

Unrestricted Report

ITEM NO: 7

Application No.
17/00401/REM

Site Address:

Ward:
Crowthorne

Date Registered:
28 April 2017

Target Decision Date:
28 July 2017

Land At Former TRL Site Nine Mile Ride Wokingham Berkshire RG40 3GA

Proposal:

Submission of details of scale, layout, appearance, access and landscaping relating to the Phase 1 residential phase, comprising 207 dwellings, pursuant to outline planning permission 13/00575/OUT.

Applicant:

Legal and General Homes Communities (Crowthorne Ltd)

Agent:

Mr Richard Hesketh

Case Officer:

Trevor Yerworth, 01344 352000

Development.control@bracknell-forest.gov.uk

Site Location Plan (for identification purposes only, not to scale)



OFFICER REPORT

1. SUMMARY

1.1 Reserved matters approval is sought for the erection of 207 dwellings comprising 24 four-bedroom houses, 119 three-bedroom houses, 52 two-bedroom houses/flats and 12 one-bedroom flats with associated access roads and open space forming the first residential phase of development on the former TRL site.

1.2 The principle of the proposed use is in line with the approved outline planning permission 13/00575/OUT and masterplan for this site. The design and layout is considered acceptable with adequate access and car parking. The impact on the highway network and on the living conditions of nearby residents is considered acceptable. Mitigation of the impacts of the development, including those on the SPA, is secured by obligations associated with the outline planning permission for the overall TRL development.

RECOMMENDATION

Reserved matters approval be granted subject to conditions in Section 11 of this report.
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is reported to Planning Committee following the receipt of more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Land within defined settlement

Identified for major mixed use development in SALP (Policy SA5)

Within 5km of SPA

3.1 The 10 hectare application site lies on the east side of Old Wokingham Road. It is bounded to the west by residential properties on Old Wokingham Road. To the south and south east is the site of the recently approved SANG, to the north west and north east are other parts of the TRL site to be brought forward in subsequent phases of the development.

3.2 The site itself is vacant, forming part of the recently demolished and cleared TRL site. A 10m wide woodland buffer runs along the boundary with Old Wokingham Road which would be largely retained other than where the approved access points to the site are obtained.

4. RELEVANT SITE HISTORY

4.1 13/00575/OUT: Outline application (including details of access from Nine Mile Ride and Old Wokingham Road) for the comprehensive redevelopment of the former Transport Research Laboratory (TRL), comprising demolition of existing buildings (excluding the new TRL headquarters building), the erection of up to 1000 dwellings, neighbourhood centre (comprising use classes A1, A2 and A3), retail unit (A1 / A2 / A3), primary school and associated playing fields, community centre, care home, and municipal depot, together with public open space, Suitable Alternative Natural Greenspace (SANG), surface water attenuation areas, landscaping, formation of public highways, vehicular access and parking.
APPROVED 13.01.2015

4.2 16/00187/COND: Details of Masterplan submitted pursuant to condition 6 of Outline planning permission 13/00575/OUT. Approved 28.02.2017

4.3 16/01075/REM: Submission of details of scale, layout, appearance, access and landscaping relating to the SANG. APPROVED 21.04.2017

4.4 17/00032/COND: Details of Design Code submitted pursuant to condition 6 of Outline planning permission 13/00575/OUT. APPROVED 21.04.2017

4.5 17/00355/REM: Submission of details of scale, layout, appearance, access and landscaping relating to the infrastructure phase pursuant to outline planning permission 13/00575/OUT. NOT YET DETERMINED.

5. THE PROPOSAL

5.1 Reserved matters approval is sought (including details of layout, scale, appearance, access and landscaping), pursuant to the outline planning permission for the development of the former TRL site (to be known as Bucklers Park). This application relates to the first residential phase of the development and seeks permission for the erection of 207 dwellings with pedestrian, cycle and vehicular access from Old Wokingham Road. In addition this application seeks to partially discharge a number of associated conditions in respect of this phase of the development. These include condition 9 (landscape details); condition 10 (landscape management plan); condition 11 (tree retention/removal) and condition 12 (tree protection plan).

5.2 The dwellings mix proposed is as follows:- 24 four-bedroom houses, 119 three-bedroom houses, 52 two-bedroom houses/flats and 12 one-bedroom flats. Generally buildings are two storey across the site with 2.5 and 3 storey buildings used to define key views, termination points and to accentuate points within the street.

5.3 Car parking will be in accordance with the BFC Parking Standards SPD, and comprises a mix of on-plot and courtyard parking. In addition a number of on-street visitor parking spaces are proposed.

5.4 The urban framework for Phase 1 has been designed in conjunction with the approved Masterplan and Design Code. Accordingly it proposes a number of perimeter blocks that ensures that development fronts the proposed streets and open spaces to promote activity in these areas creating a thriving and safe community. Frontages onto key spaces use various combinations in height, design and materials. In addition a number of focal buildings are proposed at key locations. This will create a sense of place and assist with the character and legibility of the proposed development.

5.5 In accordance with the Design Code Phase 1 contains a number of distinct character areas which will also help improve legibility and provide a clear character to each part of the development. These include the Main Street, Old Wokingham Road and Seasonal Street frontages, and the SANG edge frontage.

5.6 Phase 1 also includes a number of key areas of open space of public value as set out in the approved masterplan. These include:

- Hatch Green - an important open space at the main gateway to the development adjacent to the neighbourhood centre;
- The Brook Corridor – a green corridor on either side of the brook that runs through the whole development;
- The Central Public Open Space area on the site of the former skid pan, linking the SANG to the Brook corridor;

- A landscape buffer along Old Wokingham Road comprising existing woodland to be retained and thinned with some additional planting;
- An area of public open space with childrens play in the south west corner of the development adjoining the southern access point and opposite the entrance to the SANG;
- A landscaped margin along the SANG edge linking the area of public open space adjacent to the southern access with the central area open space.

In addition to these strategic areas of open space additional areas of amenity space and landscaped areas are proposed throughout the development.

5.7 The application has undergone a series of amendments in the course of its consideration following comments and discussions with consultees.

6. REPRESENTATIONS RECEIVED

Crowthorne Parish Council:

6.1 Recommend approval.

Other representations:

6.2 19 objections (including one from the Crowthorne Village Action Group) have been received raising concerns which may be summarised as follows:-

- The houses are far too close to Old Wokingham Road and there is insufficient tree screening. Existing houses on the opposite side of the road are well set back from the road with gardens and side roads which give a pleasant and rural appearance. The proposed houses are detrimental to the street scene and are not in keeping with the area.
- Traditional planning for new developments is to place the higher buildings in the centre of a development, and to build lower houses towards the edges. The proposed buildings are far too high for the position they would be in, and with no screening, they would totally spoil the outlook along the Old Wokingham Road for future and existing residents.
- Since this area of the village is set to become even busier with traffic from the new development, it is essential that the new houses are built with screening and are well set back from the road or the residents will be disturbed by noise and pollution from this busy road.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 No objection.

Waste and Recycling officer

7.2 No objection.

Biodiversity Officer

7.3 Within phase 1 of the development the most important areas for biodiversity are the central public open space, the Brook corridor and biodiversity enhancements throughout the development area. The following points need to be addressed to ensure the effective protection and enhancement of biodiversity:

- Removal of non-native species close to the Brook
- Reduction in the number and type of public access areas to the waters edge along the Brook
- Clarification on outfalls into the Brook corridor
- Clarification on points in the Landscape and Habitat Management Plan
- Provide animal passage under the Brook crossings [Officer's comment: these points have been addressed in the amended pack of details submitted by the applicant.]

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary planning policies and associated guidance applying to this site are:-

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policies EN1 and EN20 of BFBLP	Consistent
Parking	CS23 of CSDPD, Saved policy M4 and M9 of BFBLP	Consistent
Housing	CS16 of CSDPD	Consistent
Accessibility	CS7 of CSDPD, Saved Policy EN22 of BFBLP	Consistent
Biodiversity	CS1(vii) and CS7 (iii) of CSDPD	Consistent
SPA	Retained SEP Policy NRM6, CS14 of CSDPD and Saved policy EN3 of BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Design SPD		
Streetscene SPD		
Parking Standards SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transportation considerations
- v Biodiversity
- vi Impact on SPA
- vii Infrastructure
- viii Drainage
- ix Affordable Housing
- x Environmental Impact Assessment

i. PRINCIPLE OF DEVELOPMENT

9.2 The site lies within a defined settlement and the principle of the development proposed has been established by allocation within the SALP and through outline planning permission

13/00575/OUT. The Masterplan approved pursuant to the outline planning permission identified this part of the site for residential and public open space uses. The details set out in this reserved matters application are therefore in accordance with the Masterplan and are acceptable in principle.

ii. IMPACT ON CHARACTER AND APPEARANCE OF AREA

Layout and appearance

9.3 The proposed layout utilises the two southernmost approved vehicular accesses from Old Wokingham Road. The main access is that running north east from Old Wokingham Road close to the junction with Hatch Ride. It forms the southern side of one of the main areas of public open space that will create an attractive gateway feature to the whole development with the neighbourhood centre forming part of a later phase lying along its northern edge. The second vehicle access to Phase 1 leaves Old Wokingham Road at the south of the site and is a cul-de-sac serving only the SANG, the care home (to be built as part of a subsequent phase) and a limited number of dwellings within Phase 1 forming part of the "SANG Edge" character area.

Main Street Character Area



9.4 The main access leads into the main street character area. The main street runs through the whole development and forms the western boundary of Phase 1. The main street has been designed to have a strong and consistent character and will eventually be used as a bus route. It will have shared footway/ cyclepaths on both sides and has been designed as a formal tree-lined street. Along the main street two and three storey dwellings will establish a formal rhythm comprising short terraces and semi-detached dwellings with a consistent contemporary style and use of materials. Boundary treatments will be low walls with railings. It is considered that the Main Street character area is in accordance with the masterplan and design code and will provide a high quality environment that will greatly enhance the existing character and appearance of this part of the site.



SANG Edge Character Area



9.5 The SANG edge character area forms the north eastern boundary of the Phase and forms a sensitive edge between the residential part of the site and the large open spaces of the SANG and central area open space together with the larger buildings forming the care home and community centre. The SANG edge character area is designed to create an informal “forest” character at the edge of the built development where careful planting will soften the transition between the large open spaces and the built development. Dwellings will be largely two storey rising to three storey where a more prominent built form is needed on corner plots or to give interest and variety to the street scene. This character area also includes a three storey apartment block in the south west corner fronting onto an area of public open space close to Old Wokingham Road. In this area boundary treatments will include hedges, fences, railings and low walls. It is considered that the SANG character area is in accordance with the masterplan and design code and will provide a high quality environment that will greatly enhance the existing character and appearance of this part of the site.

Old Wokingham Road Frontage Character Area



9.6 The western boundary of Phase 1 comprises the Old Wokingham Road Frontage character area. This is probably the most sensitive frontage as it is the only part of this Phase that borders existing residential areas of Crowthorne, and it is this area that is the subject of the representations received. In accordance with the approved design code this character area has a contemporary design and consists of two and three storey houses, generally semi-detached or in short terraces with a simple materials palette designed to complement existing properties along Old Wokingham Road. The dominant material will be red brick which enables a visual connection between the existing street scene and materials palette of Crowthorne and the new, more contemporary architectural style of the proposed development. As such it is considered appropriate within this context.

9.7 The houses all face towards Old Wokingham Road from which they are separated by a gap of approximately 16m consisting of a 10m wide woodland buffer, a proposed shared footway/ cyclepath and a short front garden. Following the receipt of the objections which are largely concerned about the loss of the tree screen and proximity of the houses to Old Wokingham Road, the applicant was asked to clarify its intentions for this frontage. It has responded that it is intended to keep this woodland buffer which includes trees ranging between 10-15m high. This will retain an element of screening of the new development from Old Wokingham Road, and thus keep its semi-rural character. However in order to ensure that the new houses have a good outlook and are not unduly overshadowed by the existing vegetation it is intended to carry out some thinning and replanting along this margin.

9.8 It is acknowledged that the retention of vegetation along this frontage will generate some summer shade. The existing situation is that the vegetation belt appears thick and in places as a solid screen with an evergreen content resulting from the pine and conifer hedges inside the site fence and some holly and gorse/broom and rhododendron on the outside. These evergreens inside the fence line are proposed to be removed which will leave the tree line as a thinner screen with less shading. The holly, broom, rhododendron and gorse would also be managed as part of the thinning to reduce fire risk. Many of the existing trees on the outer (Old Wokingham Road) edge of the site are deciduous and have grown up with elongated trunks and not much side growth. The screening provided at the higher levels of the canopy is therefore very thin. New planting within the buffer will in time provide some new infilling of gaps left by the proposed thinning but with the relative width of the tree line this is not going to provide a solid wall of vegetation.

9.9 It is therefore intended that the buildings will be visible through the buffer zone and revealed through the landscape as envisaged in the design code. It is considered that occasional thinning and gaps in the trees to allow sunlight through would not be inconsistent with the agreed landscape strategy, and would provide some screening along Old Wokingham Road preserving its character, while ensuring that the outlook from the new houses is not too dark and oppressive. The applicant is proposing to work with the Council's landscape and tree officers in the detailed site marking up of the proposed thinning works to ensure that an acceptable balance between screening the development from outside views and providing an attractive and pleasant environment for new residents. This is considered to be a sensible approach.

9.10 It is also acknowledged that the illustration in the submitted application that appears to have given rise to the concerns of the objectors (figure 3.21 in the Design and Access Statement) may be misleading as it has deliberately "faded out" the trees to show the new buildings which gives the impression that the buildings will be much closer to the road than they actually will be, and also hides the woodland screen. Further illustrations have now been provided (see figure above) with the existing trees not "faded out" which provide a better impression of what the street scene will look like, although it needs to be remembered that there will be some thinning of this as discussed above so the final street scene will not appear as dense as the existing screen, but will still provide adequate screening and retention of the road's semi-rural character.



Seasonal Green Streets character area

9.11 One of the important themes throughout the development set out in the design code is the provision of key vistas and links between green spaces through the concept of "Seasonal Green Streets" character area. These are intended to create straight links allowing visual connections to the SANG, neighbourhood glades and other green spaces. The green street will have a strong building frontage and a rich landscape character that reinforces this objective. Seasonal planting including an avenue of flowering cherry trees are proposed to help create a softer pedestrian friendly and green environment. In phase 1 the first of these Seasonal Green Streets is proposed linking the Main Street and the SANG edge character areas. It would include a mix of two and three bedroom mainly detached houses. It is considered that the Seasonal Green Streets" character area is in accordance with the masterplan and design code and will greatly enhance the existing character and appearance of this part of the site.



Secondary and Tertiary Streets character areas

9.12 The retention of the route of historic rides, in particular Hatch Ride has been a key influence over the design of this site. It is proposed that this will form a continuation of the existing Hatch Ride into this site, maintaining a straight alignment through the neighbourhood centre and continuing in a straight line across the main street as a Secondary Street with its own distinct character, crossing through Phase 1 from north west to south east before continuing as a pedestrian route into the SANG. This street would also form the main access to the primary school. This street would have a harder, more urban character than some of the other character areas with a more continuous built frontage creating a strong sense of enclosure. It would comprise mainly two and three storey houses with an apartment block on the corner with the main street. It is considered that the secondary street character area is in accordance with the masterplan and design code and will greatly enhance the existing character and appearance of this part of the site.

9.13 The final character area comprises the "Tertiary Street" character area. This area is found within the perimeter blocks created by the previous character areas, and also forms the north east boundary of phase 1, where the built form fronts onto the brook corridor. This character area is largely formed of two story houses in short terraces or semi-detached properties. The streets within this character area will be a mix of shared surfaces or local residential streets with kerbs and pavements. All the properties along the sensitive brook edge boundary front towards the brook with parking accessed via private drives to the rear. This will create a vehicle free frontage providing a pleasant pedestrian environment on this boundary. It is considered that the tertiary street character area is in accordance with the masterplan and design code and will greatly enhance the existing character and appearance of this part of the site.



9.14 All houses will have an area of hardstanding within the garden for refuse and recycling storage with provision of a side gate to provide access to the street on collection days. The apartments will be provided with a designated bin storage facility close to flat entrances. The development is designed so that a large refuse vehicle can manoeuvre through the street network. Bins will be located within a 25m carry distance of refuse vehicles, or where this is not possible bin collection points will be provided.

9.15 In conclusion on this section, the layout has been designed in accordance with the principles contained in the Masterplan and Design Code approved for the site, with buildings fronting roads and larger and taller buildings forming 'corner' or 'gateway' features. Space is provided for planting to enhance the street scene and to visually soften and break up large areas of parking. It is therefore considered that the proposals will deliver a high quality distinctive residential development that respects its context. Although there will inevitably be further tree loss along the Old Wokingham Road to enable the provision of safe access points and some thinning of vegetation to provide an acceptable level of light and amenity for the new residents, the application has respected the concept of retaining as far as practical existing screening along this street frontage and will supplement this with appropriate new planting.

Scale

9.16 The outline permission is for up to 1000 dwellings across the whole of this development site. The current application for Phase 1 is for 207 dwellings of mixed type and tenure and would result in a density of 37 dwellings per hectare which is considered reasonable and in accordance with the outline permission.

9.17 The houses on the site vary between two, 2.5 and three storeys in height which is in accordance with the approved parameter plans on the outline permission and the approved design code for the site. The areas of public open space are also in accordance with the approved Open Space of Public Value Scheme required by the s106 agreement and the agreed phasing required by condition 4 of the outline permission.

Landscaping

9.18 The layout provides space for soft landscaping with the houses set back to allow for front gardens large enough to accommodate tree and shrub planting. Each of the flat blocks has amenity space which can be landscaped and space is provided within the parking courts for tree and shrub planting to be undertaken.

Conclusions on impact on the character and appearance of the area

9.19 It is considered that this is a well-designed scheme which addresses the site's constraints and opportunities whilst achieving the quantity of development sought in the SALP. It is therefore concluded that the submitted details would be in sympathy with the character and appearance of the area and would accord with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

iii. IMPACT ON RESIDENTIAL AMENITY

9.20 The nearest dwellings to the application site are those on the west side of Old Wokingham Road with front to front distances to the nearest proposed houses in excess of 33m. Furthermore, as noted above the proposed houses would be set 16m back from the road behind a woodland buffer and footpath/cycleway.

9.21 Given these separation distances it is not considered that the proposed development will give rise to any unacceptable impacts on the living conditions of nearby dwellings in terms of loss of sunlight/daylight or privacy or overbearing impacts. The outlook from properties looking over the application site will change slightly due to the thinning of the existing woodland and the opening up of new accesses but this is not considered to result in any material harm to any neighbouring properties. In addition there will be increased traffic flows, but such impacts were taken into consideration as part of the original outline approval.

9.22 It is not considered that any existing external constraints such as traffic noise would result in an unacceptable impact on the living conditions of future residents and the layout has been designed to provide a good level of amenity within the site.

9.23 Overall it is not considered that the proposed development would result in any unacceptably adverse impacts on the amenities of nearby residents and/or the amenity of future occupiers and the application is therefore compliant with CSDPD Policy CS7 and saved BFBLP Policy EN20 of the BFBLP and the NPPF.

iv TRANSPORTATION CONSIDERATIONS

Access

9.24 This development parcel is accessed via two of the main access points to the development, one known as access A which is located to the southern side of the development and adjoins Old Wokingham Road, the other is known as Access B which is also on Old Wokingham Road and forms the main spine road that runs through the site to Nine Mile Ride. These junctions have been previously designed as part of the outline application and were deemed acceptable in highway terms.

9.25 Access A will serve around 25 units and the SANG car park and a future care home. The scale of development proposed off this access is acceptable given the nature of the access and level of traffic expected with the scale of the proposal. The road itself is 5.5m wide and has a footway on the northern side and a footway/cycleway on the southern side which runs through the wider development. The road also has a turning head at the end which is suitable for the refuse and delivery vehicles to turn in. The road serves two private parking courts, one at either end of the road. Pedestrian access, via a footway adjacent to the turning head, is provided to connect this road into the wider residential area and this will aid walking trips around the development.

9.26 Access B will provide access to dwellings within Phase 1 on the main spine road and via secondary roads off this to the remainder of the Phase 1 parcel other than those served by Access A referred to above. In addition it will serve the primary school and community centre as well as other residential parcels to be developed later.

9.27 The main roads through the site are designed to be at least 6m wide to allow for the scale of development and the need for a bus to serve the wider area of the school and community centre. The other secondary road serving housing is 5.5m wide. A footway/cycleway is proposed on both sides of the main spine road and on the southern side of the secondary road serving the school site. This will provide continuous cycle access points to public buildings on the site.

9.28 In relation to the main street, to ensure a balance of ease of movement against conflict for non car modes it is important to limit the number of accesses so that junctions on both sides of the road do not heighten the potential for conflict. In that regard the layout has been amended following advice from the Highway Officer to reduce the number of accesses onto the main street.

9.29 The design of access points on the spine road and the secondary road all comply with required standards for the scale of development they serve. Visibility is also acceptable subject to the location of trees along the route of the spine road. Raised tables and differing materials are being proposed along the main roads to control vehicle speeds. This is considered acceptable.

9.30 The roads that adjoin these roads are generally 4.8m wide and have some form of service margin to the side. Access to parking courts is generally 4.1m wide. Following a number of amendments the Highway officer has confirmed that the layout and alignment of these roads is acceptable.

Parking

9.31 Parking has been provided in numerous ways across the site, from on plot parking and the use of garages and car ports to open spaces within parking courts. Visitor parking has also been included and where possible this has been designed into the street scene. It is considered that the visitor parking is well spread across the development. A total of 486 parking spaces are proposed, including 433 allocated to individual dwellings and 53 visitor spaces. In terms of the total number of garages and other parking spaces, parking is being provided above the Council's standards. However in some cases a garage is being provided to the Council's previous garage size standards and therefore has not been counted. The applicant has confirmed that there would be 31 policy compliant garages; 49 non-compliant garages measuring 3 x 6m internally not counted towards the parking allocation; and 38 Carports, 3 x 6m internally with no garage doors, under FOG units. Following a number of amendments the Highway officer has confirmed that he is content that sufficient parking in accordance with standards is provided and that the proposals are acceptable subject to a condition restricting doors being placed on the car ports.

Traffic Impact

9.32 The Impact of the proposal has already been considered at the outline application stage. In order to mitigate this impact a number of off-site highway improvements are required:

- i. Improvements to the Old Wokingham Road/ Nine Mile Ride roundabout junction;
- ii. Improvements to the Old Wokingham Road/ Bracknell Road junction;
- iii. A new footway / cycleway adjacent to Old Wokingham Road between the site boundary and Bracknell Road;

- iv. Improvements to the Nine Mile Ride/ A3095 junction (Golden Retriever); and
- v. a toucan crossing of Nine Mile.

Overall it is considered that with the above mitigation the proposal would not have a detrimental impact on the operation of the local road network.

Conclusion on highway matters

9.33 The application has been amended to address concerns raised by the Highway Officer. Conditional approval is therefore recommended.

v BIODIVERSITY

9.34 Within phase 1 of the development the most important areas for biodiversity are the central public open space, the Brook corridor and biodiversity enhancements throughout the development area. The Council's Biodiversity Officer has commented that a number of points need to be addressed to ensure the effective protection and enhancement of biodiversity:

- Removal of non-native species close to the Brook
- Reduction in the number and type of public access areas to the waters edge along the Brook
- Clarification on outfalls into the Brook corridor
- Clarification on points in the Landscape and Habitat Management Plan
- Provide animal passage under the Brook crossings.

9.35 The applicant has submitted amendments to the proposals in response to these comments which are presently being considered by the Biodiversity Officer and an update will be provided in the Supplementary Report.

vi IMPACT ON SPA

9.36 Reserved matters approvals are required to be assessed under Article 6(3) of the Habitats Directive and Regulation 48 of the Habitats Regulations.

9.37 Taking into account the mitigation and avoidance measures provided within the Section 106 Agreement, the development proposed by this reserved matters application is unlikely to have a significant effect on the SPA on its own. In addition as there is not likely to be any negative impact there is no risk the application will have a significant impact in-combination with other plans or projects.

vii INFRASTRUCTURE

9.38 This is a reserved matters application pursuant to an outline planning permission granted before CIL was introduced in the Borough. The development is not, therefore, CIL liable. The s106 agreement, associated with the outline planning permission secured in kind infrastructure and services, and contributions to off-site provision for up to 1000 dwellings and commercial development on the site including:-

- a primary school
- a community centre
- active and passive open space
- SANG
- affordable housing
- transportation improvements including improvements to the Old Wokingham Road/ Nine Mile Ride roundabout junction; improvements to the Old Wokingham Road/ Bracknell Road junction; a new footway / cycleway adjacent to Old Wokingham Road

between the site boundary and Bracknell Road; improvements to the Nine Mile Ride/A3095 junction (Golden Retriever) and a toucan crossing of Nine Mile Ride.

viii DRAINAGE

9.39 The outline application includes a condition requiring the approval of a surface water drainage strategy and details of how surface water would be disposed of using sustainable drainage systems. Although these details can be dealt with through a conditions discharge application a consideration of drainage matters has informed the development of the layout. Further details are required which can be submitted as part of a conditions discharge application.

ix AFFORDABLE HOUSING

9.40 The s106 agreement, associated with the outline planning permission secured the provision of affordable housing units as part of the housing mix for this development. This requires that at least 10% of dwellings across the whole site are affordable. In addition the s106 agreement secured a sum of £6,500,000 for the provision of Affordable Housing in the Council's administrative area. The applicant has already paid the above contribution, and is proposing 21 affordable dwellings within Phase 1 (10.15%) in accordance with the obligations set out in the s106 agreement.

x ENVIRONMENTAL IMPACT ASSESSMENT

9.41 An Environmental Statement (ES) was submitted in conjunction with outline planning application 13/00575/OUT. The current reserved matters application is in accordance with the approved parameter plans and will not result in the maximum number of dwellings permitted under the outline planning permission (1000) being exceeded.

9.42 It is not considered that the Phase 1 development proposed in the current application would give rise to any new or materially different significant environmental effects, nor would it affect the conclusions of the ES undertaken for the outline permission. Taking these matters into account it is not considered that the development detail the subject of this application will result in an impact which has not been assessed by the original EIA which remains valid and up to date.

10. APPROVAL OF PRE-COMMENCEMENT CONDITIONS IMPOSED ON PLANNING PERMISSION 13/00575/OUT.

10.1 As noted in paragraph 5.1 this application also seeks approval of a number of details required by conditions on the outline permission with respect to Phase 1 of the development. These include condition 9 (landscape details); condition 10 (landscape management plan); condition 11 (tree retention/removal); condition 12 (tree protection plan). The details submitted with this reserved matters application are considered to satisfy these conditions.

11. CONCLUSIONS

11.1 This reserved matters application accords with the approved TRL Masterplan and Design Code, and Policy SA4 of the SALP; the dwellings provided will make a contribution to the Council's 5 year housing land supply. The proposed details are considered to be acceptable in terms of the impact of the proposed development on the character and appearance of the area, and the living conditions of nearby residents and of future residents of the dwellings. Parking to meet the Council's standards is provided as part of the scheme and the access arrangements are acceptable. The impact of the development on

infrastructure, local services and the SPA is mitigated by obligations secured in association with the outline planning permission.

11.2 The application is therefore recommended for approval.

12 RECOMMENDATION

(A) That the application be **APPROVED** subject to the following conditions:-

01. The development hereby permitted shall be carried out only in accordance with the following plans:-

[schedule to be provided when final drawing list is known]

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

02. There shall be no restrictions on the use of the car parking spaces shown on the approved plan as visitor parking for the occupiers of, or visitors to, any of the dwellings 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 Plans and Policies: BFBLP M9]

03. 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) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no enlargements, improvements or other alterations shall be made to the car port, and no gate or door shall be erected to the front of the car port.

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]

04. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting including lighting units, levels of illumination and hours of use including lighting for any unadopted streets and parking courts. No lighting shall be provided at the site other than in accordance with the approved scheme. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the character of the area, biodiversity and public safety.

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

05. No additional window(s) shall be inserted into the rear elevation of plots 15, 17 and 128 hereby permitted.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

(B) That the details submitted in respect of the partial discharge of conditions 9 (landscape details); condition 10 (landscape management plan); condition 11 (tree retention/removal); condition 12 (tree protection plan) be **APPROVED**.

Informatives

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.