a betterment in terms of volume, hard surfacing and internal floor area from the extant planning permission. Whilst there is an increase in built footprint of 191.00sq.m., on balance this increase is balanced by reductions within other indicators and therefore would not be possible to demonstrate harm to the openness of the Green Belt over the extant permission.

9.26 Any harm to the openness of the Green Belt would therefore be through the impact from the traffic movements, residential paraphernalia and noise and activity. This is more variable and harder to demonstrate. The traffic movements would increase from the extant scheme, but not significantly.

9.27 With an increase in dwellings comes an increase in the number of boundaries. However, there is a reduction in hard surfacing (i.e. driveways). Conditions can control the design and appearance of boundary treatments and restrict outbuildings and other forms of development. The

side by side layout images blow show how similar the schemes are.



9.28 Whilst the increase in the number of dwellings has some negative impact this is hard to quantify. In any case this is off-set by the benefits derived from the reduction in the quantitative analysis. It is considered that, taking account of the previously approved scheme and site history, it is not possible to demonstrate that the current proposal would have a greater impact upon the openness of the Green Belt.

9.29 The proposal is therefore considered to be acceptable in principle, as it is considered appropriate development by virtue of point g. of paragraph 145 of the NPPF, there is a fall-back position which can be considered as special circumstances, and would not result in a detrimental effect upon the openness of the Green Belt.

ii Impact on character and appearance of the area, including landscape impact

9.30 Policy CS7 of the CSDPD seeks a high quality of design for all development In Bracknell Forest. This should be achieved by building upon the local character, respecting local patterns of development and enhancing the landscape.

9.31 The site previously contains three office buildings located centrally within the northern part of the site. The existing buildings were three storeys and set within areas of woodland. Three car parking areas are provided within the site. The previous buildings are screened from Kings Ride but could be glimpsed from the railway line and are viewed through landscaping from the adjacent properties of Inglewood, Yasin and Fawn Coppice.

9.32 The office blocks have now been demolished and part of the extant scheme has been built out. The extant scheme sought to replicate the character of Prince Consort Drive as the closest development to the proposal. This area is described within the Character Area Assessments as being of low-density development of large houses set within generous plots. Houses are large, constructed out of brick and tile with some render. The dwellings here are set back from the highway, enabling substantial landscaping to be provided to the front reflecting the rural location of the development.

9.33 This proposal does not seek to change the character or appearance of the development from that already approved, maintaining a verdant and informal layout. Important gaps, and groups of trees would be retained. The proposed change from the extant scheme increases the density,

which is reflected in the increase in built footprint. It is not considered that the increase in density would result in such detrimental harm to the character and appearance of the character established by the 2016 proposal to warrant refusal.

9.34 Other changes to the layout include turning plots 1 and 2 to face onto the main access road, which makes the built form more prominent within the site. However, it does not bring the built form significantly closer to Kings Ride than that approved on the opposite side of the access road and accordingly is considered acceptable.

9.35 This application maintains a variety house types of 2.5 storeys with the 2nd floor within the roof. The range of house types provides variety and interest within the streetscene. All the dwellings are of brick and tile construction with chimneys, and front facing gables. Most dwellings incorporate integral garages with an area of off-street parking within the curtilages of the dwellings. All the dwellings are set back from the highway and within large plots incorporating woodland and space for planting to the front of the dwellings. In these regards the proposals replicate the extant scheme.

9.36 Objections have been received on the basis of introducing flats within the central area away from the position of the original flats. These were included within an early rendition of the proposal and have since been removed.

9.37 The proposed alternative scheme would create a layout that is similar in building footprint and volume to the previously consented scheme.

9.38 The revised layout proposes changes to the orientation of plots 1 and 2 which have been turned to face the main access road, thus bringing the building line closer to the site access and Kings Ride. Whilst this is in line with the built form opposite, and therefore not a reason for refusal, it is recommended that additional planting should be included to provide further screening between Kings Ride and the garden boundary fences.

9.39 The landscape proposals include native species tree and shrub planting along the southern boundary to provide screening and softening to the proposed development. Details can be submitted as a condition.

9.40 Overall it is therefore considered that the proposal maintains and respects the character of the site and would be of an appropriate design and appearance which complies with Policies CS7 of the CSDPD and 'Saved' EN20 of the BFBLP.

iii Residential amenity.

9.41 Saved Policy EN20 of the BFBLP seeks to protect the amenity of surrounding properties. It requires the Council to have regard to ensuring that new development does not adversely affect the amenity of surrounding properties and adjoining areas.

9.42 This application does not affect the nearest dwellings to the site, those being Inglewood, Fawn Coppice and Yasin which are located near phase 1 of the development. There is considered to be sufficient distances between the proposed properties to provide sufficient privacy to future residents.

9.43 Regarding future occupiers all facing windows on the private rear elevations have distances in excess of the 22m acceptable minimum distances suggested by the Design SPD. All properties have off street parking and private amenity areas.



9.44 Accordingly, the proposal is considered to be acceptable in terms of its impact on the residential amenities of existing residents and considered to be in accordance with Policy EN20 of the BFBLP.

iv Impact on Highway safety

9.45 Kingswood takes access off the A332 King's Ride which is an important distributor road between Bagshot, Ascot and Windsor. The existing access is a relatively wide bell-mouth with sight-lines of 2.4m by 120m (in line with the 40mph speed limit), and a right-turn lane. Kingswood takes access off the A332 King's Ride which is an important distributor road between Bagshot, Ascot and Windsor. The existing access is a relatively wide bell-mouth with sight-lines of 2.4m by 120m (in line with the 40mph speed limit), and a right-turn lane. This access was designed to serve the business park, and was considered acceptable for residential traffic, including Council refuse vehicles associated with 59 no. dwellings; and thus would be acceptable for a net increase of 6 no. dwellings.

9.46 The applicant's Transport Statement notes, 'In order to improve pedestrian facilities at the junction onto Kings Ride the development will provide a new section of footway on the north side of the access road junction to link the internal footways with the existing traffic island on the north side of the junction. These works were required as part of the 2014 consent and will be secured via a planning condition with the detailed design of the works being undertaken through a S278 Highways Agreement'. The Highway Authority notes that these highway works have recently been carried out. Also, the highway works include some alterations to reduce the width of the bell-mouth to improve pedestrian access.

9.47 It is acknowledged that Kingswood is in a relatively unsustainable location, as the nearest shops and facilities are in Ascot some 2km (1.2 miles) north-east of the site. This was assessed as part of the previous planning application for 59 no. dwellings (16/0732/FUL). Improvements to pedestrian facilities will improve site accessibility for an overall residential scheme of 65no. dwellings.

9.48 The Highway Authority comments for planning application 16/00732/FUL recognised that there are no footways over the railway bridge along Swinley Road, in the context that this was likely to make this walking route an unattractive proposition. However, the number of additional pedestrian movements across the railway bridge is likely to be low. The approved plans for 16/00732/FUL included the provision of an internal footpath within the Kingswood site, which connects to the eastern side of Swinley Road; to the south of the railway bridge. This has been provided in recognising there is likely to be a pedestrian desire line to Crown Estate Land on the western side of Swinley Road, and Englemere Nature Reserve. A net increase of 6 no. dwellings is unlikely to generate significant additional pedestrian movements.

9.49 The Highway Authority notes that a 4.8m wide shared surface could suitably accommodate an additional 6 no. units in line with the Council's Highways Guide for Development. The internal access road serving plots 1 to 14 is similar to that approved via 16/00732/FUL, and vehicle tracking was provided to demonstrate that a refuse vehicle could manoeuvre around the private access-way. Also, bin stores for the apartments are shown on the Phase III Site Layout (drawing P4-SL-001) adjacent to the access-way which would enable collection of waste from the access-way.

9.50 The Highway Authority would seek to adopt residential estate roads serving an overall residential scheme of 65 no. dwellings to ensure access, including for refuse collection; and this would require the estate roads to be constructed, drained and lit in line with the Council's adoption requirements. However, should the applicant not wish to do this this would not be a reason for refusal.

Parking

9.51 The Transport Statement indicates that garage sizes have been increased to 3.5m by 7.5m to comply with the latest standards for garage parking spaces; and that parking provision for the entire development, including 15 visitor spaces complies with the Council's parking standards (2016).

9.52 The Transport Statement indicates that cycle parking would be accommodated within garages.

Trips

9.53 The Transport Statement notes, 'the traffic flows from the current scheme remain significantly below the traffic activity from the previous offices and only marginally greater than the consented residential scheme'. Whilst a net increase of 6 no. dwellings is likely to result in an additional 34 movements per day compared with the consented residential scheme for 59 no. dwellings; an overall residential scheme for 65 no. dwellings is likely to generate in the region of 341 movements per day, which is less than the potential 1,334 movements which could be generated by the previous offices.

9.54 The applicant has provided a Traffic Management/Site Set-Up Plan (Drawing KW-A-902-E), which is similar to the approved plan for the houses currently being constructed. This plan includes the use of the existing access, provision of wheel-wash facilities, and on-site car parking which should minimise the highway safety impacts of construction.

v Ecology

9.55 Planning consent 16/00732/FUL has permitted the construction of 59 dwellings on site; phase 1 and 2 of the permitted development are underway. This application seeks to revise the permitted layout within Phase 4 of the development site increasing the number of dwellings on site from 59 permitted under 16/00732/FUL to 65 in total. The permitted scheme includes an approved Biodiversity Mitigation Plan (Viewpoint Associates LLP), which allows for the retention,

translocation and recreation of heathland habitat and details the locations of these areas, which are to be retained and not used for other purposes (as required by Condition 17 of 16/00372/FUL).

9.56 The application has been supported by an Ecology Update Report prepared by AAE Environmental Limited. The Update Report shows that there will be a loss of some of the heathland habitat approved under the existing consent (16/00732/FUL) but that the revised layout proposed will allow for an increase in the total area of heathland habitat created; a net gain of 495m². The report concludes that the revised scheme would have no significant adverse impact on wildlife as long as approved mitigation measures are implemented.

9.57 The revised proposals will lead to an increase in the total area of heathland habitat within the development. The areas of proposed heathland within the revised layout are small, which will make long term management more difficult, but on balance, the increase in the total area above that already permitted, means that the revised proposals are acceptable subject to implementation of a condition requiring the retention of the heathland and not using it for other purposes.

9.58 The conclusions of the Ecology Update Report are accepted that other significant adverse ecological impacts from the revised proposals are unlikely.

vi Drainage

9.59 The proposal was supported by a Flood Risk Assessment and a drainage strategy. A Sustainable Drainage System (SuDs) has been incorporated into the design which consists of permeable paving and geo-cellular soakaways. Surface water from the dwellings would be piped to the soakaways. Further information including infiltration testing was requested which was carried out earlier this year after a very wet winter. Information submitted demonstrates that the site is suitable for infiltration.

9.60 Following the submission of further details and clarification, the proposed drainage strategy is considered to be acceptable and would deal sufficiently with surface water. The management of the SuDs features for the lifetime of the development should be secured through a condition.

9.61 Subject to the imposition of conditions to secure full drainage details and implementation of the approved details, the proposal is considered to comply with the NPPF section 10 supported by the Ministerial statement on Sustainable drainage systems dated 18th December 2014.

vii Trees and Landscaping

9.62 The character of the site is defined by the trees that surround it and those within the site. This creates a wooded character, limiting views and enclosing the open areas of the site.

9.63 The scheme, like the extant 2016 scheme proposes the removal trees. None of the trees within the site are protected by a TPO. The trees to be lost are to be removed either because they are unsafe or dying, to enable the proposed development to be accommodated or to open up space to enable the creation of heathland. This was found to be acceptable previously and since this scheme does not propose the removal of any more trees this is considered acceptable.

9.64 It is considered that there is sufficient space to accommodate additional landscaping including tree planting, where it is necessary to increase the screening. A condition should be imposed to secure this.

9.65 The proposal could be considered contrary to Policy EN1, which seeks to protect tree and hedgerow cover; however given that the trees are not protected, and that the removal of some trees and scrub would enable the creation of additional heathland, a habitat of international importance, it is felt that any harm is outweighed by these benefits. Given the fallback position of

the approved scheme also removing a similar amount of trees, in this instance the proposed removal of trees is considered acceptable.

9.66 The proposal is therefore considered to comply with Policy EN1 of the BFBLP.

viii Securing necessary infrastructure / CIL

9.67 CSDPD Policy CS6 states that development is expected to contribute to the delivery of:-

- (a) infrastructure needed to support growth and;
- (b) infrastructure needed to mitigate impacts upon communities, transport and the environment.

9.68 Guidance in the Planning Obligations SPD, which came into effect (with CIL) on 6 April 2015, is relevant.

9.69 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. It applies to any new build but in the case of outline applications is calculated when reserved matters are submitted.

9.70 If this application were to be approved, CIL payments would be collected following commencement of the development. CIL receipts could be spent on infrastructure projects or types of infrastructure identified in the Council's Regulation 123 list of infrastructure that it intends will be wholly or partly funded by CIL. These comprise:-

- provision and enhancement of land to Suitable alternative Natural Greenspace (SANG) standard (part of Special Protection Area (SPA) Avoidance and Mitigation measures)
- specified Local Road Network capacity improvements
- strategic road network improvement outside the borough
- specified footpath and cycleway improvements
- bus service subsidies
- specified educational projects
- libraries
- built sports facilities

9.71 CIL receipts could be spent on items not listed on the Regulation 123 list that meet the government criteria on CIL spending.

9.72 In addition a contribution is sought towards open space of public value. In this instance a contribution of £24,000 is sought to go towards Fernbank Road Play Area and Passive Open Space and enhancements at Englemere Pond as detailed within the Draft Infrastructure Delivery Plan 2017.

ix Thames Basin Heaths Special Protection Areas (SPA)

9.73 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. An Appropriate Assessment has been carried out including mitigation requirements.

9.74 This site is located approximately 2.58 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.

9.75 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 Supplementary Planning Document (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. 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.

9.76 In this instance, the development would result in a net increase of 6 X 5+ bedroom dwellings which results in a total SANG contribution of £47,316.

9.77 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 £6,312.

9.78 The total SPA related financial contribution for this proposal is £53,628. The applicant must agree to enter into a S106 agreement to secure this contribution which is payable on completion of the s106 Agreement 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 SPD, the Planning Obligations SPD and the NPPF.

9.79 The applicant has agreed to enter into a S106 agreement with the Council to secure the mitigation and therefore the proposal is considered to comply with Policy CS14 of the CSDPD and Saved policy NRM6 of the South East Regional Plan.

x Affordable Housing

9.80 Policies CS16 and CS17 of the CSPD (in relation to housing needs and affordable housing) are relevant to this proposal. The Council's affordable housing policy applies to proposals involving 15 net dwellings or more. On such sites there is a requirement for 25% of the proposal to be affordable housing. For this development this equates to a requirement of 15 dwellings. This was determined by the Executive Committee and contained within the Planning Obligations SPD.

9.81 However, a viability report has been submitted to the Council for consideration which states that the proposal would not be viable if it provided affordable housing. In accordance with National Guidance and the Council's own SPD on Planning Obligations, this is a material consideration.

9.82 The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances of the case (as set out in the Planning Practice Guidance on Viability updated September 2019). The Council's Planning Obligations Supplementary Planning Document (February 2015) states that viability is a material planning consideration. Para 4.4 of the SPD goes on to state:

“Where a developer seeks the relaxation of normal planning requirements, the onus will be on them to demonstrate that the scheme would otherwise not be viable and that the relaxation sought is the minimum needed to make it viable...Such requests must be supported by clear tangible evidence of viability and costs in a transparent, thorough and robust study which stands up to scrutiny and independent expert review... If it can be demonstrated that a project is not viable; opportunities for flexibility may be considered, such as deferring certain requirements. Any

relaxation of planning policy will be the minimum needed to make a scheme viable and be related to delivery and other planning objectives”.

9.83 The viability report has been independently assessed and scrutinised by the DVS and it has been established that the proposal would be unviable to provide any further contribution to affordable housing. Given this it is considered that the application is acceptable with no further contribution to that secured under the extant 2016 scheme and cannot be refused on the grounds of lack of affordable housing.

9.84 In summary, the site cannot provide any contribution towards on or off-site affordable housing and whilst this is not compliant with Policy CS17 and the decision of the Councils Executive, having regard to the SPD on Planning obligations, it is considered that the application cannot be refused upon the ground of insufficient affordable housing.

xi Sustainability issues

9.85 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards. Information regarding water usage has been submitted which demonstrates that the average water used per person per year would be 105 litres, below the 110 litres target.

9.86 CSDPD Policy CS12 seeks a reduction in the potential emissions and energy usage. The Sustainability and Energy Statement seeks to demonstrate how the development can achieve a 10% reduction in carbon dioxide emissions and provide at least 20% of energy requirements from on-site renewable energy generation. The same approach has been undertaken as on the extant 2016 scheme and therefore the proposal meets the requirements of CS12 of the CSDPD.

10. PLANNING BALANCE

10.1 This application is in the Green Belt, the primary aim of both local and national policy is to preserve the openness of. The site was formally 3 large office buildings with large car parks surrounding them. There have been application dating back to 2013 to re-develop the site for residential as the offices were left vacant since their construction. As the re-development seeks the re-development of a PDL site it meets the exceptions listed under para. 135 of the NPPF and is therefore not inappropriate development.

10.2 This application seeks a re-design, resulting in 6 additional units, to a scheme which is was granted planning permission in 2016 and is partially implemented. There is therefore a fallback position which, as appeal decisions and case law have established should be given significant weight in the determination of this application. This can be considered to be a special circumstance in the determination of this application.

10.3 The application has demonstrated through providing calculations on volumes, floor areas and amount of hard surfacing that there is a small reduction in built form that the extant scheme and weighed up against the additional harm derived from the additional units overall there is considered to be a neutral effect upon the openness of the Green Belt.

10.4 The application is considered to comply with policies which seek a good design, appearance and amenity. Matters concerning bio-diversity, landscape and drainage have been addressed and relevant conditions imposed.

10.5 Accordingly, subject to the completion of an agreement under S106 to secure SPA mitigation and contribution towards an off-site open space of public value, the application is recommended for approval.

11. RECOMMENDATION

Following the completion of planning obligation under Section 106 of the Town and Country Planning Act 1990 relating to:

- SPA mitigation measures; and.
- The payment of £24,000 towards off-site play and open space provision.

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 permitted shall be carried out only in accordance with the following plans:

LP-001 Rev. A Location Plan

P4_RP-PE-01 Phase 4 Island Re-Plan Plot 9 Plans and Elevations

P4_RP-PE-02 Phase 4 Island Re-Plan Plot 10 Plans and Elevations

P4_RP-PE-03 Phase 4 Island Re-Plan Plot 11 Plans and Elevations

P4_RP-PE-04 Phase 4 Island Re-Plan Plot 12 Plans and Elevations

P4_RP-PE-05 Phase 4 Island Re-Plan Plot 13 Plans and Elevations

P4_RP-PE-06 Phase 4 Island Re-Plan Plot 14 Plans and Elevations

P4_RP-PE-07 Phase 4 Island Re-Plan Plot 15 Plans and Elevations

P4_RP-PE-08 Phase 4 Island Re-Plan Plot 16 Plans and Elevations

P4_RP-PE-09 Phase 4 Island Re-Plan Plot 69 Plans and Elevations

14-P1053-119 B House Type 6B (Plot 71) Rev. B Plans and Elevations

14-P1053-118 B House Type 6A (Plots 70 & 73) Rev. B Plans and Elevations

14-P1053-117 B House Type 5A (Plot 72) Rev. B Plans and Elevations

P4_RP-GPE-01 Phase 4 Island Re-Plan Plots 13, 14, 15, 16 Garage Plans and Elevations

P4_RP-SL-001 Rev A. Phase 4 Island Re-Plan Site Layout

P4_RP-SL-001 Rev A Phase 4 Island Re-Plan Color Site Layout

KW-BTP_001 Rev C. (Boundary Treatments Plan)

Kingswood_Final_SC/TT_Feb20 Rev. Phase 3and4, inc. Island Re-Plan (A) (Landscaping details)

Energy Demand Assessment, Land at Kingswood, Kingsride Ascot (Phase 4; 16 Apartments changed to 8 houses) Blue Sky dated 14/05/2019

PBA Lighting Impact Assessment- Rev. A

KW-A-902-E (Site set up plan)

4585-110- Rev C1 (Phase 4 SuDs Exceedance Plan).

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

03. Prior to the commencement of development, samples of materials to be used on the external elevations of the approved dwellings shall be submitted to and approved in writing by the LPA. The development shall be implemented in accordance with the approved details.

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

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

04. No dwelling shall be occupied until a means of vehicular access to that dwelling has been constructed in accordance with details which have been submitted to and approved in writing

by the Local Planning Authority.
REASON: In the interests of highway safety.
[Relevant Polices Core Strategy DPD CS23]

05. No dwelling shall be occupied until a means of access for pedestrians and cyclists has been constructed to serve that dwelling in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.
REASON: In the interests of accessibility and to facilitate access by cyclists and pedestrians.
[Relevant policies: BFBLP M6, Core Strategy DPD CS23]
06. The gradient of private driveways shall not exceed 1 in 12.
REASON: To ensure that adequate access to parking spaces and garages is provided.
[Relevant policies: Core Strategy DPD CS23]
07. During construction the site will be managed and laid out in accordance with details shown on KW-A-902-E (Site set up plan). Each facility will be retained throughout the course of construction of the development, free from any impediment to its designated use.
REASON: In the interests of amenity and road safety
[Relevant policies: CSDPD CS23 CS7]
08. All ecological measures and/or works shall be carried out in accordance with the details contained in Viewpoint Associates Biodiversity Mitigation Plan dated December 2016 and Reptile Mitigation Plan and Bird and Bat Box Scheme dated December 2016 prior to the first occupation of the dwellings hereby approved.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1]
09. Each dwelling shall be provided with a copy of the approved 'Reptile Information Leaflet' supplied by AAe upon first occupation.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1 CS7]
10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details set out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:
 - a) identify those area/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
11. The areas shown for biodiversity mitigation purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose without the prior written permission of the Local Planning Authority.
REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

12. The development hereby permitted shall be implemented in accordance with the submitted Sustainability Statement and Energy Demand Assessment, Land at Kingswood, Kings Ride Ascot (Phase 4; 16 Apartments changed to 8 houses) Blue Sky dated 14/05/2019 and shall be retained in accordance therewith.
REASON: In the interests of sustainability and the efficient use of resources.
[Relevant Policy: Core Strategy DPD CS10]
13. All planting comprised in the soft landscaping works shown on drawing Kingswood_Final_SC/TT_Feb20 Rev_Phase 3 and 4, Inc. Island Re-Plan, 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 bio-diversity and visual amenity of the site
[Relevant Plans and Policies: CSDPD CS1, CS7]
14. The dwellings hereby granted shall not be occupied until details of how the surface water drainage shall be maintained and managed after completion have been submitted to and approved in writing by the Local Planning Authority. The details shall include confirmation of the required maintenance activities with expected frequency, with site specific assessments included to demonstrate that health and safety has been fully considered in the design and that access and egress for future residents will be maintained during any operations to repair or replace drainage features. The surface water drainage shall thereafter be maintained in accordance with the approved details.
REASON: To ensure that the site is properly drained and does not increase the risk of flooding.
[Relevant Plans and Policies: CSDPD CS1]
15. The dwellings hereby permitted shall not be occupied until a verification report in respect of the drainage works, appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented, will need to be submitted to and approved in writing by the Local Planning Authority. This will include photos of excavations and soil profiles/ horizons, any placement of tanking, creating, connecting pipe work, aquaculdes or aquabreaks, cover systems etc..
REASON: To ensure that the site is properly drained and does not increase the risk of flooding.
[Relevant Plans and Policies: CSDPD CS1]
16. 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 enlargement, addition, improvement or other alteration permitted by Classes A, B, C, D and E of Part 1 of the Second Schedule of the 2015 Order shall be carried out.

REASONS The site is located within the designated Green Belt where strict controls over the form, scale and nature of development apply.

[Relevant Policies: BFBLP GB1, Core Strategy DPD CS9]

In the event of the S106 planning obligations not being completed by 31st May 2020, the Head of Planning be authorised to extend this period or REFUSE the application on the grounds of:-

1. 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 Supplementary Planning Document (2018).

2. The occupants of the proposal will put extra pressure on the surrounding areas of open space. Without an obligation to secure a contribution towards mitigation the impact of additional capacity at the Fernbank Road Play Area and improvements to the Passive Open space at Englemere Pond the application is contrary to Policies CS6 of the Core Strategy Development Plan Document, R4 of the Bracknell Forest Local Plan supported by Planning Obligations Supplementary Planning Document.

Informative(s)

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

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

- 01. Time
- 02. Plans considered
- 06. Gradient
- 08. Site organisation
- 09. Ecological Measures
- 10. Reptile leaflet
- 11. No lighting
- 12. Bio-diversity mitigation areas retained
- 13. Sustainability
- 14. Soft Landscaping
- 17. Permitted Development Rights

The following conditions require discharge prior to the occupation of the dwellings hereby approved:

- 04. Vehicle Access
- 05. Pedestrian and Cycle Access
- 07. car parking
- 15. Surface Water Maintenance
- 16. Drainage verification