

ITEM NO: 5

Application No.

16/01195/FUL

Site Address:

Ward:

Binfield With Warfield

Date Registered:

5 December 2016

Target Decision Date:

6 March 2017

Land East Of Avery Lane and North Of Watersplash Lane Warfield Bracknell Berkshire

Proposal:

Erection of 116 dwellings with associated landscaping, infrastructure works and open space of public value served by vehicular access from north-south link road and pedestrian/cycle link to Watersplash Lane.

Applicant:

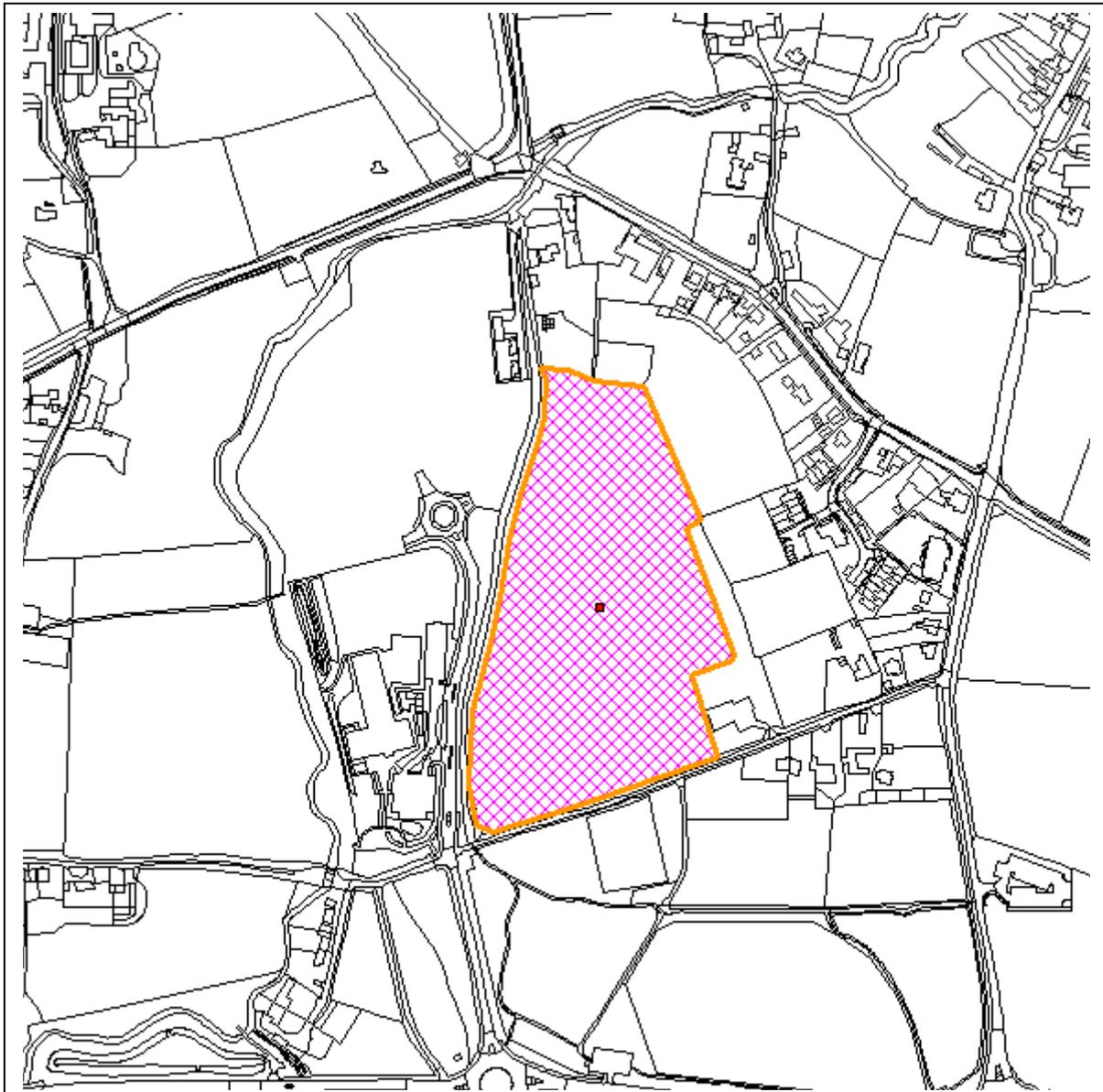
Mr Tim Noden

Agent:

Mr Greg Blaquiere

Case Officer:

Martin Bourne, 01344 352000

development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

Introduction – comprehensive development at Newell Green

The application site forms part of a wider development area being promoted by a consortium of three developers (known as the Western Consortium) at Newell Green who have land holdings located to the north and south of Watersplash Lane, between Sopwith Road/Avery Lane to the west and Newell Green to the east.

The area forms part of the Warfield Strategic Allocation, as identified in the Bracknell Forest Site Allocation Plan (SALP), adopted July 2013 – Policy SA9 refers. This strategic policy is supported by the site specific guidance set out within the Warfield Supplementary Planning Document (SPD) and the Warfield Area 1 Masterplan. The planning policy framework is based upon the delivery of a comprehensive mixed use development for 2,200 dwellings and the associated physical and social infrastructure.

Planning applications have been submitted on three parcels of land which will deliver 211 dwellings in total across land parcels 2, 3 and 4 as shown in Figure 1 below (please note that area 1. Bovis Homes shown on the plan is not subject to a planning application at this stage):

1. Bovis Homes
2. Harrow Estates
3. Millgate Homes
4. Kitewood Investments

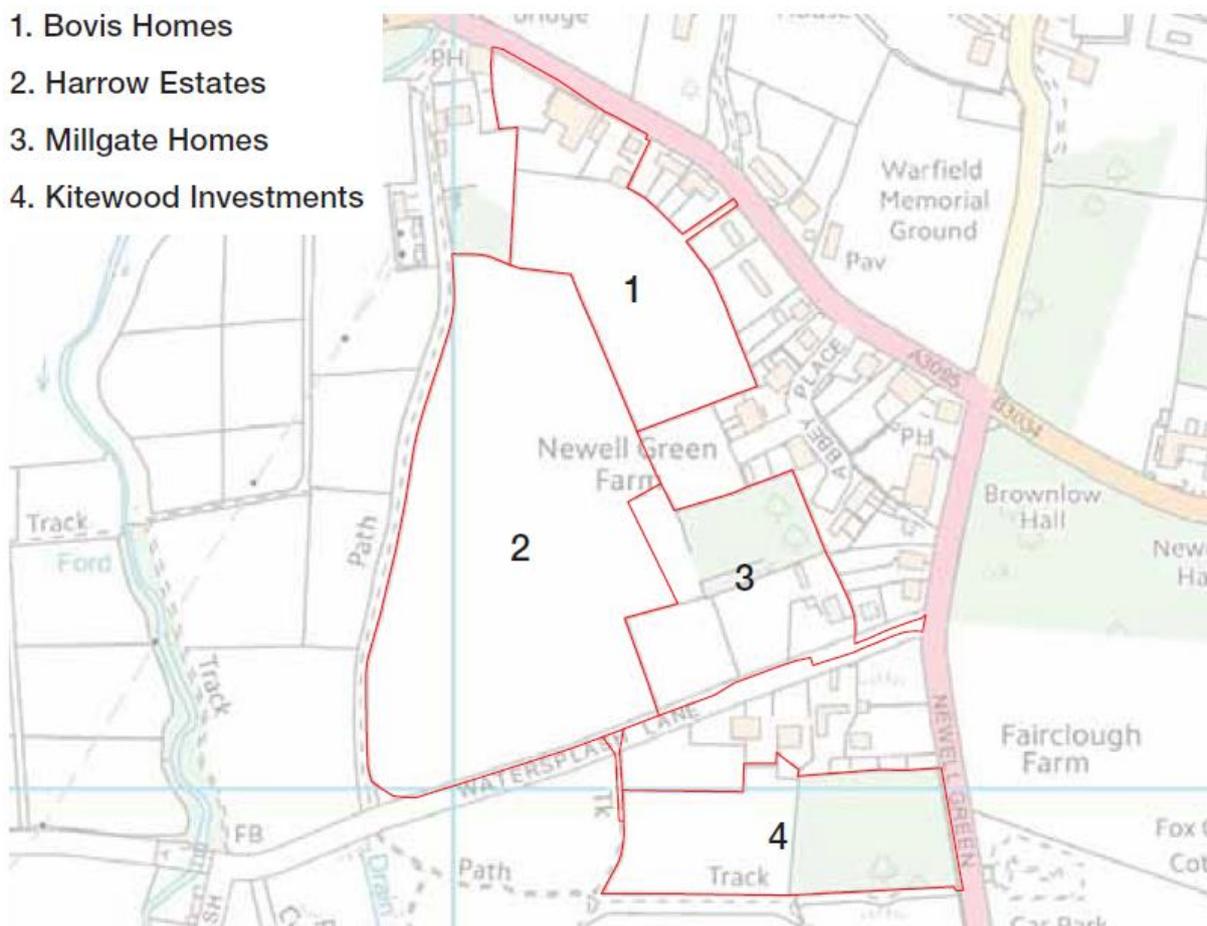


Figure 1 – Newell Green Development Area

The submission of the three applications at Newell Green is a culmination of joint working between officers of this Council, the consortium (comprising Harrow Estates, Millgate Homes and Kitewood Investments) and the Homes and Communities Agency's Advisory Team for Large Applications (ATLAS). The consortium completed a Planning Performance Agreement (PPA) in March 2016 to secure the delivery of development at Newell Green based upon a strategy to that would:

- i) Secure the submission of applications within the separate landholdings held by the members of the consortium.
- ii) Secure a Development Framework Document (DFD) to show how the four application proposals join together spatially as a co-ordinated whole.
- iii) Secure an overarching Infrastructure Delivery Plan (IDP) for the area of Newell Green to set out what infrastructure would be delivered by when, where and by whom.

The PPA was signed by the landowners/developers of all 4 development parcels as shown in Figure 1, i.e. including the Bovis land (parcel 1). Bovis have not, due to commercial reasons, submitted an application pursuant to the agreed strategy but discussions continue to take place with the landowner to bring forward this land parcel having regard to the adopted planning policy framework and the DFD submitted by the consortium.

Development at Warfield is dependent upon the delivery of housing alongside the necessary supporting infrastructure. This is complicated by the multiple landholdings across the strategic allocation and the introduction of the Community Infrastructure Levy (CIL) in 2015 and CIL Regulation 123 (3). The introduction of Regulation 123 (3) now means that a local planning authority cannot use more than five planning obligations or Section 278 Agreements (counted from April 2010) to provide infrastructure or pool contributions towards a single infrastructure project or type of infrastructure.

The Planning Obligations Supplementary Planning Document (SPD), February 2015, sets out the Council's approach to securing infrastructure by planning obligations and explains the relationship with the Community Infrastructure Levy (CIL). At Warfield the distinction is made between specific on site infrastructure and strategic infrastructure to be secured through a s106 planning obligation and CIL as summarised in Table 1 below:

Section 106	CIL
Local Transport Infrastructure	Strategic Transport Infrastructure
Travel Plan	Secondary Education
Waste Recycling	Post - 16 Education
Primary Education (inc. nursery)	Special Educational Needs
Green Infrastructure to include: a) Open Space of Public Value (OSPV), i.e. land (ha) and/or off-site financial contributions; ii) Special Protection Area (SPA) Avoidance and Mitigation, i.e. SAMP and bespoke SANG	Library Facilities
Affordable Housing	Built Sports Facilities
Community Facilities	

The effect of Regulation 123 is that the Council has to ensure that the limit of five s106 contributions for any one infrastructure project is not exceeded. Given the need to secure comprehensive development and to secure the delivery of infrastructure, the Council, has sought to resist isolated development within Warfield and, assisted by ATLAS, has encouraged landowners to work together. The Council's strategy has been supported by Inspectors on appeal at Fairclough Farm, Newell Green (application reference 13/00027/OUT) and Old Farmhouse Row, Abbey Place (application reference 14/00980). In the case of Abbey Place, the Inspector was made aware of the discussions with the consortium at Newell Green and commented as follows:

'It is the Council's preference that developers should co-ordinate their activities to limit the number of separate proposals, and therefore the number of contributions. This does not seem an unrealistic objective; for example a consortium has been formed to develop the majority of the land around the appeal site, and it is likely to be in the mutual interest of the parties involved to cooperate in the allocation of the necessary infrastructure and land costs. Indeed this is would be an essential part of a successful scheme, because the Council indicate that they are not in a position to implement the infrastructure projects themselves, even if in receipt of the necessary funds.' (paragraph 18 refers)

The development strategy for Newell Green enables each application to be considered on its own merits having regard to the principles of the comprehensive development of Warfield. In order to secure the delivery of on site and off site infrastructure, the applications will be linked by a Framework s106 Agreement. Within the s106 Agreement, each application will be treated as a separate phase as if it formed part of a single application. The applications will be defined as 'parcels' within the s106 Agreement but will be capable of being built out in any sequence, subject to compliance with the overarching access strategy and the delivery of any identified infrastructure requirements. Each application parcel will pay instalments of the contribution required from Newell Green towards the wider strategic infrastructure. In this way, the obligation will constitute a single obligation for the purposes of Regulation 123 (3) of the CIL regulations. Site specific obligations will also be included within the framework s106 Agreement. Section x of this report sets out the heads of terms relating to the current application.

The strategy for Newell Green is a response to the s106 'pooling restriction' imposed by Regulation 123(3) and subject to planning permission being granted will:

- i) Allow individual members of the consortium to bring forward housing development within Newell Green, contributing to the Council's 5 year housing land supply and development at Warfield.
- ii) Establish a mechanism for the funding/and or provision of necessary infrastructure which is legally robust and,
- iii) Ensure that housing development and infrastructure delivery is co-ordinated both within Newell Green and the remainder of the Warfield strategic allocation.

1. SUMMARY

1.1 This application seeks full planning permission for the erection of 116 no. dwellings with associated parking, landscaping and open space and vehicular access towards Sopwith Road to the west.

1.2 The site is allocated for residential development in the Site Allocations Local Plan. The proposed development is considered to be acceptable in terms of its impact on the character and appearance of the area and on the living conditions of nearby residents. There are no overriding highway concerns. The comprehensive development of this site with two others nearby (reported elsewhere on this agenda) will accord with the strategic site allocation, and supporting policies, and documents including the Newell Green Development Framework Document (DFD).

RECOMMENDATION

Approve subject to conditions and a S106 agreement
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 This application is reported to Planning Committee as more than 5 objections have been received.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within settlement boundary
Allocated site: SALP Policy SA9 – Land at Warfield
Trees on site boundary covered by TPO 686
Within 5km buffer of the Thames Basin Heaths Special Protection Area

3.1 The site is broadly triangular in shape comprising 4.76 ha of open land under grass which generally falls downwards to the north. It is bounded to the south by Watersplash Lane and to the west by Avery Lane. Both these boundaries are vegetated with tall hedges and freestanding trees. The eastern boundary is more open containing a ditch along part of its length.

3.2 The site is located adjacent to the Newell Green area of Warfield, which includes existing properties on Forest Road to the north and east together with a wider network of agricultural fields.

4. RELEVANT SITE HISTORY

4.1 There is no relevant planning history.

5. THE PROPOSAL

5.1 Full planning permission is sought for the erection of 116 dwellings with associated landscaping, infrastructure works and open space of public value to be served by vehicular access from the north-south link road (Sopwith Road) and pedestrian/cycle links to Watersplash Lane.

5.2 The dwellings mix proposed comprises:-

- 2no. two and a half storey blocks accommodating 16no. flats (6 x one bedroom and 10 x 2 bedroom flats)

- 100 no. detached, semi-detached and terraced houses (12 x 2 bedroom and 17 x 3 bedroom) – two, two and a half and three storey.

5.3 Twenty-nine of the dwellings (25% of the total) are to be affordable.

5.4 The houses and flats are of varied designs with examples of hipped, half-hipped and gabled roofs. Features include roof dormers, front-facing gables and projecting porches. The height of the houses ranges from about 8m to nearly 12m (the height of the single three-storey house), while the flats are just over 10m to the ridge of the roof. Some integral garages are proposed but typically where garages/car ports are provided they are detached. Proposed materials include red and brown bricks, dark brown boarding and cream render with red/brown plain tiles for the roofs.

5.3 Car parking is proposed in parking courts serving the flats. All houses have on-plot parking spaces sometimes with a carport or garage. Visitor parking spaces are also proposed across the site.

5.4 Roads and pavements are proposed in black tarmac with blockwork being used for traffic calming features. Blockwork is also proposed for shared-surface accessways. Private drives are generally in resin-bonded gravel.

5.5 A variety of boundary treatments are proposed including walls and timber fences with hedges, low timber fences and low railings for front gardens.

5.6 An area of open space containing a play area (LAP) and a pond – linked to the SuDS for the site - is proposed at the northern end of the site. A length of the proposed north-south greenway from Watersplash Lane to land to the north also lies within the site.

5.7 Vehicular access is shown to the site's boundary with Avery lane. From here a connection will be formed to the north-south link road (Sopwith Road) to the west (to be the subject of a separate application). Vehicular access is also proposed to the land to the east of the application site with, in addition, two footpath/cycleway links to Watersplash Lane to the south.

6. REPRESENTATIONS RECEIVED

6.1 Objections have been received from 9 properties raising matters which may be summarised as follows:-

- the proposed development would result in a piecemeal form of development which would prejudice the comprehensive delivery of a wider area with related infrastructure and measures to safeguard the integrity of the SPA. It is therefore contrary to the development plan and associated guidance
- would obstruct use of Avery Lane as a by-way and destroy the rural and beautiful lane
- concerns about tree removal and impact on vegetation beside Watersplash and Avery Lanes – harmful effect on wildlife
- the 3 storey buildings are too tall, not in keeping with the surrounding area and will have a negative effect on the old village of Warfield
- the density of building is too high
- impact on character and appearance of area
- impact on residential amenity
- the proposed north-south greenway will lead to a bend on a busy 'A' road

Warfield Parish Council

6.2 Recommend refusal:-

Recommend refusal:

- 3 storey buildings are out of character with the area, and their location on the higher side of the site makes them protrude.

7. SUMMARY OF CONSULTATION RESPONSES

Highway Officer

7.1 No objection subject to conditions and s106 agreement.

SuDS Officer

7.2 No objection subject to conditions and s106 agreement.

Biodiversity Officer

7.3 No objection subject to the lighting strategy being amended to address the light spill on corridors that will be used by bats.

[Officer comment: these matters are addressed in the report below]

Tree Officer

7.4 Detailed comments provided which have been noted in considering the layout.

Archaeology consultant

7.5 Comments set out below.

Environmental Health:

7.6 No objection subject to conditions.

Waste and Recycling Officer

7.7 All looks fine for waste, bin stores at the flats are a good size and access looks fine for all properties.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CP1 of SALP: Presumption in favour of sustainable development CS1 of CSDPD: Sustainable Development Principles CS2 of the CSDPD: Locational Principles	Consistent. (Para. 14 of the NPPF)
Housing	CS15 of the CSDPD: overall housing provision	Not consistent with the NPPF as it does not represent an 'objective assessment of need', and therefore carries little weight.
Affordable housing/ Mix	CS16 of the CSDPD: Housing Needs of the Community CS17 of the CSDPD: Affordable Housing	Consistent. (Para. 50 of the NPPF).
Design & Character	CS1 (viii) of the CSDPD CS7 (i) & (iii) of CSDPD: Design Saved policy EN20 (i) of BFBLP: Design considerations in new development	Consistent with para. 17, 56, and 109 of the NPPF.

Open Space provision	CSDPD Policy CS8: Recreation and Culture Saved Policy R4 of the BFBLP: Provision of open space of public value	Consistent with paras. 72 & 74 of the NPPF. Consistent with the NPPF Chapter 8.
Noise and pollution	Saved Policy EN25 of the BFBLP: Noise and other pollution	This is considered to be consistent with paras. 17(4), 17(7) and 109(4) of the NPPF.
SPA	SEP Policy NRM6: Thames Basin Heaths Special Protection Area CSDPD Policy CS14: Thames Basin Heaths Special Protection Area Saved Policy EN3 of the BFBLP: Nature Conservation	Consistent with the NPPF (Chapter 11)
Parking Standards SPD		
Streetscene SPD		
Design SPD		
Character Area Assessments SPD (Chapter 4 - Northern Villages)		
Warfield SPD		
Newell Green DFD		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) Bracknell Forest Borough Landscape Character Assessment (LUC) 2015 Design SPD		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:-

- i Principle of development
- ii Design, layout and impact on the character and appearance of the area
- iii Residential Amenity
- iv Highways
- v Drainage
- vi Archaeology
- vii Biodiversity
- viii Securing necessary infrastructure / CIL
- ix Thames Basin Heaths Special Protection Areas (SPA)
- x Affordable Housing
- xi Sustainability issues
- xii Waste and Recycling

i. Principle of Development

9.2 The application site lies within an area identified in Policy CS5 of the 2008 Core Strategy Development Plan Document (CSDPD) - comprising land to the north of Whitegrove and Quelm Park and to the south of Forest Road and south of Harvest Ride - for a comprehensive, well designed mixed-use development including:

- i. residential; and
- ii. employment; and

iii. social and physical infrastructure; and
iv. measures to avoid and mitigate the impact of the residential development upon the Thames Basin Heaths Special Protection Area.
to be delivered during the period 2017 to 2026.

9.3 As noted in the Introduction above SALP Policy SA9 allocates land at Warfield for a comprehensive well designed mixed-use development, including the following:
2,200 residential units (including affordable housing).
Employment.
Neighbourhood centre.
Two Primary Schools.
Multi-functional community hub.
On-site open space and Suitable Alternative Natural Greenspace (SANG).

9.4 The Warfield Supplementary Planning Document (SPD) (2012) provides guidance on this development. It includes a number of 'development principles' including W2, 'Design Principles', which refers to a Concept Plan which identifies this application site for residential development. Development principle W2 states that a single overall detailed masterplan or set of detailed masterplans which will fit together to cover the site in a comprehensive manner should be provided. The site is located within the Area 1 Masterplan which has been endorsed by the Council as it was considered to be technically sound and met the requirements of SALP Policy SA9. The Masterplan provides parameters and design principles to set the context for development proposals, and again confirms the development of the site for residential purposes.

9.5 As explained in the Introduction this application site is one being promoted by the Western Consortium.

9.6 In summary the application is considered to be acceptable in principle: the site lies within a defined settlement and is identified for residential development in the documents referred to above. The remainder of the report considers the details of the proposal.

ii Design, layout and impact on character and appearance of the area

9.7 The layout follows the Framework Masterplan in the Development Framework Document (DFD) with a 'principal street' running from where the link from Sopwith Road crosses Avery Lane through the centre of the site to Watersplash Lane on the site's southern boundary. This street has space for soft landscaping, including new tree planting, on its northern/eastern side. A similar approach is followed on the Kitewood application (16/01253/FUL) reported elsewhere on this agenda.

9.8 The principal street provides for two vehicular links eastwards to serve the Millgate site (application 16/01274/FUL refers) and one to serve the land to the north of that which is not currently the subject of a planning application. There is no direct vehicular access proposed to Watersplash lane but two footpath/cycleway links to it are proposed on the site's southern boundary.

9.9 A green area containing a pond is proposed on the northern part of the site with a children's play area (LAP). The DFD identifies the importance of the vegetation on the site's western and southern boundaries requiring 'sensitive treatment along Watersplash Lane and Avery Lane (transition from urban edge to surrounding context), with lower density residential areas set back from the existing tree belt'. It is considered that the layout complies with this with detached houses, generally served by private drives, fronting towards these boundaries.

9.10 The Tree Officer would have preferred a greater separation from trees in places but all buildings lie outside root protection areas (RPAs) and, aside from the vehicular link to the west and

the pedestrian/cycle links to the south, only small areas of hard surfacing are within RPAs. Three trees are proposed for removal to provide the vehicular access to the west together with a small number of lesser quality trees and boundary vegetation.

9.11 A significant amount of soft landscaping is proposed across the site. This includes street tree planting on one side of the principal street, with additional tree planting along secondary streets and around the pond on the northern part of the site. Shrub and hedge planting is proposed across the site including around the proposed flats. Taking this new planting, which can be secured by condition, into account the impact of the proposal on trees and vegetation is considered acceptable.

9.12 The application site adjoins Area A, Newell Green, of the Northern Villages study area in the Character Areas Assessment SPD. It is considered that the more recent DFD provides more relevant guidance for the application site than this SPD but the proposal is considered to comply with the recommendation that new development should 'retain and reinforce tree and hedgerow planting in keeping with the local landscape pattern'.

9.13 The form of development is considered to comply with the DFD's notation of a 'simple built form based upon perimeter blocks with clear distinctions between the public and the private realm and defined frontages'.

9.14 With a gross density of 24dph the proposal is just below the bottom of the range for the site contained in the DFD (of 25-35dph) and below that proposed in the Warfield SPD (of 35dph). A lower density is considered appropriate to ensure adequate space for clearance from the vegetation bounding Avery Lane and Watersplash Lane, and to provide space for planting within the site, and the resulting shortfall in housing numbers is not considered over-riding in this instance.

9.15 The DFD proposes 2/2.5 storey buildings across the site with a limited number up to 3 storeys at key locations. This guidance is complied with. Most of the houses are two storey with some 2.5 storey accommodation, including the two flat blocks which are in a more spacious setting next to the north-south greenway. A single three-storey house is proposed forming a landmark building at the north end of the principal street.

9.16 A variety of dwelling designs are proposed. It is considered that these will give the development a distinctive character without detracting from the character of existing and proposed buildings nearby. The materials proposed are considered to be acceptable with the use of some weatherboarding providing a visual link to the proposed housing on sites to the south and east (reported elsewhere on this agenda).

9.17 Overall the impact of the proposed development on the character and appearance of the area is considered to be acceptable and to accord with the Warfield SPD and Newell Green DPD, and relevant development plan policies including CSDPD CS7 and BFBLP EN20 and the Design SPD.

iii Residential amenity.

9.18 No existing dwellings immediately adjoin the site's boundaries. The closest are on the south side of Watersplash Lane and at Old Farmhouse Row to the east. The nearest houses are some 50m from the site's boundaries and given this distance it is not considered that any unacceptable impacts from loss of privacy, sunlight or daylight will arise or any overbearing impacts. It is not considered that any increase in pedestrian/cycle usage of Watersplash Lane will materially impact on the living conditions of nearby residents.

9.19 The mutual impacts of the development proposed on this site and on the Millgate site to the east (application 16/01274/FUL) have been considered and it is concluded that the siting relationships are acceptable.

9.20 Overall it is not considered that the proposal would result in any unacceptably adverse impacts upon any existing and/or proposed residential amenity and would therefore comply with Saved BFBLP Policy EN20 proviso (vii) and the NPPF and the Design SPD.

iv Highways

Access to the site

9.21 The site is located within Area 1 of the Warfield housing allocation. The site will be accessed via an extension to the central roundabout on the newly created link road that runs between Harvest Ride and Forest Road. The link road has been designed to accommodate traffic from this part of the development and the scale proposed.

9.22 The applicant has indicated the alignment of the access to the site but no detailed design of the extension to the roundabout has been provided. As the extent of work is outside the current red line a 'Grampian style' condition will be required to secure this link (see condition 07).

Internal access design and accessibility

9.23 The site is relatively flat and thus the roads across the site will be able to be suitably designed to consider the needs of all users. Indicative levels have been provided and these are all within the limits of safe access. Detailed design at adoption stage will secure the full design of the routes within the site.

9.24 The main internal road leading into the heart of the development is 5.5m wide with 2m wide footways on either side.

9.25 There are a series of roads within the parcel that serve the development and other parcels to be developed. These roads are generally 4.8m wide as they serve lower levels of development; this is accordance with BFC design guidance.

9.26 The majority of the roads have dedicated footways but there are some that are designed as a shared surface as they do not connect to wider development.

9.27 In addition there are some drives that serve a low number of dwellings and it is expected these would remain private. Such drives occur against Avery Lane with an element against Watersplash Lane. These drives are 4.1m wide to provide adequate access for residents.

9.28 The proposed junctions shown all have adequate spacing and visibility for the expected road speeds. Two speed control features are indicated. The detailed design of these features can be dealt with through a S38 agreement.

9.29 The main routes within the site and the dedicated pedestrian/cyclist connections will be sought for adoption and the S106 should secure this requirement.

9.30 In respect of pedestrian and cyclist facilities there are direct specific connections only for these users at the southern end of the site which will connect to Watersplash Lane and this will provide a safe route for users to connect to the link road and toucan crossing which provides access to the school and the greenway beyond. It also provides access onto the footway/cycleway on the link road that links to Harvest Ride and towards the existing development in the area and towards the town centre. There is also a main route that runs north to south along

the eastern boundary and this route will, via Watersplash Lane, connect up to another site and onto Newell Green. In time this route will provide a suitable extension of the east/west greenway, which has already been delivered, in part, by Berkeley Homes to the west.

9.31 In terms of links to the north the plans indicate routes heading towards a site to be developed and this would provide a direct connection to Forest Road. However at the present time there is no application submitted for the adjoining site which means such links cannot be delivered at present. Such routes will provide a good link to a bus route, the memorial ground and local pubs and restaurants which would be of benefit. The lack of this route at present does reduce the ease connectivity and distance walked for such users and thus it is advised that suitable improvements to Avery Lane (at least in part) should be investigated to provide a more direct suitable link. This may also be considered in line with wider improvements that may be sought to the route to enhance its status as a byway. Clearly with a break in it due to the access road passing over it a traffic regulation order will be required to remove vehicular use over part of the lane, this will need to be covered by the applicant through S106.

9.32 A lighting plan has been provided; details can be secured by condition. It is expected that the main routes and adopted routes out of the site will be lit to make them useable at all times of the day and year and private drives, although not adopted, should have an appropriate form of lighting for security and this may be by bollard lighting for example.

9.33 The northernmost road that runs past plot 1 to plot 6 has no formal turning head and the reversing distance is too great and could cause road safety impacts. Accordingly a temporary turning head is proposed by removing plot 116. This temporary turning head can be removed once the site adjacent is developed at a future date. A condition is recommended to control this requirement (condition 16).

Public transport

9.34 In regards to connections to public transport routes, the current routes run along Harvest Ride to the south and A3095 to the north. Access to the Harvest Ride is well provided with routes through the site, however enhanced stop facilities are likely to be sought as the current bus travels down Newport Drive to collect passengers and this provides an additional distance to walk and a level of delay which could be improved. Enhancements in the form of new stops and flags and crossing facilities on Harvest Ride would help shorten the walk distance and improve the service for users and it is anticipated that contributions towards this will be required from this site and the other applications being considered in this area.

9.35 The public transport route that runs to the north via the A3095 will also provide a benefit to the site. At present there is no direct route for pedestrians from this site. However once the link road is complete pedestrians will be able to walk northwards via Avery Lane to the A3095. The site layout has been designed to allow for links into the land adjacent to the east and it is envisaged that a dedicated pedestrian route which is shorter for pedestrians will occur once this parcel of land is developed.

9.36 The current bus service along the A3095 is a hail and ride service and in that respect users have no defined location to wait to catch the bus. Usage is currently low on this stretch of road but the introduction of the developments in the area and the new traffic signal junction at the three legged cross means that more formal facilities for such users is likely to be required and contributions will be sought for such a facility.

Parking

9.37 Across the site parking in has been provided to standard in relation to the dwellings with on plot parking provided for the majority of the dwellings. For some plots additional parking has been

provided to comply with standards where garage parking does not meet with current standards. Car ports have been used and this is welcomed as they provide covered parking that has been observed elsewhere to be used.

9.38 Visitor parking is distributed across the site and is within the adoptable highway or adjacent to it.

9.39 Cycle parking can take place within garages or secure stores in gardens; there is adequate cycle parking for the flats. This can be conditioned. Rear access to all plots has been provided.

Traffic impact

9.40 In terms of traffic impact the applicant has considered both the individual impact this site will have and the wider impact of the surrounding sites as they will in the majority of cases access through this site. At the time of preparing the assessment the final layout of the sites were not known and thus the level of housing assumed is slightly greater than actually proposed. Such an approach provides a robust analysis of the likely impacts on the highway network.

9.41 Further modelling work has been carried out to address the issues raised by the Highway Officer. The results indicate that subject to the improvements to be secured by s106 agreement/CIL the proposed development will not give rise to any significant harm to the road network.

Construction Management

9.42 The applicant has provided a construction environmental and management plan with the application. The plan submitted covers the parameters that would be expected but further work is required so it recommended that a condition is imposed to control such matters with phasing plans for development being secured within the S106.

S106 requirements

9.43 It is recommended that following highway matters are secured by s106 agreement:-

- adoption of majority of roads and pedestrian/cycle links within the site up to and including site boundaries;
- S278 and S38 agreements will be required to be entered into for the site;
- indemnity to cover the Council's cost of using the link road to access the site whilst it is not adopted with a possible further alternative indemnity to protect the Council should the road be adopted at the time of implementation and this may be covered under S278 agreement;
- dedication of land at Newell Green to allow access improvements works to be implemented in relation to the wider development of Area 1;
- a travel plan for the site and wider sites;
- contributions towards or the carrying out works on Larks Hill open space to provide interim pedestrian/cyclist connection between sites;
- contributions towards implementing a toucan crossing on Newell Green to ensure safe connectivity to the wider development of the area including schools and a local centre;
- contributions towards, or the carrying out, wider improvements along the Harvest Ride corridor to improve capacity and/or accessibility for non-car modes;
- contributions towards, or the carrying out, of enhancements to Avery Lane to improve access to the area (to include a TRO to remove vehicular rights in part).

Conclusion on highway matters

9.44 The application has been amended to address concerns raised by the Highway Officer. Conditional approval is recommended following completion of a s106 agreement.

v Drainage

9.45 The site is not situated in a Flood Zone. The overall strategy for the surface water drainage on this proposed development refers to the use of sustainable drainage systems (SuDS). The site is shown to be at some degree of surface water flood risk but as part of the submitted Flood Risk Assessment (FRA) surface water modelling has been undertaken to demonstrate that the site is actually at a much lower level of flood risk and that suitable mitigation can be provided. The mitigation is provided in the form of the Eastern Swale which is delivered between this site and the adjacent development (Millgate Homes – ref 16/01274/FUL). The applicant has set out that the swale will ensure there is adequate provision for the existing overland flow route through the site. The applicant has also confirmed they have undertaken a robust assessment of swale design and following a request from the Lead Local Flood Authority (LLFA) have assessed the impact of the scheme on downstream restrictions.

9.46 The full design of the swale falls between the two sites. As such only cross-sections and details of the swale where they fall within the application site have been provided within each application. The provision of the swale is required to mitigate the risk described at both sites and therefore delivery of the full swale must be secured via planning conditions or obligations. Further details to support the design of the swale, the BWB hydraulic modelling and the associated structures should be submitted as detailed design progresses.

9.47 The applicant has identified three sub-catchments present within the site; the proposed drainage strategy transfers the sub-catchments to the north. Whilst this is not the preferred approach of the LLFA the applicant has followed this approach given concern over the ability of the Avery Lane ditches to receive flow. The applicant has provided calculations to demonstrate that this impact of the sub-catchment transfers can be fully mitigated, thus complying with Planning Policy. A significant volume of storage has been provided in the scheme to mitigate the increased runoff rates. The applicant has restricted the proposed development runoff during a 1 in 100 year event to the existing 1 in 2 year greenfield runoff rate for the northern sub-catchment to mitigate the increased volumes.

9.48 The drainage strategy utilises a strategic balancing pond, storage tank, tanked culverts and permeable paving. The pond details include a raised berm to the northern side of the pond. This is indicated to be approximately 800mm above existing ground level. The bund will need to be designed to ensure it is capable of retaining water above ground and therefore detailed geotechnical design will be required to support this. Confirmation that a watching brief is in place for the designer and sign-off by the engineer should be provided to the Local Planning Authority on completion of the works. The FRA refers to further source control measures that will be incorporated as detailed design progresses to provide adequate treatment stages.

9.49 The calculations have slightly over-estimated storage in car parking areas, and through the factors applied to the scheme. However the LLFA has discussed this issue with the applicant and as the bulk of the storage volume is provided within the pipe network and pond it is therefore understood that this can be refined during detailed design.

9.50 The applicant has set out that they will seek for the surface water system to be adopted by Thames Water with the balancing pond and swale being offered for adoption by BFC. The permeable paving will be privately maintained by a private management company. Arrangements for the maintenance and management of the private features will be secured through a Section 106 Agreement.

9.51 The Council's Senior Engineer (SuDS) recommends that the application be approved subject to the conditions/obligations contained in the Recommendation below. It is therefore concluded that the proposals would comply with Chapter 10 of the NPPF and Planning Practice Guidance.

vi Archaeology

9.52 In accordance with Paragraph 128 of the NPPF the applicant has submitted with their application an '*Archaeological Desk-Based Assessment*' (Thames Valley Archaeological Services, August 2016). This considers the archaeological potential of the application site and the likely impacts of the proposal upon the buried archaeological heritage.

9.53 The Council's advisor considers that the report is a reasonable assessment of the archaeological potential of the application area. No known heritage assets, either designated or undesignated, are known within the application site, however field walking, exploratory archaeological evaluation and archaeological investigation in the vicinity of the site have characterised the archaeological potential of the wider area, including the application site.

9.54 In particular the assessment notes the presence of:-

1. a Middle Iron Age settlement, dated to the 3rd and 2nd centuries BC, consisting of two roundhouses and ancillary structures less than 100m to the south of the application site
2. two medieval enclosures and other features containing pottery of late 11th to 14th century date, possibly infields or paddocks close to settlement, 220m to the west of the application area along Watersplash Lane
3. two undated rectangular crop mark enclosures recorded on aerial photographs recorded to the south of the site (although not evident as buried remains during an exploratory archaeological exercise in 1992 immediately to the south of the application area).

9.55 The site therefore lies within an area of archaeological potential and the advisor recommends that a programme of works is sought to mitigate the impact of development and to record any surviving remains so as to advance our understanding of their significance in accordance with Paragraph 141 of the NPPF and local plan policy. The exploratory field evaluation should comprise the investigation of a number of trial trenches. The results of this exploratory exercise will determine if there are any areas of archaeological interest that should be subject to further investigation either prior to the commencement of, or during, development. The applicant should therefore provide within their programme for potentially two phases of archaeological investigation prior to the commencement of development.

9.56 A condition is recommended to secure the above. With this the application is considered to comply with the NPPF and relevant development plan policies.

vii Biodiversity

9.57 An ecological assessment has been undertaken at this site to assess the ecology and biodiversity interests of the site and the impact of the proposed development. The application site is not considered to be of particularly high intrinsic value from an ecology and nature conservation perspective. In order to demonstrate protection and enhancement of biodiversity in the course of the consideration of the application the Biodiversity Officer sought further information and amendments to address:

- providing adequate space for sustainable green corridors
- retention of dark corridors for bats
- planting native species in public open space.

9.58 This has been provided and can be secured by condition. It is therefore concluded that with suitably worded conditions a detailed planting and biodiversity enhancement scheme can be secured to ensure that the proposals demonstrate protection and enhancement of biodiversity in line with CSDPD policies CS1 and CS7.

viii Securing necessary infrastructure / CIL

9.59 The proposal would be CIL liable and is located in the 'Land at Warfield' charging zone with a CIL rate of £220 per square metre.

9.60 The introduction at the start of this report sets out the strategy to secure the delivery of infrastructure to meet the needs of the development whilst not prejudicing the future development of Warfield as a whole. Without prejudice to the outcome of the decision by this Committee, discussions have commenced with respect to the content of the framework s106, which will include mechanisms to secure:-

- Affordable Housing – 25% of the total number of dwellings, comprising 70% affordable rented and 30% intermediate housing to be completed and transferred to a Registered Housing Provider.
- Open space on site delivery including provision; maintenance and transfer.
- Thames Basin Heaths SPA mitigation - Suitable Alternative Natural Greenspace (SANG) (the Wellers Lane SANG would provide mitigation for the impact of the development on the SPA)
- Travel plan – a travel plan would be submitted to and approved by the Council prior to first occupation.
- Access to the development from Sopwith Road - to be secured through a 'Grampian' style condition to ensure the approval and provision of the access prior to the commencement of development. The access route to ensure connectivity between land parcels to the north of Watersplash Lane (i.e. to serve the Harrow Estates development (application 16/01195/FUL refers) and land parcels to the north and east within the Warfield development area).
- Sustainable Urban Drainage Systems (SuDS) to secure the future maintenance and management of SuDS features on site.
- The delivery of roads; the provision of adopted footways and cycleways to serve the development parcel and to ensure connectivity between parcels
- The phasing of the development.

9.61 In addition, financial contributions will be secured towards the following:

- Furniture and ICT fit out of Warfield Primary School (Sopwith Road);
- Off-site open space to secure improvements towards the Warfield Memorial Ground (a nominated project within the Warfield SPD and located to the north of the site in Osborne Lane);
- Warfield community hub (at the planned neighbourhood centre off Newell Green)
- Off-site transport enhancements
- Strategic Access Management & Monitoring (SAMM)

9.62 The precise details of the s106 remain to be finalised and therefore it is recommended that the decision be delegated to the Head of Planning to continue discussion and complete the framework s106 agreement to secure the necessary infrastructure in respect of this site and the two other applications submitted by the consortium at Newell Green.

ix Thames Basin Heaths Special Protection Areas (SPA)

9.63 In accordance with the SPA SPD, the development will be required to provide alternative land to attract new residents away from the SPA. The term given to this alternative land is Suitable Alternative Natural Greenspace (SANG). As noted above, the Wellers Lane SANG would provide mitigation for this development and the other Newell Green sites.

9.64 The cost of the SANG enhancement works will be funded through the Community Infrastructure Levy (CIL). This is equal to 9.5% of the total SANG contributions set out in the SPA SPD Summary Table 1. The remaining SANG contributions will be taken through Section 106 contributions.

9.65 An occupation restriction will be included in the Section 106 Agreement. This serves to ensure that the SANGs enhancement works to be secured by the CIL have been carried out before occupation of the dwellings. This gives the certainty required to satisfy the Habitats Regulations in accordance with South East Plan Policy NRM6 (iii) and the Thames Basin Heaths Special Protection Area SPD paragraph 4.4.2.

9.66 The development will also be required to make a contribution towards Strategic Access Management and Monitoring (SAMM). This project funds strategic visitor access management measures on the SPA to mitigate the effects of new development on it. See section 3.4 in the SPA SPD for more information.

9.67 The level of contributions is calculated on a per bedroom basis as set out in the SPA SPD Summary Table 1.

9.68 A Habitats Regulations Assessment is required for this development in accordance with the Habitats Regulations 2010 (as amended). In the absence of any appropriate avoidance and mitigation measures the Habitats Regulations Assessment will conclude that the development is likely to have a significant effect upon the integrity of the SPA with the result that the Council would be required to refuse a planning application.

9.69 Provided that the applicant is prepared to make a financial contribution towards the costs of SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

9.70 The Council is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. Pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species Regulations (2010) as amended, and permission may be granted.

x Affordable Housing

9.71 The application was accompanied by an Affordable Housing Statement as part of the joint approach to the development of land at Newell Green explained in the Introduction to this report. This Statement sets out the proposed housing mix for each of the three sites for which applications have been submitted to date (this site, and those covered by applications 16/01253/FUL and 16/01274/FUL) for market and affordable housing. Overall this provides for at least 25% of the total number of dwellings on the three sites – a mix of flats and houses - to be affordable. This complies with the Council's policy.

9.72 For the site covered by this application 29 of the 116 dwellings (25%), comprising 16no. one and two bed roomed flats and 13no. houses (2 and 3 bedroom), are proposed to be affordable. This is considered to be acceptable. Subject to this affordable housing being secured through an appropriate legal agreement it is therefore considered that the proposal would comply with Policy H8 of the BFBLP, Policies CS16 and CS17 of the CSDPD and the Planning Obligations SPD.

xi Sustainability issues

9.73 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards.

9.74 CSDPD Policy CS12 seeks a reduction in the potential emissions and energy usage.

9.75 Both of these can be secured by a condition will be imposed requiring the submission of the energy statement.

xii Waste and Recycling

9.76 The Waste and Recycling Officer has confirmed that the bin storage serving the proposed flats is adequate. The houses on the site are located within acceptable carry distances of the proposed adoptable roads or there is space on private drives for bin collection points which comply with guidance.

10 CONCLUSION

10.1 This site is an allocated site located within the settlement and therefore the proposed development is considered to be acceptable in principle. The proposed dwellings, 25% of which will be affordable, will contribute to the Council's housing supply which is a material consideration.

10.2 In accordance with the development plan and related guidance the applicant has worked with others within the Newell Green Consortium to secure the comprehensive development of this part of the Warfield allocation setting the foundation for further development across the wider allocation and securing the provision of appropriate infrastructure/impact mitigation through a framework s106 agreement.

10.3 The impact of the proposed development on the character and appearance of the area is considered acceptable and in accordance with relevant guidance.

10.4 The Highway Authority is satisfied with the proposed access to the site for pedestrians, cyclists and vehicles subject to conditions and a Section 106 agreement. The cycle and vehicle parking proposed meets the Council's standards and adequate provision is made for the storage and collection of waste.

10.5 The impact of the proposal on the living conditions of the occupiers of nearby properties and of future residents on the site and on adjoining sites has been carefully considered. The scheme is considered acceptable in this regard.

10.6 It is concluded that the proposed development provides residential accommodation in accordance with the development plan, NPPF and relevant guidance. The application is therefore recommended for approval as per the Recommendation below.

11. RECOMMENDATION

Following the completion of planning obligations secured by a framework Section 106 agreement, under Section 106 of the Town and Country Planning Act 1990, associated with this application and with applications 16/01253/FUL and 16/01274/FUL submitted by the consortium of developers at Newell Green (considered elsewhere on this agenda) relating to:

- the provision of on-site affordable housing
- the provision of on-site open space
- Thames Basin Heaths SPA mitigation
- a Travel plan
- access to the development from Sopwith Road
- the provision and long-term maintenance of sustainable drainage (SuDS)
- the delivery of roads, footways and cycleways

- the phasing of the development

and financial contributions towards:

- furniture and ICT fit out of Warfield Primary School (Sopwith Road);
- off-site open space improvements
- Warfield community hub (at the planned neighbourhood centre off Newell Green)
- off-site transport enhancements
- SPA Strategic Access Management & Monitoring (SAMM)

the Head of Planning be authorised to APPROVE the application subject to the following conditions amended, added to or deleted as the Head of Planning considers 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 by the Local Planning Authority:-

- 161832E_A_P001_Rev B Location Plan
- 161832E_A_P010_Rev U Layout
- 161832E_A_P011 Rev F Parking Layout
- 161832E_A_P013_Rev D Affordable Layout
- 161832E_A_P015-Rev C-Street Elevation 1
- 161832E_A_P016-Rev C-Street Elevation 2
- 161832E_A_P017-Rev C-Street Elevation 3
- 161832E_A_P018-Rev C-Street Elevation 4
- 161832E_A_P019-Rev C-Street Elevation 5
- 161832E_A_P020-Rev C-Street Elevation 6
- 161832E_A_P021-Rev C-Street Elevation 7
- 161832E_A_P030 Rev D Hardworks
- 161832E_A_P031 Rev D Softworks
- 161832E_A_P033.pdf Attenuation Basin Cross Sections
- 161832E_A_P100 Rev A-Temporary Turning Head
- 161832E_PA _ 001-Rev A-House type - LUDLOW
- 161832E_PA _ 002-Rev A-House type - LUDLOW
- 161832E_PA _ 003-Rev C-House type - WARWICK
- 161832E_PA _ 004-Rev C-House type - WARWICK
- 161832E_PA _ 005-Rev A-House type - AMBERLEY
- 161832E_PA _ 006-Rev A-House type - AMBERLEY
- 161832E_PA _ 007-House type - WORCESTER+
- 161832E_PA _ 008-House type - WORCESTER+
- 161832E_PA _ 009-House type - OXFORD+
- 161832E_PA _ 010-House type - OXFORD+
- 161832E_PA _ 011-Rev B-House type - YORK (SEMI) DR
- 161832E_PA _ 012-Rev A-House type - YORK (SEMI) DR
- 161832E_PA _ 013-Rev A-House type - YORK (SEMI) DR
- 161832E_PA _ 014-Rev A -House type - SHAFTESBURY
- 161832E_PA _ 015-Rev A -House type - SHAFTESBURY
- 161832E_PA _ 016-House type - BALMORAL
- 161832E_PA _ 017-Rev A House type - HIGHGATE 5
- 161832E_PA _ 018-Rev A House type - HIGHGATE 5
- 161832E_PA _ 019-Rev A House type - HIGHGATE 5
- 161832E_PA _ 020-House type - RICHMOND
- 161832E_PA _ 021-House type - RICHMOND

161832E_PA _ 022-House type - RICHMOND
161832E_PA _ 023-Rev A-House type - TOWER
161832E_PA _ 024-Rev A-House type - TOWER
161832E_PA _ 025-Rev A-House type - TOWER
161832E_PA _ 026-Rev A-House type - TEME
161832E_PA _ 027-Rev A-House type - Dart
161832E_PA _ 028-Rev B-House type - TAVY
161832E_PA _ 029-Rev B-House type - Tavy Tavy
161832E_PA _ 030-Rev B-House type - Tavy Tavy 3
161832E_PA _ 031-Rev A-Typical Carport
161832E_PA _ 032-Rev C-Affordable apartment
161832E_PA _ 033-Rev D-Affordable apartment
161832E_PA _ 034-Rev D-Affordable apartment
161832E_PA _ 035-Rev C-Affordable apartment
161832E_PA _ 036-Rev B-Affordable apartment
161832E_PA _ 037-Rev C-Affordable apartment
161832E_PA _ 038-Rev B-Affordable apartment
161832E_PA _ 039-Rev A-Affordable apartment
161832E_PA _ 040-Rev A-Affordable apartment
161832E_PA _ 041-Rev A-Affordable apartment
161832E_PA _ 042-Rev A-Affordable apartment
161832E_PA _ 043-Rev A-Affordable apartment
161832E_PA _ 044-Rev A-Affordable apartment
161832E_PA _ 045-Rev A-Affordable apartment
161832E_PA _ 050-House type - YORK (SEMI) DR
161832E_PA _ 051-Typical Carport
161832E-LA-P001-F.pdf Public Open Space General Arrangement Plan 1 of 3
161832E-LA-P004-C.pdf Public Open Space Planting Schedules
36151-001-001 A – Site access roundabout proposed 4th arm
Drainage StrategyWAR-BWB-HDG-XX-DR-EN-0002 S2 revision P9
Arboricultural Impact Assessment and Method Statement (ACD 04.05.2017)
13020-1-D Lighting strategy.

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

03. The following windows:-

- plots 74-81: 1st floor west-facing bathroom window
- plots 89-96: 1st floor south-facing bathroom window

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 fixed shut with the exception of a top hung openable fanlight.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

04. The following windows:-

- plots 74-81: 1st floor west-facing kitchen windows
- plots 89-96: 1st floor south-facing kitchen windows and 2nd floor west facing living/dining room window

hereby permitted shall at all times be high-level windows having a cill height of not less than 1.7 metres above internal floor.

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

05. No superstructure development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been

submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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

06. The development hereby permitted shall not be begun until details showing the finished floor levels of the proposed buildings hereby approved in relation to fixed datum points showing the land levels across the site have been submitted to and approved in writing by the Local Planning Authority and 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, Core Strategy DPD CS7]

07. The development hereby permitted shall not be begun until a vehicular link has been constructed to base course level connecting the north-south link road (Sopwith Road) to the western boundary of the application site in the location shown on the Proposed Site Layout (drawing 161832E/A/P010/U).

REASON: To ensure access to the site during the construction phase and thereafter in the interests of amenity and highway safety.

[Relevant Policies: Core Strategy DPD CS23]

08. No dwelling shall be occupied until a means of pedestrian, cycle and vehicular access to it has been constructed in accordance with the approved plans.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

09. No dwelling shall be occupied until all the visibility splays shown on the approved drawings have been provided. These areas shall thereafter be kept free of all obstructions to visibility over a height of 0.6m measured from the surface of the adjacent carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

10. No dwelling shall be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of any driveway serving it and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

11. The gradient of private drives shall not exceed 1 in 12.

REASON: To ensure that adequate access to parking spaces and garages is provided.

[Relevant Policies: Core Strategy DPD CS23]

12. No gates shall be provided on any vehicular access to the site.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

13. No dwelling shall be occupied until the associated vehicle parking has been provided in accordance with the approved drawing. 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, Core Strategy DPD CS23]

14. The garage accommodation shall be retained for the use of the parking of vehicles at all times, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the Local Planning Authority's vehicle parking standards are met.

[Relevant Policy: BFBLP M9]

15. The car ports hereby approved shall be retained for the use of the parking of vehicles at all times and, notwithstanding the provisions of the Town and Country (general Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no enlargements, improvements or alterations shall be made to the car port, and no gate or door shall be erected to the front of the car port, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development is provided with adequate parking to prevent the likelihood of on-street parking which could be a danger to other road users.

[Relevant Policy: BFBLP M9]

16. No dwelling shall be occupied until the visitor car parking spaces shown on the approved layout drawing have been provided and signed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The spaces with their associated signage shall thereafter be retained available for the use of occupiers of, and visitors to, the buildings hereby permitted.

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]

17. No dwelling shall be occupied until secure and covered parking for bicycles has been provided in accordance with the approved drawings.

REASON: In order to ensure bicycle facilities are provided.

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

18. No dwelling hereby approved on plots 105-108 (inclusive) and 113-115 (inclusive) shall be occupied until a turning head has been provided between plots 110 and 115 as shown on drawing 161832E_A_P100 Rev A-Temporary Turning Head. This turning head shall thereafter be kept available for use until the Local Planning Authority has confirmed in writing that an acceptable alternative turning facility has been provided.

REASON: In the interests of amenity and highway safety.

[Relevant Policies: Core Strategy DPD CS23]

19. No flat hereby permitted shall be occupied until bin storage serving it has been provided in accordance with the approved details. The bin storage shall thereafter be retained.

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

[Relevant Policies: BWLP WLP6 and WLP9]

20. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:

- (a) Parking of vehicles of site personnel, operatives and visitors
- (b) Loading and unloading of plant and vehicles
- (c) Storage of plant and materials used in constructing the development
- (d) Wheel cleaning facilities
- (e) Temporary portacabins and welfare for site operatives

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above.

REASON: In the interests of amenity and road safety.

21. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

REASON: In the interests of nature conservation.

[Relevant Plans and Policies: BFBLP EN3, Core Strategy CS1, CS7]

22. The development (including site clearance and demolition) shall not begin until a scheme to mitigate the impact of the development on biodiversity has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of:-

- o measures to avoid harm to biodiversity
- o features provided to mitigate the loss of habitat (e.g. ponds, hibernacula)
- o habitat enhancements (not mitigation)
- o on-going management of new features/habitat

The mitigation scheme shall be implemented in accordance with the approved details.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1]

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any Order revoking and re-enacting that order, no external lighting shall be installed on the site except in accordance with details set out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- a) identify those area/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

24. The development shall not be begun 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 occupation of any part of the approved development, whichever is sooner. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. 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, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]

25. No development shall commence until details of boundary treatments (fencing, hedges, walls) have been submitted to and approved by the Local Planning Authority. No dwelling shall be occupied until its associated boundary treatments have been provided in accordance with the approved details.

REASON: In the interests of the appearance of the site
[Relevant Plans and Policies: BFBLP EN20, CSDPD CS7]

26. Prior to the commencement of development, the applicant, their agents or successors in title, will secure the implementation of a programme of archaeological field evaluation in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the Local Planning Authority. The results of the evaluation will inform the preparation of a mitigation strategy which will be submitted by the applicant and approved by the Local Planning Authority prior to the commencement of the development. The mitigation strategy will be undertaken in accordance with the approved document.

REASON: To understand the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance
Relevant Policies: in accordance with Paragraph 141 of the NPPF

27. No construction work shall take place outside the hours of 08:00 and 18:00 Monday to Friday; 08:00 and 13:00 Saturday and not at all on Sundays and Bank Holidays.

Reason: To safeguard the amenities of the area and the occupiers of neighbouring properties

28. The development hereby permitted (including any demolition) shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (i) specifications of control of noise arrangements for construction and demolition.
- (ii) methodology of controlling dust, smell and other effluvia
- (iii) site security arrangements including hoardings
- (iv) proposed method of piling for foundations
- (v) construction and demolition methodology
- (vi) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site
- (vii) methods of disposal of green and commercial waste

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the area.

[Relevant Plans and Policies: EN25 BFBLP]

29. The development 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 agreed 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: Core Strategy DPD CS10]

30. The development shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate:

- (a) that before taking account of any on-site renewable energy production the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and

(b) that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be at least 20%).

The buildings thereafter constructed by the carrying out of the development shall be in accordance with the approved assessment and retained in accordance therewith.

REASON: In the interests of the sustainability and the efficient use of resources. [Relevant Plans and Policies: CSDPD Policy CS12]

31. All existing trees, hedgerows and groups of shrubs shown to be retained on the approved drawings shall be protected during the course of building works in accordance with the details contained in the 'Land North of Watersplash Lane and East of Avery Lane, Newell Green - Arboricultural Impact Assessment and Method Statement (ACD 26.10.2016).

REASON: In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

32. The development shall not be begun until a full detailed design of the proposed surface water system has been submitted to and approved in writing by the Local Planning Authority. The drainage design shall accord with the strategy set out in BWB Drawing No. WAR-BWB-HDG-XX-DR-EN-0002 S2 revision P9. Details of:-

- design of permeable paving including confirmation of construction, depths to invert levels, cover levels and maximum storage volumes in accordance with the approved drainage strategy;
- detailed design of balancing pond, headwalls, sediment fore-bays, control structures, associated earthworks specification, and confirmation that suitable supervision is in place for the construction of the bund;
- design of attenuation tanks; and
- results of the 1 in 1, 1 in 2, 1 in 30 and 1 in 100 year and 1 in 100 year +40% storm for the detailed scheme and confirmation that runoff rates accord with the BWB FRA Revision P8 shall be submitted to support the detailed scheme design which shall also include confirmation of exceedance routes through the development.

REASON: In order to ensure the provision of adequate drainage works to the serve the development.

33. The development shall not be begun until the detailed design of the complete swale in the north-south greenway (including lengths of it covered by planning application 16/01274/FUL) has been submitted to and approved in writing by the Local Planning Authority. The design shall include cross-sections with finished floor levels of adjacent properties relative to 1 in 100 year level + climate change level, proposed structures, check dams, and water meadow features. The supporting hydraulic model shall be submitted including baseline results, demonstrating that flood risk is not increased off-site as a result of the scheme.

REASON: In order to ensure the provision of adequate drainage works to the serve the development.

34. No dwelling hereby approved shall be occupied until an Inspection and Validation report confirming that the pond has been constructed in accordance with the Approved Earthworks specification has been submitted to and approved in writing by the Local Planning Authority.

REASON: In order to ensure the provision of adequate drainage works to the serve the development.

Informative(s)

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for

an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. The developer is advised that a section 278 Agreement will be required for works within the highway.

03. Land Drainage Act Consent from Bracknell Forest Council will be required for works to existing ditches, including structures and outfalls.

In the event of the s106 planning obligations not being completed by 31 July 2017 the Head of Planning be authorised to either extend the deadline or REFUSE the application for the following reasons:-

1. The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the proposal would not satisfactorily mitigate its impacts in this respect. 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 Policy NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policies CS5 and CS14 of the Core Strategy Development Plan Document, Policy SA9 of the Site Allocations Local Plan, the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (2012) and the Planning Obligations Supplementary Planning Document (2015).

2. In the absence of a planning obligation to secure affordable housing in terms that are satisfactory to the Local Planning Authority, the proposal is contrary to Policy H8 of the Bracknell Forest Borough Local Plan, Policies CS16 and CS17 of the Core Strategy Development Plan Document, the Planning Obligations SPD and the resolution on affordable housing made by BFC Executive on 29 March 2011.

3. The proposed development would unacceptably increase the pressure on highways and transportation infrastructure, public open space, community, and educational facilities. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway safety measures, a travel plan, open space, community and educational facilities, the proposal is contrary to Policies R5 and M4 of the Bracknell Forest Borough Local Plan, Policies CS6, CS8, and CS24 of the Core Strategy Development Plan Document, Policy SA9 of the Site Allocations Local Plan, the Warfield Supplementary Planning Document (2012) and the Planning Obligations Supplementary Planning Document (2015).