

Date Published: 27 August 2014



PLANNING COMMITTEE

21 AUGUST 2014

SUPPLEMENTARY PAPERS

TO: ALL MEMBERS OF THE PLANNING COMMITTEE

The following papers were circulated at the above meeting.

Alison Sanders
Director of Corporate Services

Supplementary Report

Page No

Planning Applications

(Head of Development Management)

**The conditions for public speaking have been met in the applications marked 'PS'.
For further information or to register for public speaking, please contact Customer
Services 01344 352000.**

This page is intentionally left blank

**BRACKNELL FOREST BOROUGH COUNCIL
PLANNING COMMITTEE
21st August 2014
SUPPLEMENTARY REPORT**

Correspondence received and matters arising following preparation of the agenda.

**Item No: 5
12/00993/OUT**

Land At Amen Corner West Of Beehive Road Between The Reading-Waterloo Railway Line and London Road London Road Binfield Bracknell Berkshire

ISSUE DATE 19th AUGUST 2014

Amendment to Report

HP has requested that the position with respect to its extant office permission is clarified. The report refers to this being an "extant but unimplemented planning permission". This should read extant but partially implemented as the construction of the access road into the "Island Site" off the Cain Road HP roundabout has commenced. However the office buildings and car parking have not been constructed yet.

ISSUE DATE 21st AUGUST 2014

Additional Information

Wokingham Borough Council

The duplicate application submitted to WBC was approved at its Planning Committee on 20th August 2014, subject to BFC approving this application and agreement of conditions with BFC and the applicants.

Correspondence received

The applicant's agent has submitted a number of comments on the committee report. The points raised are summarised below, together with an officer's response where appropriate:

- 1) Whilst a joint report, there are separate recommendations for the main and the school application.

- 2) The report states that a 2FE primary school is required for the development. This is incorrect and contradicts the later sections which confirm the development requires a 1.15 FE school. The 2FE school will also accommodate children from the balance of the ACS allocation and other nearby developments. [Officer comment: As it is not possible to build a school with a fraction of a form of entry, in view of the fact that a 1FE school would be insufficient to meet the needs of the proposed development, a 2FE school is required to accommodate this demand. However it is correct that a 2FE school would have additional capacity to accommodate children from the balance of the ACS allocation and other nearby developments. Detailed discussions are underway as part of the S106 agreement to provide for the appropriate phasing and provision of the school alongside the housing development. Temporary facilities may be required if these can be reasonably provided.]

- 3) It is not the case that the applicant expects to claw back any over provision of infrastructure from other land owners. Rather that in the large the application will mitigate its own impacts, and ensure that the balance of the site can mitigate its own

impacts (i.e. no prejudice). However the applicant accepts that there are a few examples where the development will over provide, such as SANGS and the spine road. It is intended to use the S106 as a means of ensuring the development mitigates its impacts on a phased and proportionate basis. The parameters plan and D&A ensure the physical infrastructure required for the entire allocation is allowed for (i.e. roads, SANG) but the application will not be providing all the mitigation for the entire allocation. This approach ensures there is no prejudice to other developments whilst not overburdening the application. [Officer comment: This approach is reflected in the report which states that "in order to secure the comprehensive provision of infrastructure and services for the whole allocated site, a legal agreement will be required that secures the provision of the entire on-site strategic infrastructure for the full 725 dwellings as offered by the applicant in the design and access statement." It is therefore clear that the reference in the report is in respect of on site provision and it is not the intention to seek full mitigation (off-site provision and financial contributions) for the entire 725 dwelling site allocation as part of this application. These matters will be addressed through detailed negotiations in respect of the s106 agreement as stated in the report.]

4) The application provides significantly more passive open space than policy requires and indeed more than enough for the entire allocation. Further that some active open space will be on site (school playing fields) and the applicant has agreed to contribute towards off site active open space at Farley Woods. However it disputes the comment referring to the need for the application to provide open space for the entire allocation as the remaining sites can (and are not prevented from) meeting their own open space requirements on and off site. The applicant cannot reasonably be required to meet future needs of other landowners. [Officer comment: This is not accepted as the application seeks permission for passive open space sufficient to meet the needs of the entire allocation. This is also confirmed in the illustrative masterplan that includes the residual residential sites. This shows the public open space provision lying entirely within the current application site. While this plan is only illustrative its purpose is to demonstrate how the requirements of Policy SA8 for the comprehensive development of the entire allocation site could be met. The report is therefore considered to be accurate in both reflecting how the on-site public open space would be disposed across the entire allocation site, and in what is clearly proposed in the application. The grant of this planning permission would secure a planning permission for public open space on the Wokingham land, which while technically an over provision in respect of the current application in terms of passive OSPV requirements, would allow for the future needs of the residual 175 dwellings to also be met on this land. How the cost of this provision can be fairly equalised between the applicant and other landowners is a matter for detailed negotiation as part of the s106 agreement.]

5) The applicant wishes to clarify that the application seeks full permission for means of access. As such the various references to the final design of access elements being controlled by condition needs to be clarified to state that the submitted details are acceptable and for approval, but detailed construction design can be controlled by condition. [Officer comment: this is correct, as set out in the report.]

6) The report states 'In respect of the assessment of the main signalised junction this has been carried out as a linked junction to John Nike Way. The analysis indicates that the junctions run close to capacity with long queues in both directions at various times of the day.' This is inaccurate and needs to be clarified that following the TA addendum. BFC agree to the modelling and that the junction is within capacity. [Officer comment: It is agreed that that the further modeling work shows that the junction is within capacity However it is also the case that the junctions will run close to capacity and that there are likely to be queues at various times of the day.]

7) The report refers to the school having nominal impact subject to its occupation not occurring until the proposed spine road serving the wider site has been implemented. This link between provision of the Spine Road to the school on traffic grounds is onerous and not required if a pedestrian route is provided as the school could be

accessed independently from the east. There is no traffic related link between the two. We request that Members are advised that delivery of the spine road will be programmed/ phased through the S106 agreement. [Officer comment: It is accepted that the link between provision of the Spine Road and the school on traffic grounds would more accurately be described as a link between the provision of new housing and the school. The concern is that if the school were opened ahead of the new housing it could generate trips from outside the site, while reducing capacity to meet the needs of the site. It is therefore agreed that the phasing of the school should be linked to the delivery of housing and the spine road through the s106 agreement.]

Amendment to Recommendation

In order to provide more flexibility and a realistic timescale in which to negotiate the s106 agreement it is recommended that the time period be extended to 16th January 2015.

Item No: 6

13/00966/FUL

Binfield House Nursery Terrace Road North Binfield Bracknell Berkshire

ISSUE DATE 21.08.2014

Additional information

This application has been **WITHDRAWN** from the agenda to allow further notifications to be undertaken in relation to the associated listed building application 13/00967/LB.

Item No: 7

13/00967/LB

Binfield House Nursery Terrace Road North Binfield Bracknell Berkshire

ISSUE DATE 21.08.2014

Additional information

This application has been **WITHDRAWN** from the agenda to allow further notifications to be undertaken.

Item No: 8

14/00238/3

Cranbourne Primary School Lovel Road Winkfield Windsor Berkshire SL4 2EU

ISSUE DATE 19 AUGUST 2014

Correction to Officer Report

(i) Under Officer Report the following sentence is to be deleted from the report:-

This application is reported to the Committee because Bracknell Forest Council has an ownership interest in the land and/or is the applicant.

(ii) Under section 4. Proposal paragraph 6 is to be replaced with the following paragraph:-

The site can currently accommodate 210 pupils as a 1 form entry Primary School; and therefore the provision of a surge classroom would allow for the school to have a capacity for 240 pupils at any one time. However the applicant has indicated that the number of additional primary school pupils would in this case not exceed 220. Therefore the maximum

increase in pupils provided by this proposal, over what could be accommodated within the 1 form entry primary school, would be 10 pupils.

(iii) Under section 7. Development Plan the first sentence is to be amended to read the following:-

For Bracknell Forest, the Development Plan includes the following:-

Amendment to the recommendation

(i) Amendment to condition 04, so that it now reads:-

The extensions hereby permitted shall not be occupied until an updated Travel Plan, including measures as to implementation, monitoring and review has been submitted to and approved in writing by the Local Planning Authority. Thereafter the travel plan shall be implemented in accordance with the approved details.

REASON: To ensure that the development does not give rise to an increase in traffic to and from the school, which could result in a detrimental and unmitigated impact on the local road network.

[Relevant Plans and Policies: BFBLP M4 and CSDPD CS2]

ISSUE DATE 21 AUGUST 2014

Correction to Officer Report

(i) The following sentence is to be added to the report under section 12- Transport Implications:-

There are no existing cycle parking facilities but an increase of 10 pupils doesn't warrant provision as per the SPD, but as it is not known at this stage whether or not cycle parking will be proposed as part of the travel plan it is recommended that a condition be attached which would allow us to approve cycle parking should it be required.

Amendment to recommendation

(i) additional condition:

No development shall take place until details of existing and proposed cycle parking has been submitted to and approved in writing by the Local Planning Authority. The extensions shall not be occupied until the approved scheme has been implemented. The facilities as agreed in writing by the Local Planning Authority shall be retained thereafter.

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

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

(ii) additional condition:-

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the demolition and construction period. The statement shall provide for:

- the parking of vehicles of site operatives and visitors,**
- maintaining safe pedestrian access to and around the school site at all times,**
- loading and unloading of plant and materials including the timings of deliveries (not to conflict with school drop off and pick up times),**
- storage of plant and materials used in constructing the development,**
- the erection and maintenance of security hoarding,**
- measure to control the emission of dust and dirt, noise and smell,**
- a scheme for recycling/disposing of waste resulting from demolition and construction works, and**

- welfare of site operatives.

REASON: In the interests of amenity and road safety.

[Relevant Policies: BFBLP EN20 and Core Strategy DPD CS23]

Item No: 9

14/00239/LB

Cranbourne Primary School Lovel Road Winkfield Windsor Berkshire SL4 2EU

ISSUE DATE 21 AUGUST 2014

Correction to Officer Report

Amendment to the recommendation:

(i) That the application and this report with suggested conditions be referred to the Government for determination in accordance with the regulations in respect of applications for listed building consent made by the Council.

Item No: 10

14/00315/OUT

Land At Amen Corner North London Road Binfield Bracknell Berkshire

ISSUE DATE 21st AUGUST 2014

Additional Information

Wokingham Borough Council

The duplicate application submitted to WBC was approved at its Planning Committee on 20th August 2014, subject to BFC approving this application and agreement of conditions with BFC and the applicants.

Amendment to Recommendation

In order to provide more flexibility and a realistic timescale in which to negotiate the s106 agreement it is recommended that the time period be extended to 16th January 2015.

Item No: 11

14/00472/OUT

Golf Driving Range South View Binfield Bracknell Berkshire

ISSUE DATE 19th AUGUST 2014

Amendment to Recommendation

Additional condition is proposed to require submission of a Post Construction Review Report:

Within one month of the first occupation of the development (unless a longer period of time has been agreed with the Local Planning Authority in writing), a Post Construction Review Report shall be carried out by an independent assessor licensed by the Building Research Establishment and a Final Code Certificate shall be submitted to the Local Planning Authority which demonstrates that the development has been constructed to meet a minimum standard of a "Very Good" BREEAM rating.

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

[Relevant Policy: Core Strategy DPD CS10]

Amendment to Recommendation

In order that monitoring contributions can be secured in respect of the travel plan it is now recommended that the securing of a travel plan be dealt with through s106 obligations instead of condition. Delegated authority is also sought to the Head of DM to amend, add to or delete conditions as he considers necessary.

The recommendation is therefore amended as follows:

That authority to determine the application be delegated to the Head of Development Management upon the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 and subject to various conditions, amended, added to or deleted as he considers necessary.

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

01. The securing, implementation and monitoring of a School Travel Plan

That the Head of Development Management be authorised to APPROVE the application subject to the following conditions:-

(Conditions as in original report except for the omission of condition 17; the addition of a new condition as set out in the first issue of the Supplementary Report dated 19th August 2014 and minor changes to the wording of conditions 5 and 7:

Condition 05. Prior to the submission of any reserved matters application a programme of archaeological evaluation work shall be secured and implemented in accordance with a written scheme of investigation, which has been submitted to and approved by the Local Planning Authority in writing.

REASON: In the interests of the archaeological and historical heritage of the Borough. [Relevant Policies: BFBLP EN6, EN7])

Condition 07. All existing trees, hedgerows and groups of mature shrubs shown to be retained on the survey approved by the Local Planning Authority pursuant to condition 6 (part a) shall be protected by 2.3m high (minimum) protective barriers, supported by a metal scaffold framework, constructed in accordance with Section 9 (Figure 2) of British Standard 5837:2012, or any subsequent revision. The protective fencing shall be erected in the locations to be agreed in writing by the Local Planning Authority prior to the commencement of the development and shall be retained until the completion of all building operations.

No activity of any description must occur at any time within these protected areas including but not restricted to the following: -

- a) No mixing of cement or any other materials.
- b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.
- c) Siting of any temporary structures of any description including site office/ sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.
- d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.
- e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.
- f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

- g) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained.

h) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

REASON: In order to safeguard the vegetation that is considered to be worthy of retention in the interests of the visual amenities of the area.

[Relevant Policies: BFBLP EN2 and EN20, CS CS7])

In the event of the S106 planning obligation not being completed by 16th January 2015 the Head of Development Management be authorised to REFUSE the application on the grounds of:-

01. In the absence of planning obligations in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards the monitoring of a School Travel Plan, the proposed development would not make adequate provision for access by sustainable modes of transport and would therefore be contrary to Policy CS24 of the Bracknell Forest Core Strategy DPD.

Item No: 13

14/00630/3

Garth Hill College Bull Lane Bracknell Berkshire RG42 2AD

ISSUE DATE: 21.08.2014

Correction to Officer Report

Amend description to read '...alteration to existing car parks'

Page 182 - delete sentence under heading 'OFFICER REPORT'

Page 185 - 5th para, 6th line - should read 'demonstrably'

Page 187 - 5th para, last line. The sentence should read: 'The submitted TA indicates that when parents have been given access to this car park for drop-off purposes the car park has on occasion been full.'

Additional information

Cycle parking

There is already a considerable amount of cycle parking on site (160 spaces). Current observations are that the current cycle parking is not fully utilised (approx. 50% full) and it provides adequate capacity to cater for the increase demand from the additional 350 pupils. If demand increases over time then the travel plan for the site can identify this as a measure the school will need to cater for in future.

Amendment to Recommendation

Condition 02

Replace drawing 5125156-COL-LA100D with 5125156-COL-LA100G

Condition 17 to be amended to read as follows:-

The building hereby approved shall not be occupied until a revised travel plan for Garth College has been submitted to, and approved in writing by the Local Planning Authority. The travel plan shall include a programme of implementation and proposals to promote alternative forms of transport to and from the site, other than by the private car, a scheme of monitoring and provide for periodic review. The travel plan shall be implemented as agreed.

REASON: To encourage the use of all travel modes.

[Relevant Policies: Core Strategy Development Plan Document CS23]

Condition 18 to be amended to read as follows:-

The building hereby approved shall not be occupied until a car parking strategy for a phased increase in the capacity of parking and drop-off facilities at the Wick Hill centre car park has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be implemented as approved.

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]

Additional informative (02):-

The car parking strategy required by condition 18, to provide a phased increase in the capacity the Wick Hill Car park, should be linked to pupil numbers at the school. No additional parking will be required until the current capacity of the school (1620 pupils) is reached, but the strategy should provide for monitoring of pupil numbers so that alterations to the car park can be agreed and implemented prior to the current capacity of the school being exceeded.

**Item No: 14
14/00702/FUL
13 Hart Close Bracknell Berkshire RG42 2DR**

ISSUE DATE: 21.08.2014

Correction to Officer Report.

Under section 5, paragraph 7 is to be replaced with the following paragraph:-

Planning permission may be required in its own right for a HMO, depending on the number of occupants and the nature of occupation. Based on the submitted layout the proposed development would not involve a net increase in bedrooms, and the application is assessed accordingly as a single storey side extension forming a living room. Furthermore the property could potentially be converted into a HMO irrespective of the proposed development.
