

ITEM NO: 09

Application No.
19/00785/FUL

Site Address:

Ward:
Bullbrook

Date Registered:
2 September 2019

Target Decision Date:
2 December 2019

The Braccans London Road Bracknell Berkshire

Proposal:

Section 73 application for the variation to condition 02 (approved plans) to planning permission 18/00357/FUL for the addition of two storeys to accommodate 14no. apartments, following demolition of existing roof. [Note for clarification: this application seeks amendments to the parking layout and bin and cycle storage]

Applicant:

Mr Uri Eisenstein

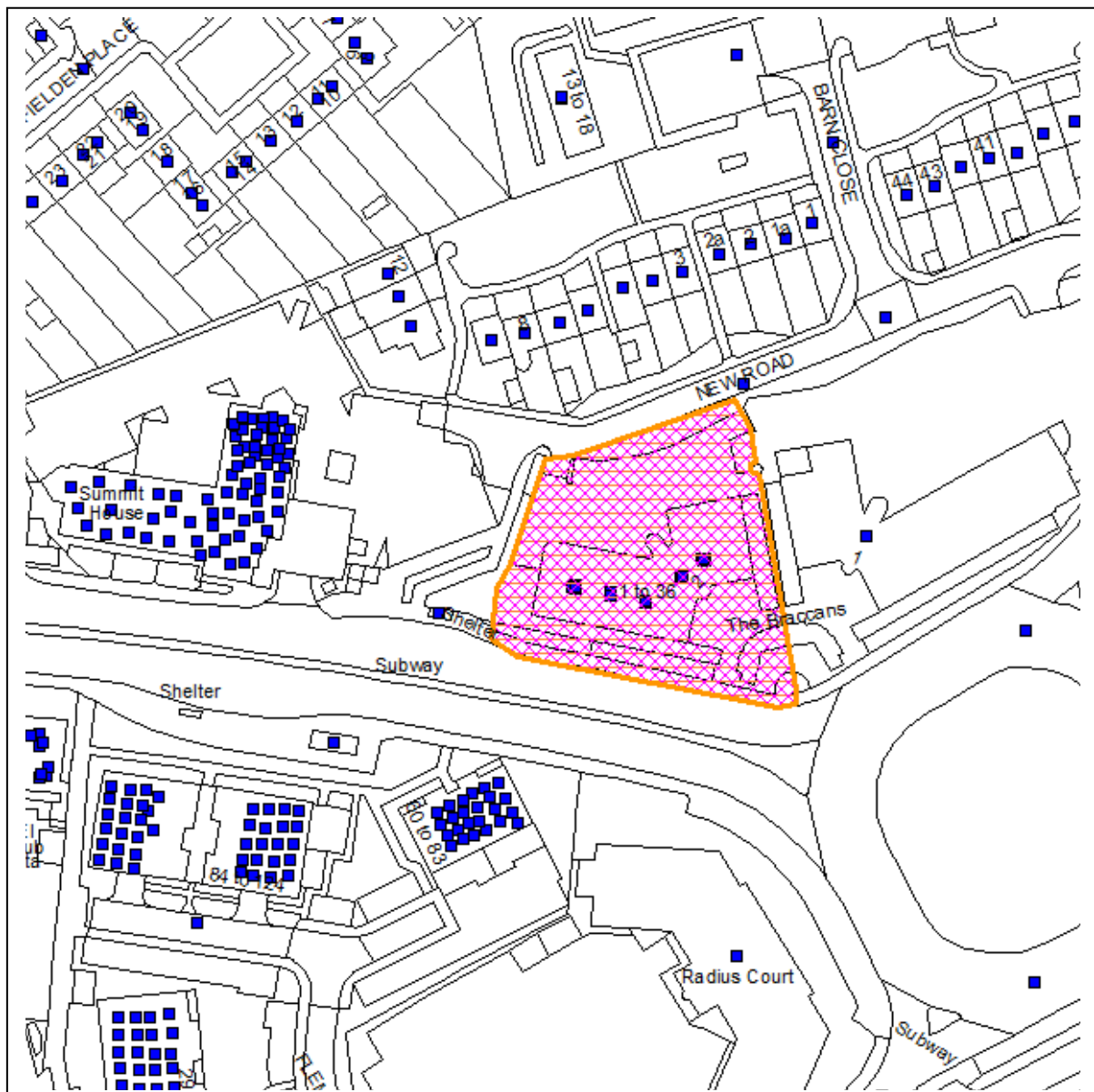
Agent:

Mr Robert Burr

Case Officer:

Trevor Yerworth, 01344 352000

development.control@bracknell-forest.gov.uk

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

OFFICER REPORT

1. SUMMARY

1.1 This is a Section 73 planning application to vary condition 02 of planning permission 18/00357/FUL which requires that the development be carried out in accordance with a list of approved plans. This application seeks to amend the approved details in respect to car and cycle parking, and bin stores.

1.2 The amendments sought include:

- retaining the existing bin store which serves the current residents and is positioned near the top of the ramp to the basement car park and extending this to accommodate the bins for the additional approved 14 flats;
- relocating the cycle parking by splitting this between the basement car park, the surface car park and the entrance area; and.
- associated changes to the layout of the basement car park.

1.3 The changes will result in the loss of one of the surface parking spaces to accommodate the extended bin store. It would also result in the loss of one of the basement parking spaces to accommodate cycle parking. Notwithstanding this it is considered that the development would provide adequate car and cycle parking. The Council's waste and recycling team has also confirmed that adequate bin storage would be provided for all the flats.

1.4 It is considered that the amendments would result in an improved position for the bin store and cycle parking provision compared to the approved layout and that these benefits would outweigh any harm resulting from the minor loss of car parking provision.

RECOMMENDATION
Planning permission be granted subject to conditions

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
Within Defined Settlement
Between 400m and 5km of SPA

3.1 The Braccans consists of two buildings, each three storey, located in a mixed use area due east of Bracknell town centre. This application relates to the western of these two buildings which has recently been converted from offices to flats under permitted development following the grant of a prior approval application. The site contains a surface car park to the rear (north) of the building and has a basement car

park. Soft landscaped areas are present to the front of the building and along the northern frontage to New Road.

3.2 The site is bordered by commercial properties to the east and west along London Road. Residential properties border the site to the north, and on the south side of London Road.

4. RELEVANT SITE HISTORY

17/00170/PAC - Prior approval change of use application for offices (Class B1a) to form 36 apartments. Prior Approval Granted (March 2017)

17/00174/FUL - External alterations including rendering of the building and new windows and roof lights. Approved (May 2017)

17/01331/PAC - Application for Prior Approval for change of use of roof level of existing building from office (B1) to residential (C3) [No net increase in number of apartments from 17/00170/PAC]. Prior Approval Granted (2018)

17/01336/FUL - External alterations to existing building involving installation of roof windows. Approved (2018)

18/00238/FUL - Erection of entrance lobby and associated alterations. Approved (2018)

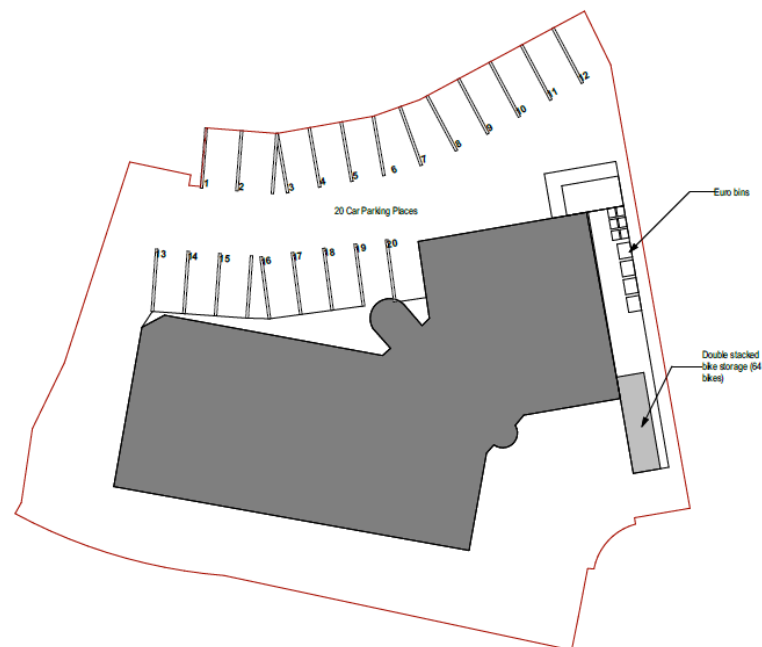
18/00445/PAC - Application for Prior Approval for change of use of building from office (Class B1) to form 33 apartments (Class C3). Prior Approval Granted (2018).

18/00357/FUL - Addition of two storeys to accommodate 14no. apartments, following demolition of existing roof. Approved with Legal Agreement 02.05.2019

5. THE PROPOSAL

5.1 This application seeks to vary condition 02 of planning permission 18/00357/FUL which requires that the development be carried out in accordance with a list of approved plans. It seeks to amend the approved details in respect to car and cycle parking, and the position of bin stores.

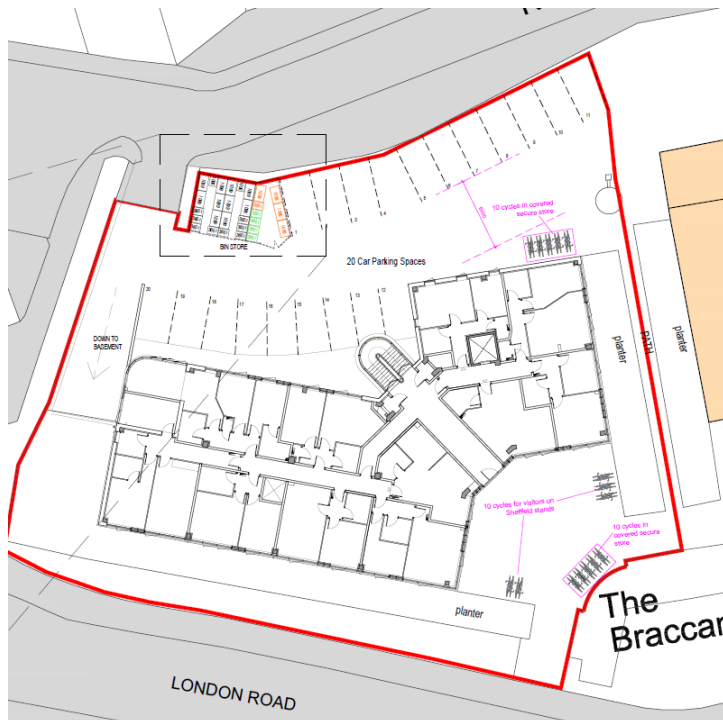
5.2 The approved scheme showed the bin stores next to the sloping path leading from the front of the building to the rear car park which is presently occupied by a brick planter. It also proposed to locate a double-stacked cycle store for 64 cycles near the main front entrance of the building.



1:200

PROPOSED SITE PLAN

5.3 The amendments seek to retain the existing bin store serving the current residents that is positioned near the top of the ramp to the basement car park and to extend this to accommodate the bins for the additional 14 flats approved under permission 18/00357. In order to avoid having a large double stacked cycle store adjacent the main entrance it is also proposed to rearrange the cycle parking by splitting this between the basement car park, the surface car park and the entrance area.



5.4 The application has been amended in the course of its consideration to address issues raised by the Highway Officer.

6. REPRESENTATIONS RECEIVED

6.1 Bracknell Town Council raise no objection.

6.2 Other representations:

Six letters of objection have been received from residents of the existing flats at 2 The Braccans. These raise the following issues:

- Inadequate parking for the additional residents will lead to parking issues in the area;
- Concerns about noise and disturbance during construction;
- Concerns about structural damage to building during construction [Officer comment: This is a private matter and does not constitute a material planning consideration];
- Will create an eyesore out of character with surrounding buildings [Officer note: This application seeks a variation to approved planning application 18/00357/FUL. Issues of principle and impact on the character of the area were considered under that application and no material changes in respect of these issues arise from the current application]

7. SUMMARY OF CONSULTATION RESPONSES

7.1 The Highway Officer raises no objection to the proposal, subject to conditions.

7.2 The Recycling & Waste Officer raises no objection to the proposal, subject to conditions.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CP1 of SALP	Limited (policy not used in planning application decision-making)
	CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Other publications		
National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG)		

9. PLANNING CONSIDERATIONS

9.1 As the principle of this development has already been established, the key issues for consideration are:-

- i Impact on character and appearance of the area
- ii Impact on highway safety
- iii Impact on residential amenity

Impact on character and appearance of the area

9.2 Policy CS7 of the CSDPD requires high quality design for all development within Bracknell Forest with development building on local character and respecting local patterns of development. Policy EN20 of the BFBLP requires new development to be in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials, layout and siting both in itself and in relation to adjoining buildings, spaces and views. The extended roof structure to accommodate the additional flats was approved under application 18/00357/FUL and no changes are proposed to the building itself in the current application. The proposed additional floors would have a contemporary design seeking to match the horizontal emphasis of the existing building and its fenestration. The proposed fourth floor would be set back slightly from the main side elevations of the building, enabling the provision of balconies and breaking up the bulk and mass of the building. The extension was considered to be in keeping with the character of the area, and although it would increase the height of the building this was considered acceptable as ground levels rise gently along London Road westwards.

9.3 This application relates solely to the design of the external environment of this building. In particular changes are proposed to the position and design of the bin stores and cycle parking, with corresponding changes to the parking layout. The approved scheme proposed to locate the bin and cycle storage along the eastern side of the building within an area containing existing landscape planters adjacent to a sloping footpath leading to the rear parking area. This would have resulted in the loss

of existing landscaping and as the proposed cycle store would be double-stacked, it would have resulted in a large and dominant structure visible from the main entrance to the building and the pedestrian route to the rear parking area.

9.4 The location of the bin store in the current revised layout is within the surface car park and would form an extension to the existing bin store that was approved as part of the prior approval application for the conversion of the existing building to flats. Cycle storage is now proposed to be split between secure storage in the basement car park, single-stacked covered and secure stores in the surface car and near to the main front entrance, and additional Sheffield stands for visitor cycle parking by the main entrance.

9.5 The proposed changes would not be readily viewed from public viewpoints and therefore would make minimal difference to the character and appearance of the surrounding area. However, it is considered that overall the changes would represent an improvement to the immediate environment of the building, providing a more attractive outlook for the existing and future residents of the flats as well as for the occupiers of the adjacent office building at 1 The Braccans. The proposals would not involve the loss of any areas of landscaping and would avoid the loss of existing landscaping that would result if the approved layout was implemented.

9.6 It is not considered that the proposal would adversely affect the character or appearance of the area and it would respect local patterns of development in compliance with CSDPD Policy CS7. It would be in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials, layout and siting both in itself and in relation to adjoining buildings, spaces and views as required by BFBLP Policy EN20.

Impact on Highway Safety

9.7 CSDPD Policy CS23 states that the Local Planning Authority will seek to increase the safety of travel. BFBLP 'Saved' Policy M9 states that development will not be permitted unless satisfactory parking provision is made for vehicles. To supplement the above policies the adopted Parking Standards Supplementary Planning Document (SPD) (2016) sets out the advised levels and size of parking spaces for various types of development.

9.8 The Braccans is located on the corner of London Road and Bay Road, and pedestrian access is from the London Road frontage. The car parking takes access off New Road, an adopted road, and there is an existing private footpath to the side of the building for access between the car park and the building. No changes are proposed to the existing access arrangements which are the same as the approved scheme.

9.9 The current proposal, together with the flats already existing on the site from the office conversion scheme, would result in total of 47 flats on this site, consisting of 34 no. one-bed units and 13 no. two-bed units. In order to comply with the Council's parking standards this dwelling mix would require 69 parking spaces, consisting of 60 spaces allocated to the units and 9 visitor spaces. The previous office use had 68 parking spaces (44 in the basement and 24 on the surface). The approved scheme would therefore result in a shortfall of one visitor parking space (it should be noted that the approved site plan, reproduced above, only shows 20 surface parking spaces. However, this is incorrectly drawn and does not reflect the actual number of spaces in the car park).

9.10 In order to achieve the claimed 68 parking spaces the parking layout in the approved scheme relied on the existing bin store forming part of the prior approval permission (which takes up two parking spaces) being relocated along the side of the building alongside the bin storage for the additional 14 flats. No details of this bin store were provided with the application, and on further consideration it is doubtful whether the area shown on the approved layout plan would in fact have been large enough to adequately accommodate all the bins required to serve these 47 flats. Furthermore, the Council's Waste and Recycling Officer was concerned that the proposed bin store would be very narrow, resulting in bins needing to be stored in a long line, which is not user or access friendly.

9.11 The applicant has also raised concerns about the proximity of the bin storage area to windows in the adjoining flats and noted that the new position proposed would make it easier for the bin lorries to access the bins on collection days from the road and avoid the potentially tricky sloping path when manoeuvring the bins. For all these reasons it is considered that the bin storage approved under 18/00357/FUL is far from ideal and could result in problems of noise and smells for adjacent flats, problems of inadequate capacity and difficulties of access, difficulties for manoeuvring the bins to the bin lorry as well as the loss of landscaping. Retaining some bin storage as shown in the prior approval permission is therefore preferable in this regard.

9.12 These problems with the location of bin storage in the approved scheme need to be weighed against the loss of parking spaces in the current proposal. In addition to the two spaces lost by retaining the bin store within the surface car park (now constructed in accordance with the prior approval scheme) two further spaces would be lost to allow for the extension of the bin store to accommodate the extra flats, and to accommodate cycle storage in the surface car park. A fifth space would be lost from the basement car park as the current proposal would also replace most of the cycle parking that had been taken out of the basement in the approved scheme, back into the basement car park with the loss of a further parking space. This would result in 43 spaces in the basement car park and 20 in the surface car park making a total of 63 spaces. As noted above in order to meet the Council's full parking standards a total of 69 spaces would be required, nine of which would be visitor spaces. This proposal would therefore result in a shortfall of six visitor spaces, compared to just one in the approved scheme.

9.13 It is acknowledged that the guidance provided by the Parking Standards SPD (2016) can be applied flexibly, taking into consideration the location and nature of the development proposed. In view of the site's location close to the town centre, and the flatted nature of the development, there would be less car ownership in comparison to standard housing or that in less sustainable locations. Furthermore, it would be difficult to demonstrate that a shortfall of six visitor parking spaces would result in severe highway impacts, given the sustainable location of the site. As a result, the Highway Authority raised no objection to the proposal subject to a condition requiring the allocation of parking spaces to each flat.

9.14 The Council's Parking Standards SPD also sets out requirements for cycle parking. For flats this requires secure storage at 1 space per bedroom together with additional visitor parking at 1 space per 5 units. The combined development for 47 flats would result in a total of no. 60 bedrooms therefore requiring secure cycle storage provision for 60 cycles. The applicant is proposing to meet this requirement through the provision of 40 secure spaces in the basement, ten in the rear car park and ten by the front entrance. In addition, it is proposing ten stands for visitors' cycles (1 per 5 units) adjacent to the front entrance. This provision fully complies with the Council's

cycle parking standards and exceeds that of the approved scheme that would have resulted in a shortfall of 5 cycle spaces.

9.15 Conditions are recommended that require the proposed parking layout and cycle parking arrangements to be implemented and retained in the interests of highway safety, as well as an additional condition requiring the allocation of parking spaces.

9.16 As a result it is not considered that the proposed development would result in an adverse impact on highway safety, in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD, and the NPPF, subject to the recommended conditions.

Impact on residential amenity

9.17 BFBLP 'Saved' Policy EN20 seeks to ensure that development would not result in an adverse impact on neighbouring properties through loss of light, loss of privacy or overbearing impacts. This policy is consistent with the NPPF which states at para. 127 that planning policies should ensure that developments promote a high standard of amenity for existing and future users.

9.18 As the extension to the building would be the same as in the approved scheme, this s73 application would not have any greater impact on the amenities of neighbouring properties than the approved scheme.

9.19 Since the submission of the application for the approved scheme the applicant has completed the conversion of the office building to 33 flats approved under prior approval. These flats are now occupied, and concerns have been raised by the occupants about noise and disturbance during the construction of the roof extension as well as the use of part of the basement car park to store building materials.

9.20 While it is unfortunate that the roof extension works were not carried out at the same time as the conversion works prior to any occupations, the situation at the moment is that the applicant has a lawful permission to carry out these works. The extant permission includes a working hours condition and it is recommended that this be re-imposed on the current application. However, in view of the fact that the construction would be going on within an occupied residential site which was not the case previously it is considered reasonable to include an additional condition requiring the approval of a working method statement and site organisation plan. Should any excessive noise, dust or vibrations occur during construction such as to constitute a statutory nuisance this would be covered under Environmental Health legislation.

9.21 With respect to the concerns raised about the current loss of parking spaces for the storage of materials it should be noted that the temporary use of part of the basement car park for this purpose constitutes permitted development, and also that adequate parking spaces remain for the current 33 flats on this site. However, once the building works are completed all the 63 on-site parking spaces will be required and therefore a condition is suggested that secures the provision of all these spaces before the additional flats are occupied, and that they are thereafter retained.

9.22 It is also important to consider the residential amenities of the future occupiers of the new flats. Terraces are to be provided to the proposed flats on the fourth floor. The applicant is proposing to provide screens to separate the terraces that adjoin each, in order to prevent a loss of privacy between these terraces. The provision of these screens can be secured by condition.

9.23 It is therefore considered that, subject to the recommended conditions, the development would not result in an adverse impact on the amenity of neighbouring properties, existing residents, or prospective occupants, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

Other Considerations

Waste and Recycling

9.24 It is considered that the revised layout currently proposed would represent an improvement over the approved layout with respect to the design and location of the bin store. The revised arrangements are acceptable in principle to the Council's Waste and Recycling Officer (WRO). However, based on recent observations of how the existing bin store is working, the WRO considers that better management of the bin store is required. To achieve this the applicant has agreed to provide a concierge service to regularly maintain the current bin store and be responsible for arranging the bins in an accessible layout and rotating the bins to ensure empty bins are always located to the front of the store. A condition requiring this concierge service is recommended. The Highway Officer has also requested that the doors on the proposed extension to the bin store are sliding like those on the existing store to avoid conflict with vehicles. A condition to this effect is also recommended.

Ecology

9.25 CSDPD Policy CS1 states that development will be permitted which protects and enhances the quality of natural resources including biodiversity. CSDPD Policy CS7 states that development proposals will be permitted which promote biodiversity. These policies are considered to be consistent with the NPPF which states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity.

9.26 While the proposal would involve the loss of an existing roof structure, it is considered that the roof layout of this building is unlikely to host roosting bats. However, in line with the above policies opportunities for wildlife should be incorporated in the development. The applicant has proposed biodiversity enhancements primarily including bird and bat boxes which are considered appropriate. A condition is therefore recommended to secure these enhancements. Subject to this condition, it is considered that the proposed development would not result in an adverse impact on biodiversity, in accordance with CSDPD Policies CS1 and CS7, and the NPPF.

Sustainability implications

9.27 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how average water use in new dwellings would be restricted to 110 litres/person/day. This is consistent with section 15 of the NPPF. The applicant has provided details demonstrating that this will be achieved, and it is recommended that a condition be imposed to secure this.

9.28 For residential development of more than five dwellings CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation. This is again consistent with section 15 of the NPPF. The applicant has provided details demonstrating that this will be achieved, and it is recommended that a condition be imposed to secure this.

Thames Basin Heath SPA

9.29 Retained South East Plan Policy NRM6, Core Strategy DPD Policy CS14 and BFBLP 'Saved' Policy EN3 seek to avoid an adverse impact upon the integrity of the Thames Basins Heaths Special Protection Area. This is in accordance with both section 15 of the NPPF and the Conservation of Habitats and Species Regulations 2017.

9.30 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.

9.31 This site is located approximately 2.8 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.

9.32 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. 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.

9.33 In this instance, the development would result in a net increase of 9 x one bedroom and 5 x two-bedroom dwellings which results in a total SANG contribution of £65,592.

9.34 The development is also required to make a contribution towards Strategic Access Management and Monitoring (SAMM) which will be calculated on a per bedroom basis. Taking account of the per bedroom contributions this results in a total SAMM contribution of £6,221.

9.35 The total SPA related financial contribution for this proposal is £71,813. The applicant has already entered into a S106 agreement as part of the extant permission 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. Therefore, 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.

Open Space of Public Value

9.36 For sites less than 1ha a financial contribution is sought towards upgrading and enhancing OSPV which increases capacity in order to serve the development. The applicant has entered into legal obligations as part of a s106 agreement as part of the

extant permission to make a contribution of £10,000 towards improving the play area facility at The Elms Recreation Ground to the northwest of the site. This is in line with the requirements of the Planning Obligations SPD, which is consistent with para. 56 of the NPPF.

Drainage

9.37 The site is not located within Flood Zones 2 or 3 and is not in an area of critical drainage problems which has been notified to the Local Planning Authority by the Environment Agency. The nature of the proposal means that there is no increase in impermeable area and therefore the proposal would not materially affect flood risk on- or off-site.

Community Infrastructure Levy (CIL)

9.38 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.

9.39 CIL applies to any new build that involves the creation of additional dwellings. However, as the site is located within the 'Central Bracknell' charging area, which is a nil CIL charging area this development is not CIL liable.

10. CONCLUSIONS

10.1 The development is considered acceptable in principle. It is not considered that the development would result in an adverse impact on the character and appearance of the host building or local area, the amenities of the occupants of the neighbouring properties or prospective occupants, or on highway safety, subject to conditions.

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 EN1, EN3, EN20, EN25, and M9, Retained SEP Policy NRM6, the Design SPD, the Parking Standards SPD, the Planning Obligations SPD, and the NPPF.

10.3 The application is therefore recommended for conditional approval.

11. RECOMMENDATION

That the application be **APPROVED** subject to the following conditions:-

1) 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.

2) The development hereby permitted shall be carried out only in accordance with the following approved plans:

7734 50 'Proposed Ground Floor' received 12 April 2018

7734 51 Rev.A 'Proposed First Floor' received 12 April 2018

7734 52 Rev.A 'Proposed Second Floor' received 12 April 2018

7734 60 Rev.A 'Proposed Third Floor Plan' received 12 April 2018
7734 61 Rev.A 'Proposed Fourth Floor Plan' received 12 April 2018
7734 62 'Proposed Roof Plan' received 12 April 2018
7734 63 'Proposed West Elevation' received 12 April 2018
7734 64 'Proposed East Elevation' received 12 April 2018
7734 65 Rev.A 'Proposed North Elevation' received 12 April 2018
7734 66 Rev.A 'Proposed South Elevation' received 12 April 2018

7734 12D Basement Plan received 31st January 2020

7734 681 Proposed Bin Store received 31st January 2020

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

3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall be in accordance with the following details:-

- External walls: Through colour render, colour white
- Windows: Aluminium, colour grey (RAL7015) to match existing
- Rain water goods: Aluminium, colour grey to match existing
- Balustrades: Glass with stainless steel handrails

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

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

4) No flats on the fourth floor of the development hereby permitted shall be occupied until terrace privacy screens to the fourth floor units have been provided in accordance with the following details:-

7734 61 Rev.B 'Proposed Fourth Floor Plan' received on 27 August 2019

7734 63 Rev.A 'Proposed West Elevation' received on 27 August 2019

7734 64 Rev.B 'Proposed East Elevation' received on 27 August 2019

7734 65 Rev.B 'Proposed North Elevation' received on 27 August 2019

7734 66 Rev.B 'Proposed South Elevation' received on 27 August 2019

Glass 360 Invoice received on 27 August 2019

Toughglaze Ltd - 10mm satin - Performance Calculator received on 27 August 2019

Terrace Screen Photograph received on 27 August 2019.

The screens shall be retained as such thereafter.

REASON: In the interests of the residential amenities of prospective occupants.

[Relevant Policy: BFBLP 'Saved' Policy EN20].

5) No demolition or construction work shall take place outside the hours of 8:00 am and 6:00 pm Monday to Friday; 8:00 am and 1:00 pm Saturday and not at all on Sundays and Public Holidays.

REASON: In the interests of the amenities of the occupants of neighbouring residential properties.

[Relevant Policies: BFBLP 'Saved' Policies EN20, EN25]

6) No part of the development hereby permitted shall not be occupied until space for 63 cars to be parked has been laid out within the site in accordance with the following plans:-

7734 12D Basement Plan received 31st January 2020

7734 681 Proposed Bin Store received 31st January 2020.

One space shall be allocated to each flat and there shall be no restrictions on the use of the remaining car parking spaces which shall be made available for the occupiers of, or visitors to, any of the flats hereby permitted. The spaces shall thereafter be retained as such and not used for any purpose other than parking.

REASON: To ensure that the development is provided with adequate parking in the interests of highway safety.

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

7) No part of the development hereby permitted shall not be occupied until 60 secure and covered cycle parking spaces and ten visitor cycle parking spaces have been provided in the locations identified for cycle parking on the approved plans within the development. The cycle parking facilities shall thereafter be retained.

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

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

8) No part of the development hereby permitted shall be occupied until:-

(a) an on-site bin store for waste material awaiting disposal has been provided in accordance with drawing number 7734 681 "Proposed Bin Store"; and

(b) a contract has been entered into for the provision of a concierge service responsible for regularly maintaining the bin store, arranging the bins in an accessible layout and rotating the bins to ensure empty bins are always located to the front of the store.

The bin store and concierge service shall thereafter be permanently retained as such.

REASON: To ensure the provision of satisfactory waste storage facilities in the interests of amenity.

[Relevant Policy: Core Strategy DPD CS13]

9) The bin store hereby permitted shall be provided with sliding doors and thereafter be permanently retained as such.

REASON: To ensure that the doors do not open into the path of moving vehicles in the interests of highway safety.

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

10) No part of the development hereby permitted shall not be occupied until bird and bat boxes have been provided in accordance with the following details:-

Ecology Resources Ltd 'Bat and Bird Box Plan Report' received on 8 July 2019;

Drawing 7734 63 Rev.A 'Proposed West Elevation' [Annotated] received on 27 August 2019; and

7734 65 Rev.B 'Proposed North Elevation' [Annotated] received on 27 August 2019.

REASON: In the interests of nature conservation

[Relevant Policy: CSDPD CS1, CS7]

11) The development hereby permitted shall be carried out in accordance with

DE/CC/P19-1771/01 Rev.A "Renewable Energy and Water Statement - Revision A"

received on 27 August 2019 and thereafter retained in accordance with this Statement.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

INFORMATIVES

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern and negotiating, with the applicant, acceptable amendments to the proposal to address those concerns. The proposal has been assessed against all relevant material considerations, including planning policies and any representations that may have been received. 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:

1. Commencement
2. Approved Plans
3. Materials
4. Terrace privacy screens
5. Hours of construction
6. Car parking
7. Cycle parking
8. Waste and recycling measures
9. Bin store doors
10. Bird and bat boxes
11. Renewable Energy and Water Statement

03. The applicant is advised to give careful thought as to how the site will be organised and the work carried out so as to minimise any harm to existing residents while carrying out the works. In particular due care and consideration should be given to ensure the safety and convenience of the residents, particularly with respect to noise, dust, vibration and access. To this effect the applicant is encouraged to consider the following:

- (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) welfare arrangements for site operatives;
- (e) measures for the control of noise, dust, vibration;
- (f) site security and safety arrangements;

It is advised that the existing residents be consulted on above arrangements before any work commences.

04. Thames Water as the local sewerage service have provided the following comments:

'Waste Comments:

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website, <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewater-services>.

Thames Water would advise that with regard to Foul Water sewage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments:

With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH, Tel: 01444-448200'.

