

Unrestricted Report

ITEM NO: 5

Application No.
22/00548/FUL
Site Address:

Ward:
Priestwood And Garth

Date Registered:
28 June 2022

Target Decision Date:
23 August 2022

20 Honeyhill Road Bracknell Berkshire RG42 1YJ

Proposal:

Proposed erection of 2no. 3 bedroom semi-detached houses with parking, following demolition of existing double garage

Applicant:

Mr Michael Griggs

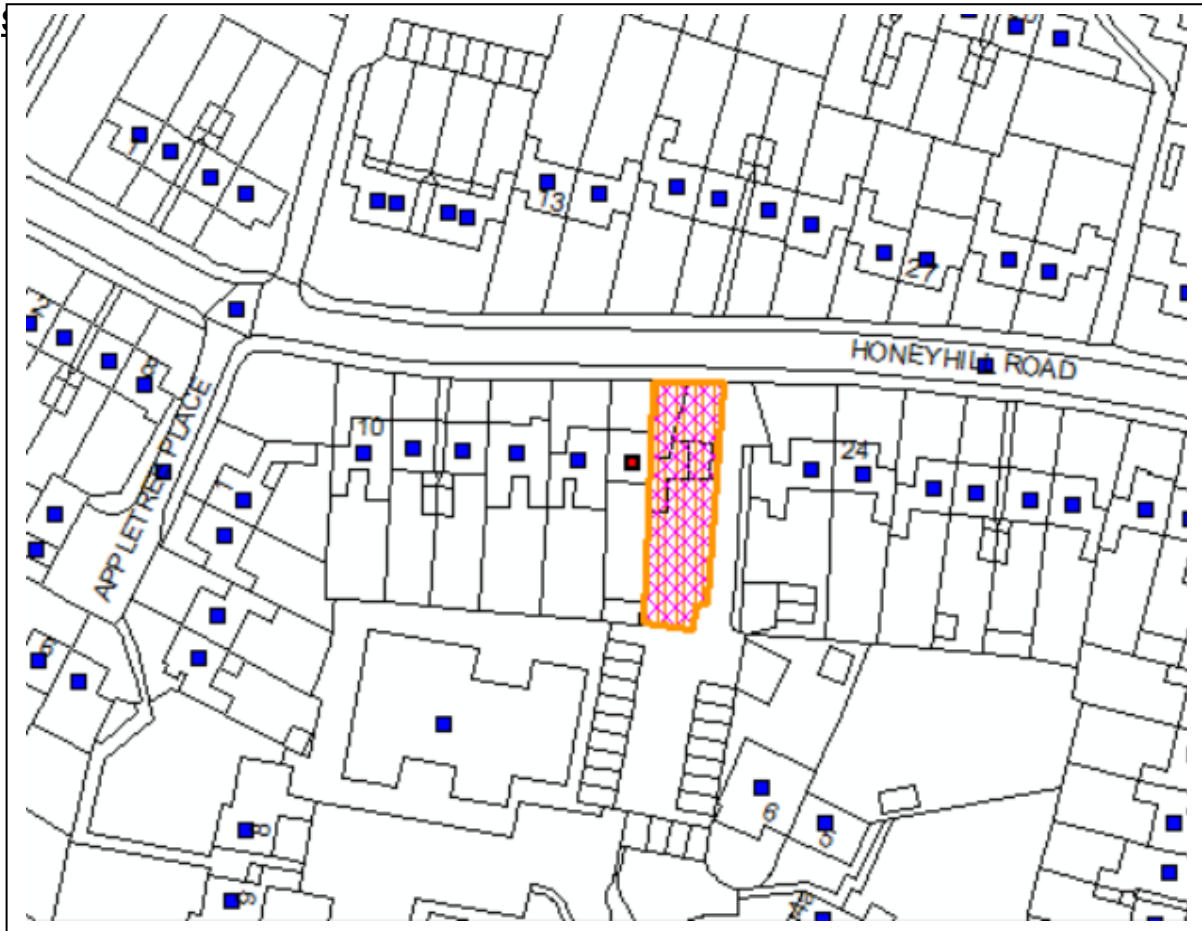
Agent:

Mr Paul Edwards

Case Officer:

Sarah Horwood, 01344 352000

Development.control@bracknell-forest.gov.uk



OFFICER REPORT

1. SUMMARY

1.1 The site is located within the settlement boundary and the proposed development is therefore acceptable in principle.

1.2 The proposal would not result in an adverse impact on the character and appearance of the surrounding area or adversely impact upon the residential amenities of neighbouring occupiers. Acceptable living conditions would be provided to future occupiers of the proposed development.

1.3 No unacceptable highway safety implications would result from the proposal.

1.4 There would also be no adverse impacts on biodiversity or trees and planning conditions are recommended in relation to water usage and renewable energy.

1.5 A Section 106 Agreement is required to secure SPA mitigation.

RECOMMENDATION
Delegate to the Assistant Director: Planning to grant planning permission following the completion of a Section 106 Agreement and subject to the conditions set out in Section 11 of this report.

2. REASON FOR REPORTING APPLICATION TO THE PLANNING COMMITTEE

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

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Defined Settlement boundary
Within 5km of the Thames Basin Heath SPA

3.1 20 Honeyhill Road is a two storey semi-detached dwelling located in a residential area. The dwelling has three bedrooms and is attached to a double garage.

3.2 To the east of the application site is an access road to a garage block which is located to the rear of the site.

4. RELEVANT PLANNING HISTORY

614540

Change of use of land at front from public open space to private garden.
Approved 1989.

21/00649/FUL

Erection of single storey rear extension.
Approved 2021.

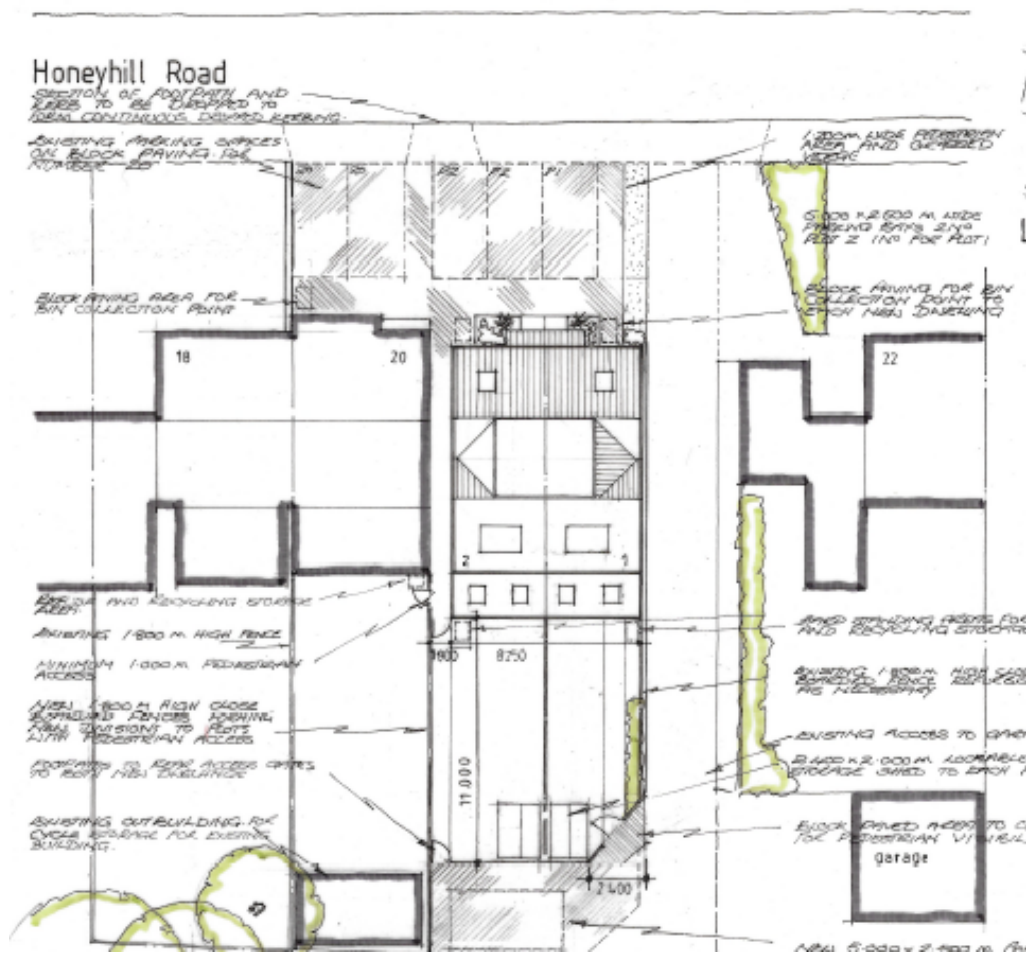
5. THE PROPOSAL

5.1 Planning permission is sought for the erection of a pair of semi-detached dwellings following the demolition of the existing double garage attached to 20 Honeyhill Road.

5.2 The proposed dwellings would be two storeys high with room in the roofspace served by rooflights on the front and side elevations and a flat roofed dormer on each of the rear facing roof slopes. Each dwelling would comprise a living room, WC, open plan kitchen and family room at ground floor level, 2no. bedrooms and family bathroom on the first floor and a third bedroom with an en-suite bathroom in the roofspace.

5.3 The retained dwelling at no. 20 would be provided with 2no. on-site parking spaces in front of the dwelling, with 3no. spaces to the front of the proposed dwellings (1no. space for plot 1 and 2no. spaces for plot 2) on existing areas of hard surfacing, with a further parking space for plot 1 to the rear of the proposed gardens for plots 1 and 2. Pedestrian access to the rear gardens would be provided to each of the proposed dwellings and the retained dwelling at no. 20, along with individual cycle stores and bin stores/collection points.

Site layout as proposed



6. REPRESENTATIONS RECEIVED

Bracknell Town Council

6.1 Object to the application on the following grounds:

- 1) The scale of the properties on this small site will be overbearing.
- 2) No bin and recycling storage to be provided, this conflicts with BTNP policy HO4 for new developments to manage and improve the streetscape.
- 3) In comparison with all other properties in this street the parking space provided will not be adequate for 4 cars. B.T C would like to see the outcome of a highway's consultation on this application.

Other representations

6.2 26no. objections received which can be summarised as follows:

- Overdevelopment/cramped form of development.
- Impact on character and appearance of surrounding area.
- Impact on local services.
- Traffic issues.
- Parking issues in the area.
- Parking issues lead to issues with access for emergency vehicles/refuse vehicles.
- Depreciation in value of surrounding properties.
- Overbearing impact.

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority

7.1 No objection.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO DECISION

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

	Development Plan	NPPF
General policies	CS1 and CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP, Policies HO1, HO8 and HO9 of the BTNP	Consistent
Residential amenity	Saved policies EN20 and EN25 of BFBLP, Policy HO1 of the BTNP	Consistent
Transport	CS23 and CS24 of CSDPD, Policy HO4 of the BTNP	Consistent
Trees, biodiversity and landscaping	Saved policy EN1, EN2 and EN3 of BFBLP, CS1 of CSDPD, Policies HO5 and EV4-EV7 of BTNP	Consistent
Energy sustainability	CS10 and CS12 of CSDPD, policy HO7 of BTNP	Consistent

Thames Basin Heath SPA	CS14 of CSDPD, BFBLP Saved policy EN3, SEP Retained Policy NRM6	
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
CIL Charging Schedule		
Parking Standards SPD		
Design SPD		
Thames Basin Heath SPD		
Sustainable Resource Management SPD		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of development
- ii. Impact on character and appearance of surrounding area
- iii. Impact on residential amenity
- iv. Impact on highway safety
- v. Biodiversity
- vi. Trees
- vii. Thames Basin Heath SPA
- viii. Community Infrastructure Levy (CIL)
- ix. Energy sustainability
- x. Drainage/SuDs

(i) Principle of Development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). Policy CS2 of the CSDPD states that development will be permitted within defined settlements. This is provided that the development is consistent with the character, accessibility and provision of infrastructure and services within that settlement. The above policy is considered to be consistent with the NPPF, and as a consequence is considered to carry significant weight.

9.3 The site is located within a defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the character of the area, the amenity of the neighbouring occupiers, highway safety, etc.

(ii) Impact on Character and Appearance of Area

9.4 'Saved' policy EN20 of the BFBLP states that development should be in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials etc. Policy CS7 of the CSDPD states that the Council would require high quality design for all development in Bracknell Forest. Development proposals would be permitted which build on the urban local character, respecting local patterns of development. Section 12 of the NPPF emphasises the importance of good design as key to making places

better for people to live. Additionally, the NPPF states that the design of development should help improve the character and quality of an area and the way it functions.

9.5 Policy HO1 of the Bracknell Town Neighbourhood Plan states that all infill and backland development will reflect the scale, mass, height and form of neighbouring properties. Policy HO8 requires development to be in keeping with the footprint, separation, scale and bulk of the local area. Policy HO9 requires that the design of new development has regard to local character.

9.6 The Council's Design SPD states that plots for new development should be large enough to accommodate the proposed dwelling and the requirements associated with it (such as amenity space, parking, servicing, waste and recycling collection) in an arrangement that is practical and attractive.

9.7 The proposed development would reduce the extent of the plot for the existing dwelling to approx. 220 square metres. The two new dwellings would each have a plot of approx. 150 square metres. There is some variety of plot sizes in the surrounding area, with the smallest residential plot being approx. 150 square metres. Sufficient amenity space would be provided for plots 1 and 2, along with sufficient on-site parking provision and cycle and bin storage to meet the relevant standards. The plot size of the retained dwelling at no. 20 would be reduced, however, a proportionately sized rear garden would be provided, along with on-site parking for 2no. vehicles and cycle and bin storage. Therefore, the scale of development is considered in keeping with the surrounding area and would not be considered cramped or an overdevelopment of the plot.

9.8 The dwellings on Honeyhill Road are of a uniform style, comprising either pairs of semi-detached dwellings or terraces of similar architectural form. The proposed dwellings would take the form of a pair of semi-detached dwellings, with matching eaves and ridge heights to that of the existing dwelling at no. 20 and would reflect the architectural style of existing dwellings within the immediate area, with canopies over the front entrance doors and chimneys. Rooflights are proposed on the front roofslopes of the dwellings, with flat roofed rear facing dormer windows which are seen elsewhere in the streetscene. A planning condition is recommended requiring the materials for the proposed dwellings to be similar in appearance to those in the immediate area. The front elevations of the proposed dwellings would be sited on a similar building line to adjoining dwellings at nos. 20 and 22 Honeyhill Road which would be acceptable. Whilst the proposed dwellings would appear visible along the access road serving the garage block to the rear of the site, this is not a connecting through route that is well used by pedestrians and vehicles.

Front elevations proposed



Rear elevations proposed



9.9 The existing frontage is laid to hard surfacing, and therefore the use of this area for parking for both the retained and proposed dwellings is acceptable. It is recommended that some soft landscaping is provided where possible, to break up the extent of hard landscaping and this will be secured by condition.

9.10 As such, the proposed development would not adversely affect the character and appearance of the surrounding area, in accordance with Saved Policy EN20 of the BFBLP, Policy CS7 of CSDPD, Policies HO1, HO8 and HO9 of the Bracknell Town Neighbourhood Plan, the Design SPD and the NPPF.

(iii) Impact on Residential Amenity

9.11 'Saved' policy EN20 of the BFBLP states that development will not adversely affect the amenity of surrounding properties and adjoining area. Paragraph 130 of the NPPF states that the Local Planning Authority should ensure high quality amenity for all existing and future occupants of land and buildings.

9.12 Policy HO1 of the Bracknell Town Neighbourhood Plan states that all infill and backland development should not unacceptably and adversely impact on the amenity of neighbours.

9.13 Directly to the rear (south), the proposed dwellings would look over a garage block and therefore proposed rear facing windows would not result in an unacceptable impact to any adjoining dwellings.

9.14 First floor side facing windows serving bathrooms are proposed on the eastern and western elevations of the proposed dwellings which will be secured by condition to be obscure glazed and top-opening only. The rooflights on the side facing roofslopes will be secured by condition to be more than 1.7m above internal floor level.

9.15 The proposed dwellings would not project significantly past the front or rear elevations of the existing dwelling at no. 20 Honeyhill Road or the neighbouring property to the east at no. 22, across the access road. As such, the proposal would not appear unduly overbearing to adjoining occupiers.

9.16 The proposed dwellings would be sited in excess of 28m from existing dwellings to the north of Honeyhill Road. In view of these separation distances, the proposed dwellings would not result in unacceptable overlooking or appear overbearing to these existing dwellings to the north.

9.17 The BRE document – Site layout planning for daylight and sunlight (Third Edition 2022) is used as a guideline for achieving good sunlight and daylight, both within buildings and the open space around them.

9.18 Due to the proposed siting of the dwellings relative to nos. 20 and 22 Honeyhill Road, the proposed dwellings would not result in an unacceptable loss of daylight to front and rear facing windows to adjoining dwellings at nos. 20 and 22, in accordance with the BRE guidelines.

9.19 There is an existing first floor side (east) facing window at no. 20 which would face onto the flank elevation of plot 2. This window however does not serve a habitable room (it serves the landing/circulation space). As set out in the BRE guidelines, windows to circulation space, bathrooms, toilets, storerooms and garages are excluded from analysis as to whether there would be a loss of light to such windows. As such, any loss of daylight to the first floor side facing landing/hallway window at no. 20 would not be unacceptable.

9.20 There are also first floor side facing windows at no. 22 Honeyhill Road which would face towards the flank wall of plot 1. There would however be a 10m separation distance between the windows at no. 22 and the flank wall of plot 1 at the closest point and as such, the proposed development would not unacceptably impact upon daylight to the first floor side facing windows at no. 22.

9.21 The rear gardens of the proposed dwellings would have a depth of 11m and the width of each house, with sufficient space for bin and cycle storage. Acceptable on-site parking provision would be provided for each of the proposed dwellings. The remaining garden space for the existing dwelling at no. 20 would also be acceptable, along with the provision of on-site parking provision and cycle storage.

9.22 As such, the proposed development would not adversely affect the amenities of neighbouring properties and acceptable living conditions would be provided for future occupiers of the proposed dwellings, in accordance with Saved Policy EN20 of the BFBLP, HO1 of the Bracknell Town Neighbourhood Plan and the NPPF.

(iv) Highway Considerations

9.23 Policy CS23 of the CSDPD states that the council will use its planning and transport powers to reduce the need to travel, increase the safety of travel, promote alternative modes of travel and promote travel planning. 'Saved' policy M9 of the BFBLP states that development will not be permitted unless satisfactory parking provision is made for vehicles and cycles. This policy also states that the standards set out in the Bracknell Forest Borough Parking Standards, Supplementary Planning Document 2016 (SPD) must be adhered to.

9.24 Policy HO4 of the Bracknell Town Neighbourhood Plan states that new residential development will be expected to provide car and bicycle parking.

9.25 Two parking spaces are proposed for each 3 bedroom dwelling to comply with the Local Authority's current Parking Standards SPD (2016). Each space would measure 2.5m wide by 5.0m long. 2no. parking spaces would also be provided for the retained dwelling at no. 20.

9.26 Pedestrian access at a minimum of 1m wide has been demonstrated, to enable access to the front door and rear garden for each property. The visibility splays for the existing garage block access would be improved by the removal of the parking space to the front. The proposed footpath and grass verge is accepted. The existing visibility splays to the rear for the parking space for plot 1 would be improved by re-aligning the boundary fence.

9.27 A cycle storage shed (measuring 1.8m wide by 2.4m long) with sufficient access would be provided for each new dwelling. The existing outbuilding would be retained for the existing dwelling to accommodate cycle parking.

9.28 A refuse store to the rear and dedicated collection facility to the front would be provided for the existing dwelling and plot 2. The area proposed would be able to accommodate the two required bins and a food caddy. A store should be provided within the rear garden to enclose the bins. A condition is recommended to secure details.

9.29 For plot 1, a refuse store is also shown to the rear of the proposed dwelling. However, the carry distance from the rear garden, along the garage access road exceeds the carry distance requirements. It would therefore be required that the refuse store and collection area is solely provided to the front of the proposed dwelling on plot 1. The space would measure 1.2m x 1.4m which would safely be able to accommodate two 360l refuse bins and a food caddy. The bins should be enclosed within a store. A condition is recommended to secure details.

9.30 A hardstanding footpath would be provided within the rear garden for both properties.

9.31 The dropped kerb would need to be extended and would need to be done under a separate licence.

9.32 As such, the proposed development would provide sufficient off-street parking provision for the retained and proposed dwellings and would not result in unacceptable highway safety implications, in accordance with 'Saved' Policy M9 of the BFBLP, Policy CS23 of the CSDPD, Policy HO4 of the Bracknell Town Neighbourhood Plan, the Parking Standards SPD and the NPPF.

(v) Biodiversity Considerations

9.33 Policy CS1 of the CSDPD states that development will be permitted which protects and enhances the quality of natural resources including biodiversity. Policy CS7 of the CSDPD states that development proposals will be permitted which promote biodiversity. 'Saved' policy EN15 of the BFBLP states that external lighting schemes will only be acceptable where they would have no adverse impact on wildlife. 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 minimizing impacts on biodiversity.

9.34 Policy HO5 of the Bracknell Town Neighbourhood Plan requires that the biodiversity of green infrastructure is ensured by maintaining or enhancing the existing green infrastructure.

9.35 A Preliminary Bat Roost Assessment has been undertaken by a qualified ecologist which indicates that no evidence of bats was found in the property. Biodiversity enhancements will be secured by planning condition.

(vi) Tree Considerations

9.36 'Saved' policy EN1 of the BFBLP states that planning permission will not be granted for development which would result in the destruction of trees and hedgerows. Trees and hedgerows are important to the retention of the character and appearance of the landscape or townscape of the area. Paragraph 131 of the NPPF states that trees make an important contribution to the character and quality of urban environments. It goes on to state that planning decisions should ensure that [...] existing trees are retained wherever possible.

9.37 Policies EV4-EV7 of the Bracknell Town Neighbourhood Plan states that development proposals will be expected to retain all trees in good condition and which possess amenity value.

9.38 There are no trees within the application site which would be impacted upon by the proposal. The proposed development would therefore be in accordance with Saved Policies EN1 and EN20 of the BFBLP, CS7 of the CSDPD, Policies EV4-EV7 of the Bracknell Town Neighbourhood Plan and the NPPF.

(vii) Thames Basin Heath SPA

9.39 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.

9.40 In accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) Bracknell Forest Council (BFC) has carried out a Habitats Regulations Assessment of the proposed development.

9.41 The following potential adverse effects on habitats sites were screened out of further assessment:

- Loss of functionally linked land (TBH SPA)
- Air pollution from an increase in traffic (TBH SPA, Windsor Forest and Great Park Special Area of Conservation (SAC), Thursley, Ash, Pirbright and Chobham SAC and Chilterns Beechwoods SAC)

9.42 Recreational pressure on the TBH SPA was screened in for Appropriate Assessment.

9.43 BFC, 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 (TBH SPA) along with any larger developments comprising over 50 net new dwellings within the 5 - 7km zone is likely to have a significant effect on the integrity of the TBH SPA, either alone or in-combination with other plans or projects.

9.44 This site is located within the 400m-5km Thames Basin Heaths Special Protection Area (TBH SPA) buffer zone 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. On commencement of the development, a contribution (calculated on a per-bedroom basis) is to be paid to BFC towards the cost of measures to avoid and mitigate against the effect upon the TBH SPA, as set out in BFC's Thames Basin Heaths Special Protection Area Supplementary Planning Document (SPD) (April 2018).

9.45 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 TBH 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.

9.46 In this instance, the development would result in a net increase of 2 x 3-bedroom dwellings within the 400m-5km TBH SPA buffer zone which results in a total SANG contribution of £12,224.

9.47 The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) of £1,798 which is also calculated on a per bedroom basis.

9.48 The total SPA related financial contribution for this proposal is £14,022. The applicant must agree to enter into a S106 agreement to secure this contribution and a restriction on the occupation of each dwelling until BFC 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 South East Plan saved Policy NRM6, saved policy EN3 of the Bracknell Forest Borough Local Plan (2002), Policy CS14 of the Core Strategy Development Plan Document (2008), the Thames Basin Heaths Special Protection Area Supplementary Planning Document and the National Planning Policy Framework.

(viii) Community Infrastructure Levy (CIL)

9.49 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015.

9.50 CIL applies to any new build (except outline applications and some reserved matters applications), or new builds that involve the creation of additional dwellings.

(ix) Energy sustainability

9.51 CSDPD Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day.

9.52 CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how 10% of the development's energy requirements will be met from on-site renewable energy generation.

9.53 Policy HO7 of the Bracknell Town Neighbourhood Plan states that development proposals should demonstrate best practice in energy efficiency and generation.

9.54 Planning conditions are recommended in relation to water usage and renewable energy.

(x) Drainage

9.55 The site is located outside of Flood Zones 2 and 3 and is also not within an area identified as at risk of surface water flooding.

9.56 A condition requiring the proposal to be SUDS compliant is recommended.

10. CONCLUSIONS

10.1 The site is located within the settlement boundary and the proposed development is therefore acceptable in principle.

10.2 The proposal would not result in an adverse impact on the character and appearance of the surrounding area or adversely impact upon the residential amenities of neighbouring properties. Acceptable living conditions would be provided to future occupiers of the proposed development.

10.3 No unacceptable highway safety implications would result from the proposal.

10.4 There would also be no adverse impact on biodiversity or trees and planning conditions are recommended in relation to water usage/energy demand.

10.5 A Section 106 Agreement is required to secure SPA mitigation.

10.6 The application is therefore recommended for conditional approval.

11. RECOMMENDATION

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

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

That the Assistant Director: Planning be authorised to APPROVE the application subject to the following conditions amended, added to or deleted as 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 approved plans received 17.10.22:

Plans and Elevations as proposed, drawing no. 05/A
Site Plans drawing no. 06B

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

03. The development hereby permitted shall not be begun until details of the materials to be used in the construction of the external surfaces have been submitted to and

approved in writing by the Local Planning Authority. The works 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, CSDPD CS7]

04. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed at first floor level or above in the side elevations of the development hereby permitted except for any which may be shown on the approved drawings.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

05. The rooflights and any replacement in the roof slopes facing east and west of the proposed development shall at all times be not less than 1.7 metres above internal floor levels.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

06. The first floor side facing windows or any replacement in the side elevations at first floor level of the dwellings hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass or equivalent. They shall at all times be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

07. The development hereby permitted shall not be begun until details showing the finished floor levels of the dwellings hereby approved in relation to a fixed datum point 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 character of the area.

[Relevant Policies: BFBLP EN20, CSDPD CS7]

08. The development hereby permitted shall not be occupied until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the parking spaces being brought into use, whichever is sooner. All hard landscaping works shall be carried and completed prior to the parking spaces being brought into use. 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. The areas shown for soft landscaping shall thereafter be retained.

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

[CSDPD CS7, BFBLP 'Saved' Policies EN2 and EN20]

09. The development hereby permitted shall not be occupied until details of a scheme of walls, fences and any other means of enclosure has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall allow for the free movement of wildlife and be implemented in full before the occupation of any of the dwellings approved in this permission.

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

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

10. The development hereby permitted shall not be begun (including demolition) until a scheme for the provision of biodiversity enhancements (not mitigation), including a plan or drawing showing the location of these enhancements has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be performed, observed and complied with prior to the occupation of the development hereby permitted.

REASON: In the interests of nature conservation.

11. The development hereby permitted shall not be begun until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the Sustainability Statement, as approved, and retained as such thereafter.

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

[Relevant Policy: CSDPD CS10]

12. The development hereby permitted shall not be begun until an Energy Demand Assessment demonstrating that at least 10% of the development's energy will be provided from on-site renewable energy production has been submitted to and approved in writing by the Local Planning Authority. The dwellings as constructed shall be carried out in accordance with the approved assessment and retained as such thereafter.

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

[Relevant Policy: CSDPD CS12]

13. The development shall incorporate surface water drainage that is SuDS compliant and in accordance with DEFRA "Sustainable Drainage Systems - Non-statutory technical standards for sustainable drainage systems" (March 2015). The surface water drainage works shall be completed before occupation of the dwellings hereby permitted and shall be operated and maintained as such thereafter.

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

[Relevant Policies: CSDPD CS1, BFBLP EN25]

14. The development hereby permitted shall not be begun until a construction management plan showing how demolition and construction traffic, (including cranes), materials storage, facilities for operatives and vehicle parking and manoeuvring will be accommodated during the works period has been submitted to and approved in writing by the Local Planning Authority. The construction management plan shall be implemented as approved and maintained for the duration of the works.

REASON: In the interests of highway safety and the free flow of traffic.

[Relevant Policies: CSDPD CS1, CS7]

15. The development hereby permitted shall not be occupied until the associated vehicle parking has been provided in accordance with the approved plans with a dropped-kerb serving each space. The spaces shall thereafter be kept available for parking at all times.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: BFBLP M9, CSDPD CS23]
16. The development hereby permitted shall not be occupied until pedestrian visibility splays have been provided in accordance with the approved plans. All dimensions are to be measured along the outer edge of the driveway and the back of the access road/footway from their point of intersection. The areas within these splays shall be kept free of all obstructions to visibility over a height of 0.6 metres above carriageway level.
REASON: In the interests of pedestrian and highway safety.
[Relevant Policies: CSDPD CS23]
17. The development hereby permitted shall not be occupied until covered and secure cycle parking facilities have been provided in accordance with the approved drawings. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.
REASON: To ensure that the development is provided with adequate cycle parking facilities in order to encourage the use of alternative modes of transport.
[Relevant Policies: BFBLP M9, CSDPD CS23]
18. Notwithstanding any details submitted, the development hereby permitted shall not be occupied until enclosed refuse bin storage areas and collection facilities have been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. These facilities shall be kept available for use in association with the development at all times.
REASON: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development.
19. The development hereby permitted shall not be occupied until a means of access to the front doors and rear gardens for pedestrians and cyclists has been constructed in accordance with the approved plans.
REASON: In the interests of accessibility and to facilitate access by pedestrians and cyclists.
[Relevant Policies: BFBLP M6, CSDPD CS23]
20. No gates shall be provided at the vehicular accesses to the site.
REASON: In the interests of highway safety.
[Relevant Policies: CSDPD CS23].

In the event of the S106 agreement not being completed by 28 April 2023, the Assistant Director: Planning be authorised to either extend the period further or refuse the application for the following reasons:

1. 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 Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017 (as amended), 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).

Informatives

1. 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.
2. Although they must be complied with, no details are required to be submitted in relation to the following conditions:
 1. Commencement
 2. Approved Plans
 4. Side windows
 5. Rooflights
 6. Obscure glazing
 13. Suds
 15. Parking
 16. Pedestrian visibility splay
 17. Cycle parking
 19. Means of access
 20. Restriction on gates

The applicant is advised the following conditions must be discharged prior to the commencement/occupation of the development:

3. Materials
 7. Finished floor levels
 8. Landscaping
 9. Boundary treatments
 10. Biodiversity enhancements
 11. Sustainability statement
 12. Energy demand assessments
 14. CMP
 18. Bin storage (A refuse store and collection area shall be provided to the front of the proposed dwelling on plot 1. A refuse store to the rear and dedicated collection facility to the front shall be provided for the existing dwelling and plot 2).
3. The applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.
 4. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.
 5. Notwithstanding the wording of Bracknell Forest Council's Parking Standards SPD, the Building Regulations part S "Infrastructure for the charging of electric vehicles" 2021 edition took effect on 15 June 2022 for use in England. It does not apply to work subject

to a building notice, full plans applications or initial notices submitted before that date, provided the work is started on site before 15 June 2023. The applicant should familiarise themselves with, and comply with, the requirements of this document with regard to provision of electric vehicle charging infrastructure.

6. More information about how to apply for a new dropped-kerb is available at: <https://www.bracknell-forest.gov.uk/roads-parking-and-transport/parking/dropped-kerbs-vehicle-access/>
7. The Highways and Transport Section should be contacted at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at Highways.Transport@bracknell-forest.gov.uk , to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.
8. Any incidental works affecting the adjoining highway shall be approved and a licence obtained before any work is carried out within the highway, through contacting The Highways and Transport Section at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at Highways.Transport@bracknell-forest.gov.uk. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.