

Unrestricted Report

ITEM NO: 06

Application No.
21/00317/PAR

Ward:
Crowthorne

Date Registered:
25 March 2021

Target Decision Date:
20 May 2021

C

Site Address:

**Parkfield House Cambridge Road Crowthorne
Berkshire**

Proposal:

Prior approval application for additional storey to provide residential accommodation comprising of 2 No. 1 bed flats and 3 No. 2 bed flats.

Applicant:

Mr J Davies

Agent:

Miss Chloe Fleck

Case Officer:

Sarah Fryer, 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 an application for prior approval under Schedule 2, Part 20 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). Under Class AA, of Part 20, permitted development consists of works for the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building subject to certain criteria being met and an application for prior approval being granted by the Local Planning Authority.

1.2 This application constitutes the application for prior approval and having had regard to the criteria and conditions of Class AA, part 20 it is considered that prior approval be granted.

RECOMMENDATION

Prior approval be granted subject to conditions in Section 11 of this report
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is reported to the Planning Committee as it has received more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within settlement boundary

With 5km of the SPA

3.1 Parkfield House is a three storey building located on the east side of Crowthorne High Street, with retail and other commercial uses on the ground floor and residential above, consisting of 6, two-bedroomed and 10 one bedroomed flats.

3.2 Parking consisting of 30 spaces (22 allocated and 8 unallocated) is located to the rear of the building with access off Cambridge Road. There is also a bin store within the parking area.

3.3 Crowthorne High Street consists of a variety of commercial and community buildings, some with residential above, varying in height between two and three storey. Parkfield House was constructed after obtaining planning permission in 2002 to complement Twelve Trees House (north of Parkfield House) and Crowthorne Library (west of the site). Crowthorne Library is a part two and part three storey building with gable features, whilst Twelve Trees House is a three storey building. All three buildings have a common architectural style. To the south are two storey buildings with slate roofs, whilst to the east are the dwellings of Thornton Mews.

3.4 The land levels rise to the south and to the east.

4. RELEVANT SITE HISTORY

4.1 The relevant planning history can be summarised as follows:

05/00108/FUL

Section 73 application to allow an extended period for off-site highway works associated with a development of 16 flats and 5 shops to be completed, without compliance with

conditions 14 and 19 of planning permission 02/00744/FUL. (These conditions require the works to be completed before the development is occupied).

Approved 08.04.2005

02/00744/FUL

Erection of 10 no. 1 bedroomed flats, 6 no. 2 bedroomed flats and 5 no. retail units.

Approved 09.05.2003

02/00193/FUL

Erection of 5no. shop units and 10 no. 1 bedroomed flats and 6 no. 2 bedroomed flats.

Refused 08.07.2002

00/00736/FUL

Erection of 5 no. shop units, 10 no. 2 bedroomed apartments and 3 no. 3 bedroomed town houses (Parkfield House) following demolition of existing buildings.

Approved 25.04.2002

610474

Demolition of existing petrol station and erection of retail residential and office development. Provision of 39 car parking spaces and construction of vehicular access to Cambridge Road.

(DEMOLISHED)

Approved 15.08.1986

5. THE PROPOSAL

5.1 An additional floor is proposed to Parkfield House to contain an additional 5 flats, consisting of 3 two-bedroomed and 2 one bedroomed and a communal roof terrace.

5.2 The extension is designed as a mansard, set back from the existing wall plane, behind a small parapet. The main dormer roof will be slate clad with lead or zinc surrounding the dormer windows.

5.3 To the rear it is proposed to re-allocate the parking as no additional parking spaces are proposed. The existing bin store will be slightly enlarged and this will only serve the residential elements of Parkfield House.

5.4 Amended plans have been received removing balconies to two flats facing east. Juliette balconies have been provided allowing doors to be opened but preventing occupiers from stepping out onto the proposed green roofs.

6. REPRESENTATIONS RECEIVED

Crowthorne Parish Council

6.1 Recommends refusal for the following reasons:

The Neighbourhood Plan carries significant weight and should be adhered to. Policy CR9 required proposal to demonstrate how air quality will not be impacted.
The overbearing nature and overdevelopment of the site in its context.

Insufficient parking (9 additional off-street spaces should be required to comply with the Bracknell Forest Parking SPD)

Within the proximity of the site there is considerable pressure on parking, including on-street and dedicated car parks. The displacement of cars from the proposal to these areas, increasing the risk of illegal, inconsiderate or obstructive parking and a detriment to highway safety.

If the suggestion that residents and their visitors should use the public car parks is allowed, this would have a major impact on the viability of Crowthorne High St as a destination, and detrimentally affect Traders in Crowthorne.

Waste:

Additional clear, clean and accessible waste has to be planned.

Safety:

Unconvincing access to the uppermost floors and there is no evidence of the installation of sprinklers or other Automatic Fire Suppression System.

SPA:

There has been no consideration or contribution to the SPA.

Other matters:

The existing residents must be considered. The construction will result in noise, obstruction and difficulty whilst building work is carried out. A plan should be delivered showing how parking arrangements for current residents can be accommodated whilst building works are undertaken. Disruption to neighbouring roads and nearby houses should also be considered, including safety of passing children.

Other Representations

Crowthorne Village Action Group

6.2 The objections from the Crowthorne Village Action Group can be summarised as follows:

Highway safety:

No new parking spaces are proposed and therefore the proposal would detrimentally affect highway safety. The only way parking can be allocated to the new flats is to remove it from existing visitors and delivery drivers. This would result in increased on street parking by visitors to the existing flats and retail units. In turn this will have an impact upon the Crowthorne AQMA. It has been determined that the main cause of pollution is from queuing traffic.

Impact upon Amenity of existing residents:

Proposal would overlook habitable rooms and gardens. In addition there would be considerable disruption and noise for the existing occupiers whilst the work is being undertaken, to the detriment of amenities.

Impact upon Air Quality:

Air pollution is associated with a number of adverse health impacts. This application is located within an existing AQMA identified as an area where quality limits are likely to be breached. The increase in height which would result with this proposal would create a canyon affect, restricting the dispersal of vehicle emissions.

Neighbourhood Plan:

The proposal is contrary to the Crowthorne Neighbourhood Plan.

6.3 23 letters have been received from different addresses objecting to the proposal on the following grounds:

- Insufficient parking provided.
 - One business has contractual right to four parking spaces within the parking bay which get frequently used by residents.
 - Currently each non-residential unit is allocated two spaces and each residential, one space. This would change, displacing the current vehicles which park within the site.
- Disruption to business and existing occupiers whilst building works are undertaken from noise which could materially affect the turnover.
- No information has been submitted to demonstrate how contractor parking, storage of materials, and welfare will be accommodated during construction.
- No evidence submitted that the current structure would be capable of taking the additional floor. [Officer Note: This is covered under other legislation]
- No risk assessment to show that persons visiting the site during the building operations would be safe. [Officer Note: This is covered under other legislation].
- Proposal is not in accordance with the Development Plan for Bracknell Forest.
- Proposal would be out of keeping with the character of a town centre location.
- The proposal would result in additional impact on the amenities of residential properties, including overlooking and loss of light.
- No evidence to show that the existing services would support the additional flats.
- Proposal is overdevelopment and not in keeping with the character of Crowthorne.
- Insufficient public consultation has taken place.
[Officer Note: Public consultation has taken place in accordance with the relevant legislation including the display of a site notice].
- There are already difficulties with parking on the site and expecting people to park off site because there is sufficient availability to park within a 250m radius is not acceptable.
- Contrary to the Crowthorne Neighbourhood Plan which states that buildings in the neighbourhood are characteristically one or two storeys high, and that there is a need for more parking.
- Sufficient housing available
- No contamination statement submitted with the application
- No Flood Risk Assessment has been submitted. It should be noted that during time of heavy rain part of the parking area floods.
- The design and external appearance of the proposal would result in a building out of scale and disproportionately taller and according visually intrusive.
- Another high building will only increase the amplified traffic noise already present.
- Loss of value to existing properties in Parkfield House [Officer note: This is not a planning consideration].
- The application proposal is not needed.

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority

7.1 No objections subject to conditions.

Environmental Health

7.2 No objections

Waste and Recycling

7.3 No objections

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP CR1, CR4 of the CNP	Consistent Consistent
Residential Amenity	Saved Policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LAs setting their own parking standards for residential development, this policy is considered to be consistent.
Transport	CS23 of CSDPD	Consistent
SPA	SEP Saved Policy NRM6, CS14 of CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Design SPD		
Parking Standards SPD		
Thames Basin Heath Special Protection Area (SPD)		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
CIL Charging Schedule		

8.2 Development Plan Policies, the Crowthorne Neighbourhood Plan (CNP) and the NPPF are considered relevant in prior approval cases, but only insofar as they relate to the development and prior approval matters.

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of Development
- ii. Transport and Highway Implications
- iii. Air traffic and defence assets impacts of development
- iv. Contamination risks in relation to the development
- v. Flooding risks in relation to the development
- vi. The external appearance of the building
- vii. Impact of any works permitted by sub paragraph (1) or (d) of Class AA
- viii. Provision of adequate natural light in all habitable rooms of the new dwelling houses
- ix. Impact upon the amenity of existing building and neighbouring premises including overlooking, privacy, and the loss of light
- x. Impacts of noise from any commercial premises on the intended occupiers of the new dwellings houses.
- xi. Impacts of the introduction of or an increase in, a residential use of premises in the area on the carrying out of any trade, business or other use of land in the area.

- xii. Whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State.
- xiii. Other issues

i. Principle of Development

9.2 This application seeks consent under Class AA, Part 20, Schedule 2, of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

9.3 Under Class AA permitted development consists of works for the construction of up to two additional storeys of new dwellinghouses immediately above the topmost storey on a detached building to which sub paragraph (2) applies, together with any or all-

- (a) engineering operations reasonably necessary to construct the additional storeys and new dwelling houses;
- (b) works for the replacement of existing plant or installation of additional plant on the roof of the extended building reasonably necessary to service the new dwelling houses;
- (c) works for the construction of appropriate and safe access to and egress from the new dwelling houses and existing premises in the building
- (d) works for the construction of storage, waste or other ancillary facilities reasonably necessary to support the new dwelling houses.

9.4 Sub paragraph (2) states that this class only applies to a building which is—

- (a) used for any purpose within Class A1 (shops), Class A2 (financial and professional services), Class A3 (restaurants and cafes) or Class B1(a) (offices) of the Schedule to the Use Classes Order, or as a betting office, pay day loan shop or launderette;
- (b) in a mixed use combining –
 - (i) two or more uses within paragraph (a); or
 - (ii) a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order, together with one or more uses within paragraph (a).

9.5 If there are no implications associated with these matters, the development is considered to be permitted development.

9.6 The table below analyses the proposal against the requirements of Class AA

	Development is not permitted by Class A if:	Complies?
a	Above ground level, the building is less than 3 storeys in height	Yes
b	The building was constructed before 1st July 1948, or after 5th March 2018	Yes
c	On 5 th March 2018 the building was in a use other than- i) a use or mixed use ii) a use falling within class C3 of the Schedule of the UCO.	Yes
d	The additional storeys are constructed other than on the principle part of the building	Yes

e	The floor to ceiling height of any additional storey is i) More than 3 metres in height, or ii) More than the floor to ceiling height of any of the existing storeys Whichever is lesser where such heights are measured internally	Yes
f	The new dwelling houses are not flats	Yes
g	The overall height of the roof of the extended building would be greater than 7 metres higher than the highest part of the existing roof (not including existing plant).	Yes
h	The extended building (not including plant) would be greater than 30 metres in height	Yes
i	Development under Class AA(1)(a) would include the provision of visible support structure on or attached to the exterior of the building upon completion of the development	Yes
j	Development under Class AA(1)(a) would include engineering operations other than works to: i) strengthen existing walls; ii) strengthen existing foundations: or iii) install or replace water, drainage, electricity, gas or other services.	Yes
k	In the case of Class AA(1)(b) development there is no existing plant on the building	Yes
l	In the case of Class AA(1)(b) development (works replacing or for new plant) the height of any replaced or additional plant is no higher than any existing plant.	Yes (no plant proposed)
m	In the case of Class AA(1)(c) development (works to the access, doors etc) would extend beyond the curtilage of the existing building	Yes
n	In the case of Class AA(1)(d) development would; i) Extend beyond the curtilage of the existing building. ii) be situated on land forward of a wall forming a principal elevation of the existing building: or iii) be situated on land forward of a wall fronting a highway and forming a side elevation of the existing building; or	Yes
o	The land or site on which the building is located, is or forms part of: i) article 2(3) (conservation areas, AONB's etc) land: ii) site of special scientific interest iii) a listed building or land within its curtilage iv) a scheduled monument or land within its curtilage v) a safety hazard zone vi) a military explosives storage area: or vii) land within 3 km of the perimeter of an aerodrome.	Yes

9.7 As the application site is considered to be in a mixed commercial and residential use it therefore falls within a use specified by sub paragraph (2). In addition, from the analysis above, the application is considered to meet the requirements of AA.1 and is therefore considered to be permitted development.

9.8 However, under paragraph AA.2, before beginning the development the developer must apply to the local planning authority for prior approval for:

- a) transport and highway implications,
- b) air traffic and defence asset impacts of the development
- c) contamination risks in relation to the development
- d) flooding risks in relation to the development
- e) the external appearance of the building, including-
 - i. the principal elevation; and
 - ii. any side elevation that fronts a highway; and
- f) the impact of any works permitted by sub paragraph (1) or (d) of Class AA.
- g) provision of adequate natural light in all habitable rooms of the new dwelling houses
- h) impact upon the amenity of existing building and neighbouring premises including overlooking, privacy, and the loss of light
- i) impacts of noise from any commercial premises on the intended occupiers of the new dwellings houses
- j) impacts of the introduction of or an increase in, a residential use of premises in the area on the carrying out of any trade, business or other use of land in the area;
- k) whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State.

9.9 These are assessed in turn below.

ii. Transport and Highway Implications

9.10 Strict adherence to Table 6 of the Parking Standards SPD (March 2016) would require 8 additional parking spaces for residents and 1 additional parking space for visitors. No additional parking has been proposed as part of this proposal.

9.11 However, the applicants have provided a Transport Statement which has been considered. This sets out the current parking allocation for the existing leases of the apartments as 1 car parking space per apartment, and that 6 car parking spaces are allocated to the existing retail units. The remaining 8 spaces within the car park are currently unallocated. Overnight parking surveys have also been undertaken, indicating that the number of occupied residential spaces accords with the allocation of 1 space per apartment.

9.12 The applicant has therefore proposed to allocate 1 space for each of the proposed additional apartments, consistent with the existing site allocation. The existing number of spaces allocated to the retail units would be retained. This would reduce the unallocated number of spaces within the car park to 3, for use by visitors. The applicant has also provided parking surveys of the local area, and these surveys indicate that there is capacity in the event that there is overnight overspill visitor parking from the development. Accordingly, the Highway Authority raises no objection to the proposed development subject to conditions being imposed.

9.13 A similar argument was used at 1-9 High Street Crowthorne (ref: 15/01261/FUL). This application was refused and taken to appeal on the basis that insufficient on-site parking was provided. The appellants submitted a transport statement which demonstrated sufficient

capacity within the surrounding streets using the Lambeth Method, and the appeal was subsequently allowed by the Planning Inspectorate.

9.14 The evidence presented, regarding the current allocation of 1 space per apartment, linked with the proposal which would allocate 1 space for each of the new apartments, maintain the number of retail spaces, and provide 3 visitor spaces demonstrates to the satisfaction of the Highway Authority that the proposal would operate without impact on highway safety. Without evidence to the contrary demonstrating that on-site parking at a level below the Parking Standards SPD would result in an on-street parking problem within the area, there are no highway safety concerns regarding parking.

9.15 In terms of trips and the additional traffic on the highway, the proposal is expected to generate between 12 and 19 trips daily, and 2 vehicular trips during each of the morning and evening peak hours. This is considered to be negligible in the context of the daily flow on neighbouring streets and would be imperceptible around daily variations in traffic.

9.16 The proposal is therefore considered to comply with Policy CS23 of the Core Strategy DPD and M9 of the Bracknell Borough Local Plan.

iii. Air traffic and defence assets impacts of development

9.17 There are no defence bases which would be affected and the building is too low to affect air traffic.

iv. Contamination risks in relation to the development

9.18 As the proposal is for the addition of a storey, there is no contaminated land concern.

v. Flooding risks in relation to the development

9.19 The site is within Flood Zone 1 and there are no records of flooding being reported to the Council.

9.20 Objections have reported that the lower area of the carpark is prone to flooding at times of heavy rain. However, the evidence is circumstantial and could be due to poor maintenance and not an inherent flooding issues which may prevent this application. As such there are no flooding concerns associated with this proposal.

vi. The external appearance of the building

9.21 Policies CS7 of the CSDPD and EN20 of the BFBLP support proposals which are appropriate in scale, mass design and materials.

9.22 The proposal is designed as a traditional mansard, set back behind a parapet with lead or zinc covered cheeks to the dormers. The proposal is therefore designed as a traditional mansard extension resulting in a minimal increase in height of 1.0m from the previously pitched roof design (previous maximum height was 10.8m, whilst the proposed is 11.8m).



9.23 As such it is considered that the proposal is of an appropriate design which would not detract from the appearance of the host dwelling. As such there are no objections raised in terms of design.

9.24 Objections have been raised on the grounds that the proposal would be out of character with the surrounding area. This matter falls outside the considerations set out within the GPDO and therefore cannot be a consideration of this application.

vii. Impact of any works permitted by sub paragraph (1)(C) or (d) of Class AA

9.25 Sub paragraph (1) (d) relate to works for the construction of appropriate safe access to and egress from the new dwelling houses including external doors or staircases.

9.26 Sub paragraph (1) (d) relate to ancillary structures considered to be reasonably necessary to service the new dwelling houses. Such as bin or cycle stores.

9.27 No new structures are required in relation to sub paragraph (1) (c). The current bin store would be extended slightly to accommodate the required number of waste containers and bins. This is considered acceptable as the design and appearance matches the existing. Additional covers cycle storage is to be provided located against the eastern boundary, again, this is considered acceptable.

viii. Provision of adequate natural light in all habitable rooms of the new dwelling houses

9.28 All of the habitable rooms to the proposed new residential units have external windows of a suitable size providing adequate natural light into each habitable room. There are no objections on these grounds.

ix. Impact upon the amenity of existing building and neighbouring premises including overlooking, privacy, and the loss of light

9.29 The nearest residential properties to the proposal are 1 Thornton Mews, located to the east of the proposal, properties within Twelve Trees House located to the north and the flats opposite.

1 Thornton Mews.

9.30 This dwelling is located on slightly higher ground, approximately 20m from the built form of the proposal, with the car park separating Parkfield House and the garden and property of 1 Thornton Mews. The side elevation of 1 Thornton Mews faces the application site. 1 Thornton Mews has a single storey rear projection with patio doors which face the application site. Window to window there would be a separation distance of 24.5m between the patio doors and the windows to the proposed flats and between 20 and 21.5m to the boundary and garden.

9.31 The Design SPD provides guidance on what separation distances should be achieved to ensure reasonable levels of privacy, with 22m between facing windows of two storey properties being acceptable, but 30m should be sought for windows above first floor level.



9.32 There are already windows at second floor at a distance of 22.8m from the ground floor window in Thornton Mews. The proposed third floor window would be set back from the elevation by 1.5m increasing the separation distance to 24.5m at this height. It is considered that given the existing relationship, and the additional set back there would not be a significant increase in overlooking to result in a refusal of permission.

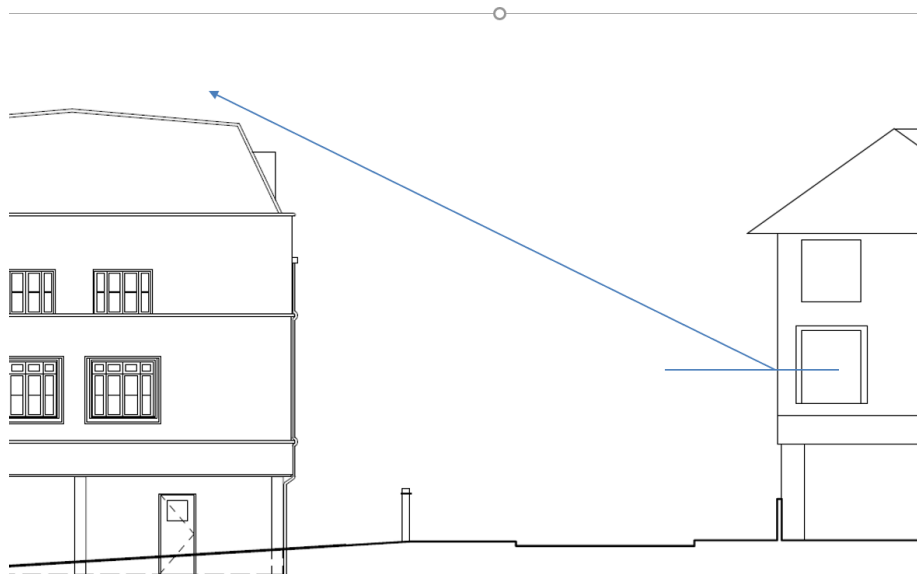
9.33 A separation distance of 20m to the garden is considered acceptable.

9.34 In addition a loss of light assessment has been undertaken in accordance with the BRE Site layout and planning for daylight and Sunlight – a guide to good practice. This demonstrates that there would be no significant loss of light to the habitable room served by the patio doors.

Twelve Trees House

9.35 The south elevation of Twelve Trees House faces the northern elevation of Parkfield House. Between the two elevations there is a distance of 12m across Cambridge Road. The Design SPD states that for facing windows across a street, a separation distance of 12m is acceptable. As with the case of Thornton Mews, there will already be a degree of overlooking. As the distance between the windows meets the guidance and there will not be any significant increase in overlooking from the proposal, given the existing situation, there is no objection to the proposal on overlooking grounds.

9.36 A loss of light assessment shows that a line drawn at 25 degrees from the centre of the facing window towards the proposal would not intersect with the proposal and would not detrimentally affect the lowest windows serving habitable rooms within Twelve Trees House.



Flats above the Library and on the west side of the High Street.

9.37 Opposite the High Street there are residential flats above Crowthorne Library and above the commercial properties on High Street. Again, as the ground floor is the library or commercial, the loss of light assessment is taken from the first floor windows, and the proposal does not intersect the 25 degree line.

9.38 In terms of distances between the facing windows there is a distance between 16m and 13.5m, above the minimum separation distance of 12m. Accordingly it is not considered that there would be a significant loss of privacy or amenity.

9.39 Given the above it is considered that the proposal is acceptable in terms of the impact on the amenity of neighbouring premises.

x. Impacts of noise from any commercial premises on the intended occupiers of the new dwellings houses

9.40 The Environmental Health Officer has commented that given the principle of residential dwellings above the commercial ground floor use is already established and those commercial uses below are currently fairly low risk in terms of noise nuisance impacts. Accordingly there is no objection on these grounds.

xi. Impacts of the introduction of or an increase in, a residential use of premises in the area on the carrying on of any trade, business or other use of land in the area.

9.41 As above there are no objections from the Environmental Health Officer given the mix of commercial and residential uses already in the area.

xii. Whether, because of the siting of the building, the development will impact on a protected view identified in the Directions Relating to Protected Vistas dated 15th March 2012 issued by the Secretary of State.

9.42 There are no protected views that the proposal would impact upon.

xiv. Other issues

Thames Basin Heaths SPA

9.43 The application site is within 5km of the SPA.

9.44 The GPDO is an order which grants permission for development subject to the conditions set out within the document and any the decision taker may impose. Under Article 3(1) of the General Permitted Development Order and regulations 73 to 76 of the Conservation of Habitats and Species Regulations 2017, a development must not be begun or continued before the developer has received written notice of the approval of the local planning authority.

9.45 The requirement for written approval of the Council prior to the commencement of development is therefore embedded in legislation that seeks to protect the integrity and features of the protected species. Accordingly, this aspect of the process falls out of the prior approval regime.

Air Quality

9.46 The Crowthorne Neighbourhood Plan Policy CR9 requires proposals for new development to demonstrate how air quality improvement will be achieved. This matter falls outside the considerations set out within the GPDO and therefore cannot be a consideration of this application.

Disruption during building works

9.47 Objections have been raised regarding the noise disturbance, dust and use of the parking spaces during building works of the current residents in Parkfield House,

9.48 Development permitted under Class AA is subject to certain conditions including:

Any development under Class AA is permitted subject to the condition that before beginning the development, the developer must provide the local planning authority with a report for the management of the construction of the development, which sets out the proposed development hours of operation and how any adverse impact of noise, dust, vibration and traffic on occupiers of the building and adjoining owners or occupiers will be mitigated.

9.49 However this does not require the report to be approved by the local planning authority or for the development to be undertaken in accordance with report. Accordingly, a condition is imposed to ensure that the local planning authority agree the details and the construction work is undertaken in accordance with the approved scheme to ensure that as much mitigation as practically possible is provided for existing residents.

10. CONCLUSIONS

10.1 This is an application for prior approval under Schedule 2, Part 20, Class AA of the General Permitted Development Order. Under the application, the Local Planning Authority can only consider a limited number of considerations, as set out above.

10.2 The proposal would increase the number of units and would therefore have a requirement for 9 additional parking spaces in accordance with the Parking Standards SPD. None have been provided, but a transport statement has demonstrated that there was sufficient on-street parking within the vicinity of the site so that the lack of on-site parking would not result in poor parking to cause a highway safety issue.

10.3 Design considerations are limited to the impact upon the building, and not the wider character it is therefore considered that the proposal would not detrimentally detract from the character or appearance of the existing building and is therefore acceptable.

10.4 In addition the proposal has been assessed for its impact on neighbouring and adjoining existing residents. It is concluded that there would be no significant increase in overlooking or loss of amenity to the neighbouring residents.

10.5 It is therefore considered that the proposed development complies with 'Saved' policies M9, and EN20 of the BFBLP, Policies CS7 and CS23 of the CSDPD and the NPPF. Accordingly, the application is considered to comply with Part 20, Class AA of the GPDO, subject to the conditions within AA.2. of Part 20 Class AA and therefore the recommendation is to grant the Prior Approval.

11. RECOMMENDATION

11.1 The recommendation is to delegate to the Assistant Director: Planning to grant prior approval subject to the following conditions:-

01. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details:

1151P 01B (Location Plan) dated 28.06.21
1151P 300 (refuse and recycling store) dated 23.04.21
1151P 201B (Proposed Block/ Ground floor plan) dated 25.03.21
1151P 202A (Proposed 2nd Floor Plan) 25.03.21
1151P 203C (Proposed 3rd Floor Plan) 14.06.21
1151P 204A (Proposed roof Plan) 25.03.21
1151P 210B (Proposed West elevation) 25.03.21
1151P 211A (Proposed North Elevation) 25.03.21
1151P 213B (Proposed South elevation) 25.03.21
1151P 212C (Proposed East elevation) 14.06.21
1151P 214 (Proposed section a-a) 14.06.21
Cycle Store details (bikedock product images)

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

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

REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

03. The allocation of car parking spaces within the site shall be as follows:
(a) 21 allocated car parking spaces for 21 residential flats, with 1 space allocated per flat;
(b) 6 allocated retail car parking spaces for the four retail units, with 1 space allocated per retail unit and 2 unallocated retail spaces; and
(c) 3 visitor car parking spaces for the 21 residential flats.
No development shall take place until details of the signing for the spaces has been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be provided and signed in accordance with the approved details and the spaces and signage shall thereafter be retained.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
04. Prior to the occupation of the proposal, details shall be submitted to and approved in writing by the Local Planning Authority of screening to be installed on the eastern end of the balcony to flat 22 as showing on drawing 1151P 203C. The screening shall be installed as approved prior to the occupation of this flat and shall thereafter be retained.
REASON: To protect the amenities of neighbouring residents
[Relevant Policies: BFBLP EN20]
05. The 'green roofs' shown on drawing 1151P 203C shall at no time be used as a terrace.
REASON: To protect the amenities of neighboring residents
[Relevant Policies: BFBLP EN20]
06. Prior to the commencement of development a scheme shall be submitted to and approved in writing by the Local planning authority demonstrating how the effects of construction will be mitigated. The scheme shall include:
(a) hours of construction operation
(b) how adverse impacts of noise, dust and vibration on occupiers of the building and adjoining occupiers will be mitigated.
(c) How the site shall be set out to enable storage of materials, welfare facilities, loading and unloading of plant and materials and parking of site operatives.
(d) Parking and access for residents during construction.
The scheme shall be implemented as approved.
REASON: To protect the amenities of neighboring residents and highway safety
[Relevant Policies: BFBLP EN20, M9, Core Strategy DPD CS23.]

Informative(s)

01. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. Your attention is drawn to the conditions under Schedule 2, Part 20, Class AA, of the GPDO, which must be complied with. This includes details of the mitigation proposed to protect existing residents during the construction process and to complete the proposal within 3 years of the date of the prior approval permission.
03. Under Article 3(1) of the General Permitted Development Order and regulations 73 to 76 of the Conservation of Habitats and Species Regulations 2017, a development must not be begun or continued before the developer has received written notice of the approval of the local planning authority. This will require the LPA to undertake an appropriate assessment and the applicant will be required to enter into a legal agreement to secure the relevant mitigation. Further information can be obtained from: [Thames Basin Heaths SPA Supplementary Planning Document | Bracknell Forest Council \(bracknell-forest.gov.uk\)](#)

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed on-line at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk