



Appeal Decision

Site visit made on 5 January 2026

by **D R Kay BA Dip.Arch RIBA**

an Inspector appointed by the Secretary of State

Decision date: 11 March 2026

Appeal Ref: APP/R0335/W/25/3374017

Unit 1 Bracknell Beeches, Old Bracknell Lane West, Bracknell, Berkshire, RG12 7BW

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 (as amended) for the development of land without complying with conditions subject to which a previous planning permission was granted.
 - The appeal is made by Weston Homes Plc against the decision of Bracknell Forest Borough Council.
 - The application Ref is 24/00811/FUL.
 - The application sought planning permission for the erection of 7 new buildings ranging from 4 to 16 storeys comprising 349 residential dwellings, 294sqm of flexible commercial/community floorspace (flexible use class E/F use), new station access and associated car parking, cycle parking and landscaping following demolition of existing buildings without complying with a condition attached to planning permission Ref 23/00438/FUL/APFULZ dated 6th June 2024 which itself was a S73 to vary planning permission Ref 21/00701/FUL, dated 8th March 2023.
 - The condition in dispute is No 11 which states that: Before occupation of any dwelling or retail/community unit, a Shuttle Bus Service Specification shall be submitted to and approved in writing by the Local Planning Authority. The Shuttle Bus Service Specification shall include details of the vehicle types, route, frequency and stops for the shuttle bus service. Thereafter the shuttle bus service shall be provided in accordance with the approved Shuttle Bus Service Specification.
 - The reason given for the condition is: In the interests of accessibility of the development, particularly to those with reduced mobility.
-

Decision

1. The appeal is allowed, and planning permission is granted for Section 73 application to remove condition 11 (Shuttle Bus) of planning permission 23/00438/FUL which itself was a S73 to vary planning permission 21/00701/FUL for the Erection of 7 new buildings ranging from 4 to 16 storeys comprising 349 residential dwellings, 294 sqm of flexible commercial/community floorspace (Flexible use class E/F Use), new station access and associated car parking, cycle parking and landscaping following demolition of existing buildings at Unit 1, Bracknell Beeches, Old Bracknell Lane West, Bracknell, RG12 7BW in accordance with the application Ref 24/00811/FUL/RFULZ, without compliance with condition number 11 previously imposed on planning permission Ref 23/00438/FUL dated 6 June 2024 and subject to the conditions in the attached schedule.

Application for Costs

2. An application for costs was made by Weston Homes Plc against Bracknell Forest Borough Council. That application is the subject of a different decision.

Preliminary Matters

3. It has been stated by the Council that the proposed direct access to the southern railway station platform may not be capable of being secured. Evidence within the appellant's rebuttal statement suggests that the operators of the railway, Network Rail and Southwestern Rail, have indicated costs for the required ticketing hall that is necessary to create a new access to the southern platform from the site. Whilst the appellant has confirmed that they will still provide the proposed access ramp to facilitate such future access, they note that the costs indicated by the railway station operators, are such that it is not viable that the scheme could support such costs. As the railway station operators also confirm that they do not have the funding to execute the required works themselves, they have declined public access across their land.
4. The appellant has therefore applied for the Railway Station Access obligation under Schedule 5, Part 3, paragraph 1 of the s106 agreement to be discharged by the Council. However, this element of the proposal is also covered by part a) of condition 7 of planning permission ref 24/00636/FUL/APFULZ, (approved 4th April 2025) which was a S73 application to vary condition 7 (submitted to amend the wording of condition 7 so to align the wording with the requirements in the original s106 agreement) of planning permission 23/00438/FUL, which was itself a S73 application to vary planning permission 21/00701/FUL, the original permission for the development. As these are subject to separate permission processes, I have given them little weight in the determination of my decision.
5. At my visit, it was evident that the scheme was well advanced. However, the evidence before me is unclear as to the planning status of these works. I also note that the Council have suggested that, in the event I allow this appeal, a condition is imposed regarding the implementation of the development. I have therefore determined this appeal on the basis that the permission has yet to be implemented.
6. The original permission 21/00701/FUL was considered under the policies of the Bracknell Forest Borough Local Plan (BFBLP) 2002, the Core Strategy Development Plan Document (CSDPD) 2008 and some policies in the Site Allocations Location Plan 2013 (SALP). However, the Council adopted the Bracknell Forest Local Plan on 19 March 2024 (BFLP24). I have therefore considered the appeal having regard to the policies of the BFLP24, the Bracknell Forest Borough Policies Maps (2024), Bracknell Town Neighbourhood Plan 2021 and saved policy SA1 of the SALP. From the evidence, the parties have also had regard to these policies in their submissions.

Background and Main Issue

7. Planning permission was granted for the erection of 7 new buildings ranging from 4 to 16 storeys comprising 349 residential dwellings, 294 sqm of flexible commercial/community floorspace (Flexible use class E/F Use), new station access and associated car parking, cycle parking and landscaping following demolition of existing buildings under application reference 23/00438/FUL (which itself was a S73 to vary planning permission 21/00701/FUL). Condition 11 required the submission of a detailed specification for the provision of a shuttle bus service from the development to the town centre, for approval by the Council, and for its retention thereafter. The appellant seeks planning permission without compliance with the above condition.

8. The main issue relevant to this appeal is whether the condition is reasonable and necessary, having regard to whether the appeal proposal would accord with the development plan strategies for parking and sustainable modes of transport.

Reasons

9. The appeal site's northern boundary is immediately adjacent to the southern platform of Bracknell railway station, which also sits alongside the site on the northern side of the railway line. This station provides mainline trains west to Reading and east to London Waterloo. Bracknell's central bus station is located around 75 metres north-east of the Railway Station, providing a significant number of public bus services to many areas within the town and the wider area, whilst the town centre, which is substantially pedestrianised, is around 200 metres further away from the bus station.
10. There are two footbridges over the railway lines adjacent to the site. One is accessible only by steps and connects the appeal site directly to a public footpath on the outside of the railway station. It therefore provides pedestrian access for able bodied residents of the development, to Bracknell Railway station, the central bus station and the town centre beyond, within a short walking distance. The second footbridge is inside the railway station, allowing access for passengers who have passed through the ticketing barriers, to the north and south platforms. This footbridge is also served by lifts, rendering the station a step free access station.
11. The appeal scheme includes an east to west pedestrian and cycle path which would run through the site, linking future development on adjacent sites to the west, and connecting with Coopers Hill, a recently completed housing development, adjoining the appeal site to the east. This latter development has provided a step free access path to resolve the level difference between the appeal site and the Coopers Hill access road, which leads to Crowthorne Road North. The Council have discounted this route, describing it as being very steep, which they state would make it unlikely that this route would be useable by all but the most able of people.
12. At my visit, I viewed the connecting pathway in the Coopers Hill development, the design drawings of which are contained in Appendix F of the appellant's rebuttal statement. The drawings identify the gradient of the sloping pathway to be between 1:80 and 1:21. Appendix G of the appellant's rebuttal statement encloses pages from Approved Document M of the Building Regulations, the document which governs accessibility and other provision for those with a disability or restricted mobility. This defines gradients of between 1:60 and 1:20 as being 'gently sloping'. Therefore, the pathway created within the Coopers Hill development, which will link with the east to west cycle and footpath within the proposal, would not be 'very steep', but rather, would provide fully Part M compliant, step free access from the appeal development to the local pedestrian and cycle network, for all users, irrespective of their level of mobility.
13. Further, the gently sloping pathway in the Coopers Hill development, which is fully illuminated, connects to Crowthorne Road North, which itself has step free access to the surrounding network of footpaths and cycleways, many of which are completely segregated from vehicular traffic. The Railway Station, the Bus Station and the Town Centre are within a short walking or wheeling distance, via a step free system of well illuminated pathways.

14. Accordingly, walking, cycling or wheeling from the appeal development to the primary local public bus and national rail transport facilities, as well as to most of the public services, shopping and entertainment destinations available within the town centre, would be achievable within a five-to-fifteen-minute timescale, for the future occupants of the appeal proposal. This is supported by the survey modelling in the Accessibility Assessment, submitted as Appendix E of the appellants statement of case (SoC).
15. The appeal site lies outside the Town Centre boundary defined in the BFLP24, though it is immediately adjacent to it, being separated only by the railway line. Parking provision requirements are defined by the Bracknell Forest Parking Standards - Supplementary Planning Document 2016 (the Parking SPD). This document is not specifically referenced in the wording of the policies cited by the Council, as being relevant to this appeal. However, the Parking SPD is referenced in the explanatory paragraphs of Policy LP62, which states that proposals should have regard to the Council's current Parking SPD, which will be used as guidance for determining applications.
16. The Parking SPD makes recommendations for parking provision which differs for Town Centre and out of Town Centre locations. The appeal proposal parking provision is higher than that which would be required for a Town Centre location, but lower than that which would be expected for sites situated outside a Town Centre location. The document also notes that provision of less parking than the relevant standard will be appropriate, subject to detailed and robust evidence why there is a reduced need for parking, which might include provision of car clubs and the proximity to excellent public transport.
17. It is evident that cumulatively, the site's location, the securing of car club spaces; enhanced disabled parking provision and cycle storage, the inclusion of a cycle and footpath routes linking to other adjacent development sites, a direct access to the southern platform of the railway station, and shuttle bus contributed to the reduced level of parking in the development.
18. The Council do not propose the Shuttle Bus would be provided as a public transport service. It would therefore fall to future occupiers of the development to purchase, run, insure, maintain and provide staff for the shuttle bus. The detailed transport assessment submitted with the 21/00701/FUL application indicated a shuttle bus service at 30-minute intervals, based on a 26-minute round trip time at peak hours.
19. Appendix E of the appellants SoC, highlights that the shuttle bus would likely run at very low occupancy levels, even at peak times. Were it to run throughout the day, there is a likelihood it would be empty, or at extremely low occupancy, for much of the day. The cost of the shuttle bus would run into many tens of thousands of pounds per annum, which would be borne by the future occupiers of the 349 flats. I find that this would not be either reasonable or necessary.
20. The Motion comparative travel time survey identifies that, owing to the footbridge over the railway line, and the link through the Coopers Hill development, walking, cycling or wheeling travel times would often be significantly quicker than the shuttle bus. There would also be no waiting times, either for the shuttle bus, or for the timing of associated bus or train services relative to the shuttle bus schedule.

21. The operation of a shuttle bus service which would be substantially empty for much of the time, would not represent a sustainable or environmentally beneficial mode of transport.
22. I find that removal of the shuttle bus condition would not be likely to result in a substantial increase in the number of vehicles requiring parking. The site's proximity to the town centre, the main railway station, and the central bus station, makes the site a highly sustainable location, likely to attract residents without cars for that reason. The very close proximity of the site to the town centre and public transport hubs, would also result in able bodied residents being unlikely to wait for a half-hourly shuttle bus service, when even the further reaches of the town centre are accessible on foot within 15 to 20 minutes.
23. If the reason for the shuttle bus is to provide greater accessibility for those with mobility issues, such future occupiers are already provided with dedicated disabled parking space provision. Those requiring wheelchair accessibility may find a shuttle bus insufficient for their needs, unless a larger, more specialised wheelchair accessible bus was procured, at further cost. Those with other, less severe, mobility issues would have parking, storage and charging facilities for mobility scooters, which would render the town centre and other transport hubs accessible via the step free access routes available to them.
24. The development would still be provided with car club parking spaces, above standard disabled parking and secure cycle parking spaces, and with high levels of safe, substantially segregated, cycle and step free pedestrian access to public transport and town centre facilities, within proximity. These factors, by themselves, without the shuttle bus, would all be key reasons to accept lower levels of parking provision as supported by the Parking SPD, and by Policy LP62 of the BFLP24.
25. For the above reasons, I conclude that condition 11 would not be reasonable or necessary for the appeal proposal to accord with the development plan strategies for parking and sustainable modes of transport. It follows, therefore, that the proposal would comply with Policies LP25, LP26, LP27, LP50, LP60 and LP62 of the BFLP24, which require, among other things, development to provide sustainable modes of transport including the provision of new infrastructure and measures that improve travel choice, particularly for pedestrians, cyclists and public transport, that reduce the need to travel, maximising the use of sustainable transport modes, and which provide vehicle and cycle parking, including for those with disabilities, together with electric vehicle charging facilities.

Other Matters

26. There is some, though as yet, not conclusive evidence, that the proposed direct access from the appeal site to the adjacent southern platform of the railway station, may not be capable of being enacted, due to prohibitive costs associated with meeting the railway station operators' requirements, and their subsequent refusal to grant rights of access across railway land. Should this occur, this will require a further s73 application for the variation of condition 7 to remove part a) of its requirements, which relates specifically to this access.
27. Whilst the above access would no longer be available to future occupiers of the appeal proposal, it would only have provided access to the railway station itself, for those people who had a valid ticket for travel. The access conveyed no right of access through to the bus station or town centre beyond. As such, its loss would

have a limited effect on future occupiers, who could still access the railway station via the footbridge for the able bodied, or via the east-west cycle and footway through the Coopers Hill development for those with more restricted mobility, or for those wishing to take a cycle on a train. I have therefore given the potential loss of the direct southern platform access limited weight in my decision.

Conditions

28. By allowing this appeal a new planning permission is created. The Planning Practice Guidance (PPG) makes clear that decision notices for the grant of planning permission under section 73 of the Town and Country Planning Act 1990, should also restate the conditions imposed on the earlier permission that continue to have effect. I have, therefore, re-imposed all those conditions that I consider relevant and in accordance with the Framework and the PPG.
29. In addition to the standard time limit for implementation, in the interests of certainty, I have attached a condition specifying the approved plans.
30. A materials condition is required in the interest of visual amenity, whilst a biodiversity condition is applied to secure net gains in biodiversity. Conditions are also necessary for approval of hard and soft landscape proposals, and vehicular and pedestrian access, in the interest of visual amenity and highway safety.
31. I have applied conditions for pedestrian and cycle access, and for visibility splays in the interest of highway safety and to provide a genuine choice of transport modes, whilst conditions are also necessary to ensure that the vehicular and cycle parking is provided in accordance with the approved plans. A condition is also necessary to ensure that access at the main entrance is maintained free from obstruction to free traffic flow.
32. Conditions are necessary for the implementation of a Construction Environment Management Plan, for glazing and ventilation system proposals, for acoustic fences, and acoustic separation of dwellings from common service areas, in the interest of highway safety, to control environmental effects during construction, and to ensure satisfactory living conditions for future occupiers.
33. Conditions are also necessary to control the uses within the retail/community space, to define the acoustic separation of the retail/community space from residential units above, to define the air handling proposals for the café and to restrict the emission of odours, all in the interest of residential amenity of future occupiers.
34. I have applied further conditions controlling the timing of construction works and the timing of deliveries to protect the amenity of surrounding occupiers, and future residents of the development. Conditions are also necessary to ensure adequate future surface and foul water drainage systems, to define development in accordance with submitted energy assessment proposals, to ensure compliance with water calculations, with approved BREEAM performance targets, with approved flood mitigation proposals, compliance with approved archaeological reports and to ensure verification of compliance with detailed conditions.

Conclusion

35. For the reasons set out above, I conclude that the appeal proposal would accord with the development plan, when read as a whole, and that there are no material considerations, including policies in the Framework, that would justify determining other than in accordance with it. Therefore, the appeal should be allowed.
36. I will therefore allow the appeal and grant a new planning permission without the disputed condition and restating those undisputed conditions that are still subsisting and capable of taking effect.

D R Kay

INSPECTOR

Schedule of Conditions

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of permission 21/00701/FUL.
- 2 The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details: -

BBE-ASA-ZZ-XX-DR-A-100 Site Location Plan R3
WH213_23_P_10.ZZ.01 Rev C
WH213_23_P_10.02 Rev C
WH213_23_P_10.03 Rev C
WH213_23_P_10.ZZ.04 Rev C
WH213_23_P_10.ZZ.07 Rev C
WH213_23_P_10.ZZ.08
WH213_23_P_10.ZZ.09 Rev C
BBE-ASA-BA-GF-DR-A-220 Block A Ground Floor R8
BBE-ASA-BA-01-DR-A-221 Block A First Floor R7
BBE-ASA-BA-02-DR-A-222 Block A Second Floor R5
BBE-ASA-BA-03-DR-A-223 Block A Third Floor R5
BBE-ASA-BA-04-DR-A-224 Block A Fourth Floor R6
BBE-ASA-BB-GF-DR-A-220 Block B & C Plans Ground Floor R8
BBE-ASA-BB-01-DR-A-221 Block B & C Plans First Floor R7
BBE-ASA-BB-02-DR-A-222 Block B & C Plans Second Floor R4
BBE-ASA-BB-04-DR-A-224 Block B & C Plans Fourth Floor R5
BBE-ASA-BD-GF-DR-A-220 Block D Plans Ground Floor R9
BBE-ASA-BD-01-DR-A-221 Block D Plans First Floor R5
BBE-ASA-BD-02-DR-A-222 Block D Plans Second - Fifteenth Floors R5
BBE-ASA-BE-GF-DR-A-220 Block E Plans Ground Floor R8
BBE-ASA-BE-01-DR-A-221 Block E Plans First Floor R5
BBE-ASA-BE-02-DR-A-222 Block E Plans Second - Ninth Floors R5
BBE-ASA-BF-GF-DR-A-220 Block F Plans Ground Floor R11
BBE-ASA-BF-01-DR-A-221 Block F Plans First Floor R9
BBE-ASA-BF-02-DR-A-222 Block F Plans Second Floor R7
BBE-ASA-BF-03-DR-A-223 Block F Plans Third Floor R4
BBE-ASA-BF-04-DR-A-224 Block F Plans Fourth Floor R4
BBE-ASA-BF-05-DR-A-225 Block F Plans Fifth Floor R4
BBE-ASA-BF-06-DR-A-226 Block F Plans Sixth Floor R4
BBE-ASA-BF-07-DR-A-227 Block F Plans Seventh Floor R4
BBE-ASA-BG-GF-DR-A-220 Block G Plans Ground Floor R11
BBE-ASA-BB-03-DR-A-223 Block B & C Plans Third Floor R4
BBE-ASA-BG-01-DR-A-221 Block G Plans First Floor R9
BBE-ASA-BG-02-DR-A-222 Block G Plans Second Floor R7
BBE-ASA-BG-03-DR-A-223 Block G Plans Third Floor R4
BBE-ASA-BG-04-DR-A-224 Block G Plans Fourth Floor R4
BBE-ASA-BG-05-DR-A-225 Block G Plans Fifth Floor R4
BBE-ASA-BG-06-DR-A-226 Block G Plans Sixth Floor R4
BBE-ASA-BA-XX-DR-A-400-REV R8 - Block A B and C - Elevations - West
BBE-ASA-BA-XX-DR-A-401-REV R8 - Block A B and C - Elevations - West
BBE-ASA-BA-XX-DR-A-402-REV R8 - Block A B and C - Elevations - East
BBE-ASA-BA-XX-DR-A-403-REV R8 - Block A B and C - Elevations - East

BBE-ASA-BA-XX-DR-A-405-REV R8 - Block A B and C - Elevations - South
BBE-ASA-BA-XX-DR-A-450- REV R8 - Block A B C D- Elevation - West
BBE-ASA-BA-XX-DR-A-451- REV R8 - B A B C D - Elevations - West and East
BBE-ASA-BD-XX-DR-A-400-REV R8 - Block D - Elevation - North
BBE-ASA-BD-XX-DR-A-401-REV R8 - Block D - Elevation - South
BBE-ASA-BD-XX-DR-A-402-REV R9 - Block D - Elevation - West
BBE-ASA-BD-XX-DR-A-403-REV R9 - Block D - Elevation - East
BBE-ASA-BD-XX-DR-A-451- REV R9 - Block D E F and G - Elevations - South
BBE-ASA-BE-XX-DR-A-400-REV R8 - Block E - Elevations - North and South
BBE-ASA-BE-XX-DR-A-401-REV R8 - Block E - Elevations - West
BBE-ASA-BE-XX-DR-A-402-REV R8 - Block E - Elevations - East
BBE-ASA-BF-XX-DR-A-400-REV R9 - Block F - Elevations - North
BBE-ASA-BF-XX-DR-A-401-REV R10 - Block F - Elevation - South
BBE-ASA-BF-XX-DR-A-402-REV R9 - Block F - Elevation - East
BBE-ASA-BF-XX-DR-A-450- REV R9 - Block F and G Elevations - North and South
BBE-ASA-BG-XX-DR-A-400- REV R9 - Block G - Elevation - North
BBE-ASA-BG-XX-DR-A-401- REV R10 - Block G - Elevation - South
BBE-ASA-BG-XX-DR-A-402- REV R9 - Block_G - Elevation - West
Design and Access Statement P10
Design and Access Statement Addendum R515820/P01b - Tree Retention and Removal Plan.

- 3 The development hereby permitted shall be constructed in accordance with the following approved materials as approved under application 24/00038/COND:
 - Revised Cover Letter dated 9th April 2024.
 - Bracknell Beeches, Bracknell - Materials, Revision A - February 2024.
 - Revised Sample Board Photos dated 19.04.24.
- 4 The development hereby permitted shall be carried out in accordance with the Biodiversity Enhancement Scheme (SES, April 2023) approved under application 23/00066/COND.
- 5 The building hereby permitted shall not be occupied until hard and soft landscaping, including boundary treatments and other means of enclosure, has been provided for in accordance with a scheme 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 in accordance with British Standard 4428:1989 'Code of Practice for General Landscape Operations' or any subsequent revision and completed in full accordance with the approved scheme. 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 next planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

- 6 No dwelling shall be occupied until any vehicular and pedestrian access to the associated dwelling, and its parking has been constructed in accordance with the approved plans.
- 7 (a) Prior to first occupation of the 175th dwelling on the development the approved pedestrian access to the southern platform of Bracknell Railway Station compliant with the requirements for disabled access set out in the Council's 'Design for Accessibility in Bracknell Forest SPD' shall be constructed and available for use.
Thereafter this pedestrian access to the southern platform shall be retained and maintained such that there is a safe pedestrian route to the southern platform of Bracknell Railway Station from each occupied dwelling and each occupied retail/community use.
- (b) Prior to the occupation of any dwelling or any retail/community use on the development the approved pedestrian access to the existing footbridge over the mainline railway shall be constructed and available for use.
Thereafter this pedestrian access to the existing footbridge over the mainline railway shall be retained and maintained such that there is a safe pedestrian route to the existing footbridge over the mainline railway from each occupied dwelling and each occupied retail/community use.
- (c) Prior to the occupation of any dwelling or any retail/community use on the development the approved pedestrian and cyclist access to Old Bracknell Lane West compliant with the requirements for disabled access set out in the Council's 'Design for Accessibility in Bracknell Forest SPD' shall be constructed and available for use.
Thereafter this pedestrian and cyclist access to Old Bracknell Lane West shall be retained and maintained such that there is a safe pedestrian and cyclist route to Old Bracknell Lane West from each occupied dwelling and each occupied retail/community use.
- 8 No vehicular, pedestrian or cyclist connections shall be formed onto the primary site road until visibility splays have been provided in accordance with 2211047-06 Rev E, 2211047-12, 2211047-13, 2211047-11 and 2211047-03 Rev L.
Thereafter the visibility splays shall be kept clear of any obstruction to visibility above 0.6m in height measured from the adjacent carriageway, in the areas shown on the approved plan.
- 9 (A) No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawing WH213_23_P_10.ZZ.09 revision D within the development.
The parking and turning areas shall be provided and retained as follows:
i) Residential use: 349 car parking spaces (one space per dwelling) including 23 disabled spaces.
ii) Commercial/community use: 13 car parking spaces including 1 disabled space;
iii) Visitor spaces: 40 car parking spaces including 5 disabled spaces;
iv) Car club spaces: 4 spaces including at least 1 with an electric vehicle charge point with a minimum output of 7kW and at least 1 space with cabling and

ducting to allow the space to be readily adaptable to provide charging points in future; and

v) Deliveries and servicing: 2 delivery/servicing bays plus an area in the north-east which with managed access for deliveries and servicing only at certain times (outside of which this area will be pedestrians and cyclists only).

(B) The parking, turning, servicing and delivery areas shall be managed in accordance with a Parking, Servicing and Deliveries Management Plan which shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation and which shall incorporate:

i) parking allocation (residential and commercial);

ii) parking enforcement;

iii) delivery and servicing management, including access arrangements and timings for the northeastern parcel which set out when delivery and servicing is permitted in this area, when the area will be restricted to pedestrians and cyclists only and how this restriction will be controlled and managed;

iv) details of signage for parking including visitor parking, electric vehicle spaces, disabled spaces, car club and delivery/servicing bays;

v) details of electric vehicle charging provision with a minimum output per space of 7kW and an intelligent demand-response system to manage electric vehicle charging demand.

10. No dwelling or community/retail unit shall be occupied until the associated cycle parking has been provided in the location shown on the approved plans within the development. Overall the development shall provide 539 secure and covered cycle parking spaces for the residential dwellings, 2 secure and covered cycle parking spaces for staff of the community /retail development and 6 Sheffield-style stands (allowing 12 cycles to be parked) for visitors to the community / retail development which are to be located outside (west of) the community /retail development as shown on the approved Landscape & Public Realm General Arrangement Plan with drawing number WH213_23_P_10.ZZ.14 Rev D. Where two tier cycle parking is provided the upper tier shall have gas-assisted lifting to enable it to be used by less able-bodied people. The cycle parking spaces and facilities shall thereafter be retained.
11. No gates shall be provided at the vehicular access to the site.
12. The development hereby permitted shall be carried out in accordance with the Construction Environment Management Plan (CEMP) 'ENV1-BRAC-076 Version: 1.5 January 2024' approved under application 23/00048/COND.
13. The use of the ground floor retail/community space shall be restricted so as to prohibit Use Classes E(d) and E(f) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).
14. The applicant shall submit to the Local Planning Authority, for approval in writing, a detailed assessment of glazing and ventilation requirements to achieve internal noise levels in accordance with the noise criteria set out in the Mayer Brown acoustic report dated December 2021. Any works which form part of the

approved scheme shall be completed before the development [or relevant phase] is occupied.

15. A detailed design for the acoustic fence shall be submitted, for written approval, to the Local Planning Authority. The development shall not be occupied until the noise mitigation measure identified in the approved scheme, have been fully implemented. The noise mitigation measures shall be retained and maintained thereafter.
16. A scheme for protecting the proposed dwellings of the approved development from noise from the plant room, bin stores, lift shafts, and stairwell, uses shall be submitted, for written approval, to the Local Planning Authority. The development shall not be occupied until the noise mitigation measure identified in the approved scheme, have been fully implemented. The noise mitigation measures shall be retained and maintained thereafter.
17. No superstructure works shall take place until construction details of the party ceiling/floor between habitable rooms and commercial premises have been submitted to, and approved in writing, by the Local Planning Authority along with the noise criteria that must not be exceeded within the commercial units to ensure that noise due to the commercial premises does not exceed NR20 when measured in terms of the Leq noise metric over a 5 minute period. Additionally, the LFmax sound from amplified and nonamplified music and speech arising from the commercial units shall not exceed the typical minimum L90 (5min), as measured 1m from the windows of any neighbouring residential property in all third octave bands between 63 Hz and 8 kHz.
18. No deliveries for commercial premises or waste collections shall be despatched or accepted outside the following times. Monday to Saturday - 7:00 am and 10:00 pm Sundays and Public and Bank Holidays - 9:00 am and 6:00 pm.
19. Prior to the commencement of use of any unit as a café/restaurant the following shall be submitted to the Local Planning Authority:
 - (a) written details concerning any proposed air handling plant associated with the development including:
 - the proposed number and location of such plant as well as the manufacturer's information and specifications;
 - the acoustic specification of the plant including general sound levels and frequency analysis under conditions likely to be experienced in practice
 - and the intended operating days and times.
 - (b) calculations showing the likely impact of noise from the development;
 - (c) a scheme of works or such other steps as may be necessary to minimize the effects of noise from the development;
 - (d) The development shall not commence until written approval of a scheme under (c) above has been given by the Local Planning Authority. All works forming part of the scheme shall be completed before any of the dwellings is first occupied.
20. The applicant shall submit to the Local Planning Authority, for written approval, a scheme of works to minimise the emission of cooking odours. The permitted use shall not commence until the odour mitigation measures, as set out in the

approved scheme, have been implemented. The odour mitigation measures shall be maintained and retained thereafter.

21. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Hrs Monday to Friday and 08:00 to 13:00 Hrs Saturdays and at no time on Sundays or Bank or Public Holidays.
22. No development (other than demolition and site clearance) shall take place until full details of the Drainage System have been submitted to and approved in writing by the Local Planning Authority. This shall include:
Full details of all components of the proposed drainage system including dimensions, locations, gradients, invert and cover levels, headwall details, planting and drawings as appropriate. This should include confirmation that the construction is in accordance with manufacturer specifications, where necessary.
23. The development hereby permitted shall be carried out in accordance with Energy Assessment WH213 Bracknell Beeches, Version 2 approved under application 23/00114/COND.
24. The development hereby permitted shall be carried out in accordance with Housing Association Water Calculations (14.09.23) and Private Housing Water Calculations (14.09.23) approved under application 23/00136/COND.
25. The development hereby permitted shall be carried out in accordance with- 'BREEAM NC 2018 V6 Pre-assessment Tracker- Revision 1 dated 14th April 2023' approved under application 23/00131/COND.
26. The development shall take place in accordance with 'Archaeological Report Version 1 30.06.2023' as approved under application 23/00074/COND.
27. The flood risk mitigation proposals detailed in the RPS Flood Risk Assessment, dated December 2021, should be taken forward to detailed design and implemented as part of the proposed development.
28. No development shall commence (other than site clearance and demolition works) until details of how the surface water drainage shall be maintained and managed after completion have been submitted to and approved in writing by the Local Planning Authority. The details shall include confirmation of the required maintenance activities with expected frequency, with site specific assessments included to demonstrate that health and safety have been fully considered in the design and that access and egress for future residents will be maintained during any operations to repair or replace drainage features.
29. No building or use hereby permitted shall be occupied or the use commenced until the sustainable urban drainage scheme for this site has been completed in accordance with the submitted details. The sustainable urban drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. Written confirmation of agreements for the

management and maintenance of the drainage scheme shall be submitted and approved by the local planning authority.

30. Prior to practical completion of any property a verification report, appended with substantiating evidence demonstrating the agreed/approved construction details and specifications have been implemented, will need to be submitted and approved (in writing) by the Council. This will include photos of excavations and soil profiles/horizons, any placement of tanking, crating, connecting pipe work, hydrobrakes or control mechanisms, cover systems ...etc.

***** End of Schedule*****