

**ITEM NO: 6**

Application No.

**16/01253/FUL**

Site Address:

Ward:

Binfield With Warfield

Date Registered:

22 December 2016

Target Decision Date:

23 March 2017

**Land South Of Fairclough Farm Newell Green  
Warfield Bracknell Berkshire**

Proposal:

**Erection of 54 no. dwellings with associated parking, landscaping and open space and vehicular access onto Newell Green.**

Applicant:

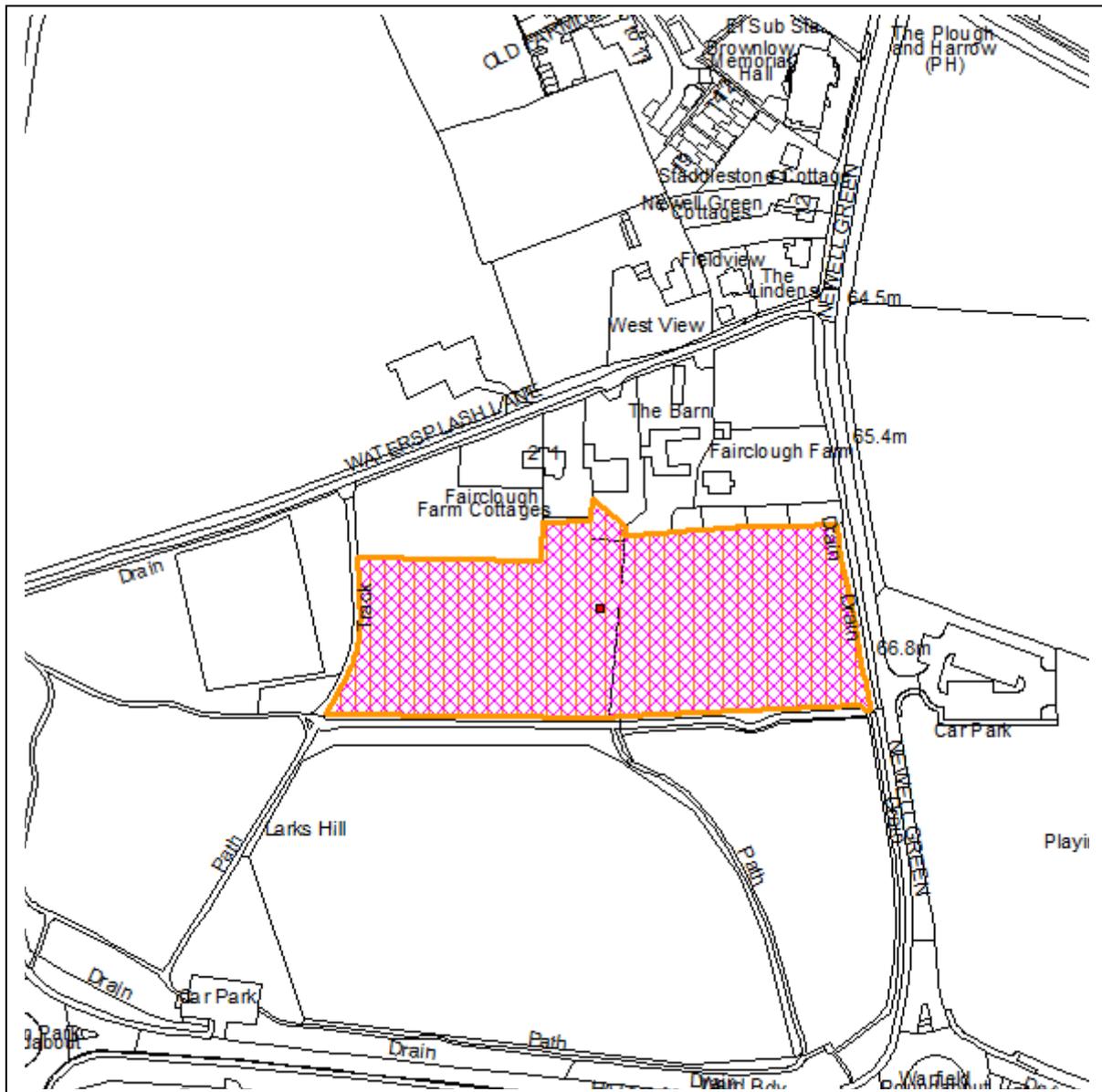
Ms Sara Sweeny

Agent:

RPS CgMs

Case Officer:

Martin Bourne, 01344 352000

[development.control@bracknell-forest.gov.uk](mailto: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

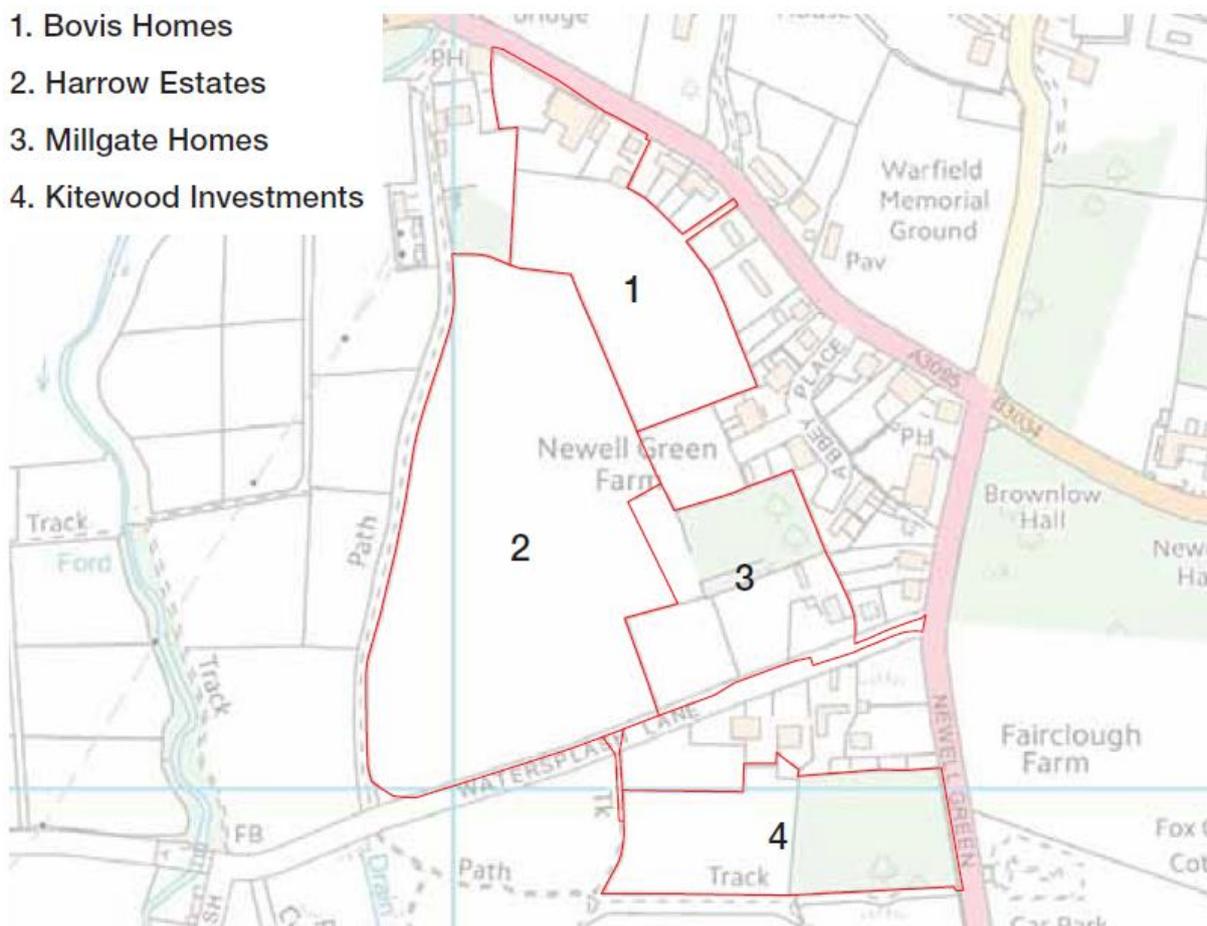


Figure 1 – Newell Green Development Area

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 9(ix) 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 52 no. dwellings with associated parking, landscaping and open space and vehicular access onto Newell Green.

1.2 The site is allocated for residential development. It forms part of the Warfield strategic allocation within 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, including the SANG at Larks Hill, 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).

<b>RECOMMENDATION</b>
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Approve subject to conditions in Section 11 of this report 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 6 objections have been received.

### 3. PLANNING STATUS AND SITE DESCRIPTION

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

3.1 The 1.58ha site is broadly rectangular in shape. It is bounded to the east by the A3095 Newell Green and to the south and west by the Larks Hill open space which is a 'suitable alternative natural greenspace' (SANG). Land to the north contains a number of dwellings, paddocks and a barn which generally access on to Watersplash Lane.

3.2 The western part of the site consists of an area of pasture. The eastern part of the site is not cultivated or grazed and contains areas of scrub. There are mature hedgerows on the eastern, north-eastern and southern boundaries of the site. The western boundary is formed by a post and rail fence. The western half of the northern boundary is open in character.

3.3 There are a number of young trees within the proposed site boundary and several mature trees within the roadside hedgerow on the eastern edge of the site.

3.4 The site levels generally fall from east to west with the lowest point in the south-western corner.

### 4. RELEVANT SITE HISTORY

12/00373/OUT Outline application, with details of access and layout, for erection of 40no. dwellings and 70 bedroom care home, with access from Warfield Road, landscaping and parking. REFUSED 07.08.2012

13/00027/OUT Outline application for erection of 40no. dwellings and 70 bedroom care home. REFUSED – APPEAL DISMISSED 02.05.2014

### 5. THE PROPOSAL

5.1 full planning permission is sought for the erection of 52 no. dwellings with associated parking, landscaping and open space and vehicular access onto Newell Green.

5.2 The dwellings mix proposed is as follows:-

- Two blocks of flats (located either side of the access to Newell Green):-

- Plots 1-11 (2 and 3 storey): 11 flats - 5 x one bedroom and 6 x 2 bedroom flats
- Plots 47-52 (2 storey): 6 flats - 4 x one bedroom and 2 x 2 bedroom flats

- 2 no. 2 bedroom maisonettes (2 storey)

- 1 no. 1 bedroom FoG (2 storey)

- 32 no. detached/semi-detached/terraced houses - 6 x 2 bedroom, 21 x 3 bedroom, 3 x 4 bedroom and 2 x 5 bedroom – (two and two and a half storey).

5.3 Apart from two terraces, which have hipped roofs, the buildings are gabled. Proposed materials include red and buff bricks, black weatherboarding and red clay tile-hanging with red/grey plain tiles for the roofs. The houses vary in height between about 9m and 11m. The tallest element of the flats building is about 12.5m to the ridge of the roof.

5.4 Car parking is proposed in parking courts serving the flats and some of the houses. Other houses have on-plot parking comprising carports and drives.

5.5 An area of open space containing a play area (LAP) is proposed at the eastern end of the site with a footpath link to the Larks Hill open space to the south. An open area containing a SuDS basin is proposed in the south-west corner of the site.

5.6 Vehicular access is taken from the A3095 Newell Green. A priority (T-) junction is proposed but space is provided for this to be replaced by a compact roundabout in the future if this is required.

## **6. REPRESENTATIONS RECEIVED**

6.1 Objections have been received from 14 properties raising matters which may be summarised as follows:-

- Inappropriate and piecemeal development
- this is very close to the large Woodhurst development and is unnecessary
- 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
- proposed buildings are too close to dwellings to the north, they will overlook and overshadow homes, they are intrusive, and will destroy privacy and block out sunshine and light.
- there is serious risk of disturbance in terms of noise, fumes and other odours to nearby dwellings
- cockerels are kept at nearby properties - any future buyers of properties on the proposed development must be made aware of the noise
- the density of building is too high compared with other parts of the western consortium site and out of character with the surrounding area - more green areas are necessary
- there is insufficient parking.
- the development would significantly urbanise the area.
- the site is of archaeological interest
- the development will have a negative impact on the surrounding natural habitats
- the proposed density and height of houses would have a negative effect on Larks Hill open space.
  - Larks Hill SANG will be affected by noise and street lights
- potential risk of flooding as Fairclough Cottages are below the ground level of proposed site.
- noise and fume pollution will greatly increase, having a negative and destructive effect on the environment
- T-junction will have major and disruptive impact on traffic flow on Newell Green
- increase of population will have a huge effect on traffic, making access onto Newell Green more dangerous and difficult and dangerous to cross for those seeking to access Larks Hill.
- this area is very popular with dog owners. The safety and calm of this much-loved environment will be compromised by overbearing buildings and fumes, as well as additional traffic
- object on the grounds of road safety and access onto Newell Green which is already extremely difficult to join during the rush hour.
- concerns re vehicular access to serve potential development on land to the north.

### Warfield Parish Council

6.2 Recommend refusal:-

- 3 storey buildings are out of keeping with the area.
- Insufficient visitor parking.

**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 The following points should be addressed to ensure that biodiversity on site and in the area are protected and enhanced in line with CSDPD policies CS1 and CS7:

- Assessing the eastern hedgerow
- Quantifying mitigation for habitats
- Mitigation for breeding birds and bats
- Amendment or condition for construction management of biodiversity
- Amendment or condition for detailed lighting design

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

Tree Officer

7.4 There are no trees within the site that merit protection by TPO. Based on this layout, the trees shown for retention may not be appropriately protected and others will grow to present shading and proximity issues to adjoining properties. *[Officer comment: these comments 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 Looks fine; the bin stores all look large enough.

**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	Consistent. (Para. 14 of the NPPF)

	CS2 of the CSDPD: Locational Principles	
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)		

## 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 Trees and landscaping
- ix Securing necessary infrastructure / CIL
- x Thames Basin Heaths Special Protection Areas (SPA)
- xi Affordable Housing
- xii Sustainability issues
- xiii 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 through the centre of the site, from Newell Green, with dwellings accessed from it. This street has space for soft landscaping, including new tree planting, on its northern side. A similar approach is followed on the Harrow Estates application (16/01195/FUL) reported elsewhere on this agenda.

9.8 The principal street provides for a future vehicular link to land to the north-west of the site, with a secondary access at the eastern end of the site providing a possible link to land to the east of the dwelling Fairclough Farm. A footpath/cycleway link on the western edge of the site, north of plot 29, links to the principal street to provide a route for cyclists from Newell Green to Watersplash Lane using an existing footpath on the northern edge of the Larks Hill open space the upgrade of which can be secured by condition.

9.9 An area of open space containing a children's play area (LAP) is proposed at the eastern end of the site. The DFD identifies the importance of the mature hedge running along the site's southern boundary and proposed buildings are sited away from it (outside the root protection area) to avoid causing it damage. One break in it is proposed, at its eastern end, to accommodate a footpath link on the western side of the LAP which will link the principal street to a footpath which runs along the northern edge of the Larks Hill open space at this point. This is an important link to make from the site as the path will form part of the east-west greenway proposed in the Warfield SPD which will link right across the new Warfield development.

9.10 In accordance with the DFD the density of development is generally higher at the eastern end of the site - which is opposite the proposed neighbourhood centre on the east side of Newell Green - with flats, maisonettes and short terraces as well as semi-detached houses on this part of the site. At the western end of the site the density is generally lower with detached and link-detached houses.

9.11 Built development close to the boundary with the Larks Hill open space is either set-in from the boundary, or is side-on, to minimise the impact on the SANG by avoiding an unbroken line of buildings when the site is viewed from the south. The lower density at the western end of the site will reduce the impact of built development on the part of the site which is most open to views from Larks Hill.

9.12 The proposed dwellings – both flats and houses – have a distinctive design with the widespread use of weatherboarding as a material and gabled roofs drawing on the design cues provided by The Barn, a timber barn converted to a dwelling, which lies to the north of the site. This design approach is considered appropriate given the site's extensive boundary with the Larks Hill open space to the south.

9.13 Some of the buildings proposed are relatively tall with a number of two and a half storey houses on the north side of the principal street (all to the south are no higher than two storeys). The part three-storey flats fronting Newell Green complies with the DFD Urban Form Principles (Fig 7.1) for a 'key building' on the site's Newell Green frontage opposite the proposed community centre. Locating taller houses on the north side of the principal street reduces their impact on the SANG. Their impact on the properties to the north is considered acceptable (see below).

9.14 The site is identified as parcel 'm', and a small part of parcel 'gg', on the schedule of accommodation contained in the Warfield SPD (Figure 5) with suggested densities of 40/35 dph respectively. At 33 dph the density of development contained in the application is below these figures. This is the result of a number of factors including the mix of development – a range of dwellings are proposed from flats to detached houses – and the need to ensure that the

development does not impact unacceptably on the SANG to south and west of the site and the properties to the north.

9.15 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.

#### **iv Residential amenity.**

9.16 Three existing dwellings lie immediately to the north of the application site: Fairclough Farm (accessed from Newell Green), The Barn and 1 Fairclough Farm Cottages (all accessed from Watersplash Lane). No. 2 Fairclough Farm Cottages is separated from the application site by a paddock while a storage barn, which lies to the west of The Barn, received prior approval for the change of use from an agricultural building to a dwelling house in May this year (17/00288/PAA).

9.17 The separation distances between the nearest habitable windows on the proposed dwellings and these existing (and approved) dwellings and their private garden areas all comply with those contained in the Design SPD. The second floor windows serving habitable rooms on the proposed houses on the northern part of the application site are high-level (minimum cill height of 1.7m). Obscure glazing is proposed where bathrooms face towards this boundary. Although some of the houses and elements of the nearest proposed flats block are taller than two storeys, given the given the separation distances involved it is not considered that any unacceptable loss of light or visually overbearing impact will result.

9.18 It is possible that land lying between the application site and Watersplash Lane may come forward for development at some point in the future. It is not considered that the development proposed on the current application site would prejudice this occurring.

9.19 The proposals will put more traffic onto Newell Green but given the flows it already carries it is not considered that this will have a material impact on the living conditions of nearby residents.

9.20 The relationships between new dwellings proposed on the site have been considered and are considered to be acceptable.

9.21 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.

#### **v Highways**

##### Access to the site

9.22 The site is located within Area 1 of the Warfield housing allocation. The site will be accessed via a new junction onto Newell Green. In designing the access the applicant has taken account the wider development of Area 1 and the need to access the other side of Newell Green. The applicant has indicated that a compact roundabout can be achieved to serve both sides of the road and land is to be safeguarded on the application site to provide such a facility.

9.23 The application has been amended to show footway and cycleway connections into the site provided on their final alignment with a transition so that cyclists heading from the south can enter the site and adjoin the carriageway safely from the shared footway/cycleway outside the site.

9.24 The T junction arrangement indicates that Newell Green will also be widened to 6m around the site access and this will provide an improved access for road users.

9.25 Visibility splays of 2.4m x 56m in both directions have been shown and this is acceptable for the speeds of the road. In the future with the roundabout speeds will be more regulated due to the junction arrangement (roundabout) and this is also expected to further control speeds along the road.

### Site layout

9.26 In respect of the site layout, the road serving the development will be 5.5m wide with footways on either side serving the housing. This is acceptable for the scale of the development proposed. On the northern side of the road there is also a landscaped margin that will be part of the adoptable highway. Such a margin is acceptable in principle but trees located within it would be subject to commuted sums. There is a turning head at the western end of the road and this provides sufficient space for delivery and refuse vehicles to turn around.

9.27 The development provides a 3m wide pedestrian/cycle link in the north western corner of the site and this connects into Larks Hill open space to provide a connection to Watersplash Lane thus providing a connection for pedestrians towards the link road and the local school.

9.28 The access road has also been extended up to the boundary to provide an access to the land to the north which is also part of the developable area set out under the Warfield SPD. Such a provision will allow for this site to be developed at a later date. When the adjacent site is developed it is expected that an improved pedestrian/cycle link to Watersplash Lane will be provided. Details of the enhancements required to Larks Hill could include surface treatment and lighting. These off-site works should be secured as part of the s106 agreement.

9.29 The internal road within the site that serves plots 1-13 has been designed to adoptable standards and extended to the boundary. This will allow development to the north of this area to be served from the site and this will reduce pressure on the existing access or the need for further accesses onto Newell Green, which is a benefit.

9.30 The scheme has been amended to provide rear access to plots to allow access for refuse and cycle parking.

### Parking

9.31 Across the site parking has been provided to standard, with on-plot parking provided for the majority of the dwellings. Disabled parking has been introduced into the parking areas for the flats. Car ports have been used which is welcomed as they provide covered parking that has been observed elsewhere to be used more often.

9.32 Visitor parking is provided to standard. It is distributed across the site and most of it is accessed from roads which are likely to be adopted.

9.33 Pedestrian visibility will be required (2m x 2m) where a footway runs past a driveway and the landscaping proposed will need to take this into account.

9.34 Cycle parking is shown for the flats in internal/external stores. For the houses secure stores in gardens are propose. The provision this can be conditioned.

### Traffic impact

9.35 The traffic impact of this site has been covered in a wider Transport Assessment for the 3 sites in the area to establish what the cumulative impact would be. Comments on the adequacy of information currently submitted have already been provided under the Harrow planning

application in this regard. In relation to this site the traffic figures show that the T junction with Newell Green, and the roundabout option associated with the development of the remainder of the Area 1 development, operates satisfactorily.

### Construction Management

9.36 In respect of this site it is expected that construction access will be via Newell Green. The site access will need to be formed prior to any development of the site. Information on expected construction routing can be dealt with through the s106.

### S106 requirements

9.37 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

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

## **vi Drainage**

9.39 The site is not situated in a flood plain and is shown to be at low risk of surface water flooding. The applicant has submitted a Flood Risk Assessment and Drainage Strategy to support the Application. Since the FRA was submitted the site layout has been revised and the LLFA have raised various concerns which the applicant has addressed through emails and revised Technical Notes.

9.40 The site drains partially to the north and to the west. The applicant has proposed an outfall to the west and has determined allowable discharge rates for the whole site based on the Greenfield runoff rates for only the western catchment area of 0.53Ha. The drainage strategy proposed utilises a combination of permeable paving and bio-retention areas draining to a proposed basin located in the south western corner of the site. To overcome issues surrounding the adoption of the highways, the applicant revised their design to provide an adoptable piped network to serve

private areas, with the highway being drained via a bio-retention strip to ensure a high level of water quality treatment is provided.

9.41 Discharge from the site will ultimately be into the Larks Hill open space via a new swale to be constructed by the developer under licence by Bracknell Forest Council. This will be subject to further detailed design and agreed commuted sums. The construction of this off-site swale can be secured by a planning condition. It will be noted that the Parks and Countryside Development Officer has no objection to the proposed works within Larks Hill open space.

9.42 The Applicant has submitted calculations demonstrating how the SUDS scheme can attenuate runoff from the site to replicate the existing characteristics. In accordance with the Bracknell LFMRS a 10% increase in impermeable area is required on this type of development to take into account urban creep.

9.43 The FRA sets out the foul strategy to connect to an existing private 100mm diameter pipe which has been transferred to public ownership under the 2011 Regulations. The condition and capacity of this sewer is unknown and the LLFA would recommend that a Grampian style condition is imposed to ensure that any reinforcement of the system is completed prior to occupation to ensure that there is no increased risk in flooding off-site.

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

## **vii Archaeology**

9.45 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.

9.46 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.

9.47 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 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).

9.48 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.

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

### **viii Biodiversity**

9.50 The formation of a new vehicular access on the site's Newell Green frontage, with associated sight lines, requires the removal of the existing vegetation. In the light of this the Biodiversity Officer requires mitigation to ensure there is no net loss of biodiversity. Planting along the western boundary can provide mitigation for the hedgerow to be lost but there may be an opportunity to replace the hedgerow on the eastern boundary to the front of the apartments. Planting on both boundaries would provide a positive impact on biodiversity by increasing the length of hedgerow above the baseline.

9.51 The applicant has submitted a planting strategy drawing showing new hedgerow planting on the Newell Green frontage together with tree planting, as referred to above, and wetland planting around the pond in the south-western corner of the site. Comments made by the Biodiversity officer have been forwarded to the applicant and an informative is included in the Recommendation advising the applicant to refer to these in drawing up detailed landscaping and wildlife mitigation proposals.

9.52 The applicant has submitted a lighting strategy but this does not provide detail about the specification of the lights to be used or any light contour plan to show how the light spill will project across the site. A condition is recommended to secure both this information and the implementation of an acceptable scheme.

9.53 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 Trees and Landscaping**

9.54 The site does not contain any trees protected by a TPO. As noted above, trees and other vegetation will be lost on the site's Newell Green frontage along with a number of trees within the site. The submitted planting strategy shows new tree planting along the principal street (in accordance with the DFD) and also around the flats and in parking courts. This planting, the details of which can be secured by condition, will be important both in terms of the quality of the resulting streetscene but also biodiversity by mitigating the impact of loss of vegetation elsewhere on the site.

9.55 With this new tree planting the proposal is considered to comply with Policy EN1 of the BFBLP.

### **ix Securing necessary infrastructure / CIL**

9.56 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.

9.57 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.

9.58 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)

9.59 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.

### **x Thames Basin Heaths Special Protection Areas (SPA)**

9.60 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.

9.61 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.

9.62 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.

9.63 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.

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

9.65 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.

9.66 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.

9.67 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.

#### **xi Affordable Housing**

9.68 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 16/01195/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.

9.69 For the site covered by this application, 13 of the 52 dwellings (25%), comprising 5 x 1 bedroom and 8 x 2 bedroom flats, 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.

#### **xii Sustainability issues**

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

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

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

#### **xiii Waste and Recycling**

9.73 The Waste and Recycling Officer has confirmed that the bin storage serving the proposed flats and maisonettes is adequate. The houses on the site are located within acceptable carry distances of the proposed adoptable principal street or are provided with 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 16/01195/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:-

Site Location Plan: Drawing Ref: 15-P1243-LP

Site Context Plan: Drawing Ref: 15-P1243-CPb

Coloured Site Plan: Drawing Ref: 15-P1243-C100c

Plots 15-16 & 21-22 Floor Plans and Elevations: Drawing Ref: 15-P1243-110a

Plots 27 Floor Plan and Elevations: Drawing Ref: 15-P1243-111a

Plots 30 Floor Plan and Elevations: Drawing Ref: 15-P1243-112a

Plots 28 & 29 Floor Plans and Elevations: Drawing Ref: 15-P1243-113a

Plots 18, 19 & 20 Floor Plans and Elevations: Drawing Ref: 15-P1243-114a

Plots 23, 24, 25 & 26 Floor Plans and Elevations: Drawing Ref: 15-P1243-115a

Plots 41, 42, 43 & 44 Floor Plans and Elevations: Drawing Ref: 15-P1243-116a

Plots 45, 46, 47 & 48 Floor Plans and Elevations: Drawing Ref: 15-P1243-117a

Plots 17 (car port) Floor Plan and Elevations: Drawing Ref: 15-P1243-118a

Plot 32 Floor Plan and Elevations: Drawing Ref: 15-P1243-119a

Plots 33, 34 & 35 Floor Plans and Elevations: Drawing Ref: 15-P1243-120a

Plots 36, 37 & 38 Floor Plans and Elevations: Drawing Ref: 15-P1243-121a

Plots 39 & 40 Floor Plans and Elevations: Drawing Ref: 15-P1243-122a

Plot 31 Floor Plans and Elevations: Drawing Ref: 15-P1243-123a

Plots 1- 14 Floor Plans: Drawing Ref: 15-P1243-124a

Plots 1-14 Elevations: Drawing Ref: 15-P1243-125a

Plot 49-54 Floor Plans and Elevations: Drawing Ref: 15-P1243-126a

Car Ports, garages and bin stores plan: Drawing Ref: 15-P1243-27

Streetscene A-A & B- B: Drawing Ref: 15-P1243-130a

Streetscene C-C: Drawing Ref: 15-P1243-130a

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

03. The following windows:-

- plots 21 and 24: first-floor side-facing

- plots 25 and 26: second floor rear-facing

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 14 to 20 (inclusive) and 27: second floor rear-facing

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

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. No development (other than the construction of the access) shall take place until the access to Newell Green has been constructed in accordance with the details to be submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of 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 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]

19. 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.

20. 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 by the Local Planning Authority.

REASON: In the interests of nature conservation.

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

21. 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]

22. 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]

23. 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 out 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]

24. 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]

25. 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

26. 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 Public Holidays.

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

27. 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]

28. 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]

29. 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]

30. 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 by 2m high (minimum) welded mesh panels, supported by a metal scaffold framework, constructed in accordance with Section 6.2 of British Standard 5837:2012, or any subsequent revision. The development shall be carried out in accordance with the approved drawings.

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]

31. The protective fencing and other protection measures specified by the previous condition shall be erected in the locations agreed in writing by the Local Planning Authority prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site.

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 hereby permitted shall not be begun until details of the design of the sustainable drainage scheme shown on Stuart Michael Associates Drawing No. 5376.420 dated June 2016 issued by Tim Woods in June 2017 have been submitted to and approved in writing by the Local Planning Authority. Those details shall include:-

- a) information about the temporary drainage facilities;
- b) details of pond design; bio-retention design; permeable paving design; eastern ditch crossing design with associated headwalls and freeboard to adjacent properties finished floor levels; and confirmation of measures to be put in place to reduce the risk of blockages or siltation of all structures and controls; and
- c) flood water exceedance routes, both on and off-site;

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

33. The development hereby permitted shall not be begun until the Larks Hill swale, as indicated on Stuart Michael Drawing No. 5376.420 dated June 2016 issued by Tim Woods in June 2017, has been constructed in accordance with details to be 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.

34. The development hereby permitted shall not be begun until details of a scheme for the disposal of foul water has been submitted to and approved in writing by the Local Planning Authority. All works that form part of the approved scheme shall be carried out before the development or any part thereof is occupied.

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

[Relevant Policy: BWLP WLP6]

#### 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. In drawing up the scheme to mitigate the impact on biodiversity and soft landscaping proposals required by conditions 18 and 20 reference should be made to the BFC Biodiversity Officer's comments dated 26.01.2017.

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

In the event of the s106 planning obligations not being completed by 31.07.2017 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).