

TEM NO: 05Application No.
19/00343/FULWard:
Winkfield And
CranbourneDate Registered:
11 April 2019Target Decision Date:
11 July 2019

Site Address:

**Moat Farm Winkfield Lane Winkfield Windsor
Berkshire SL4 4SR**

Proposal:

**Erection of 12 dwellings with parking, access, and landscaping
following demolition of existing buildings.**

Applicant:

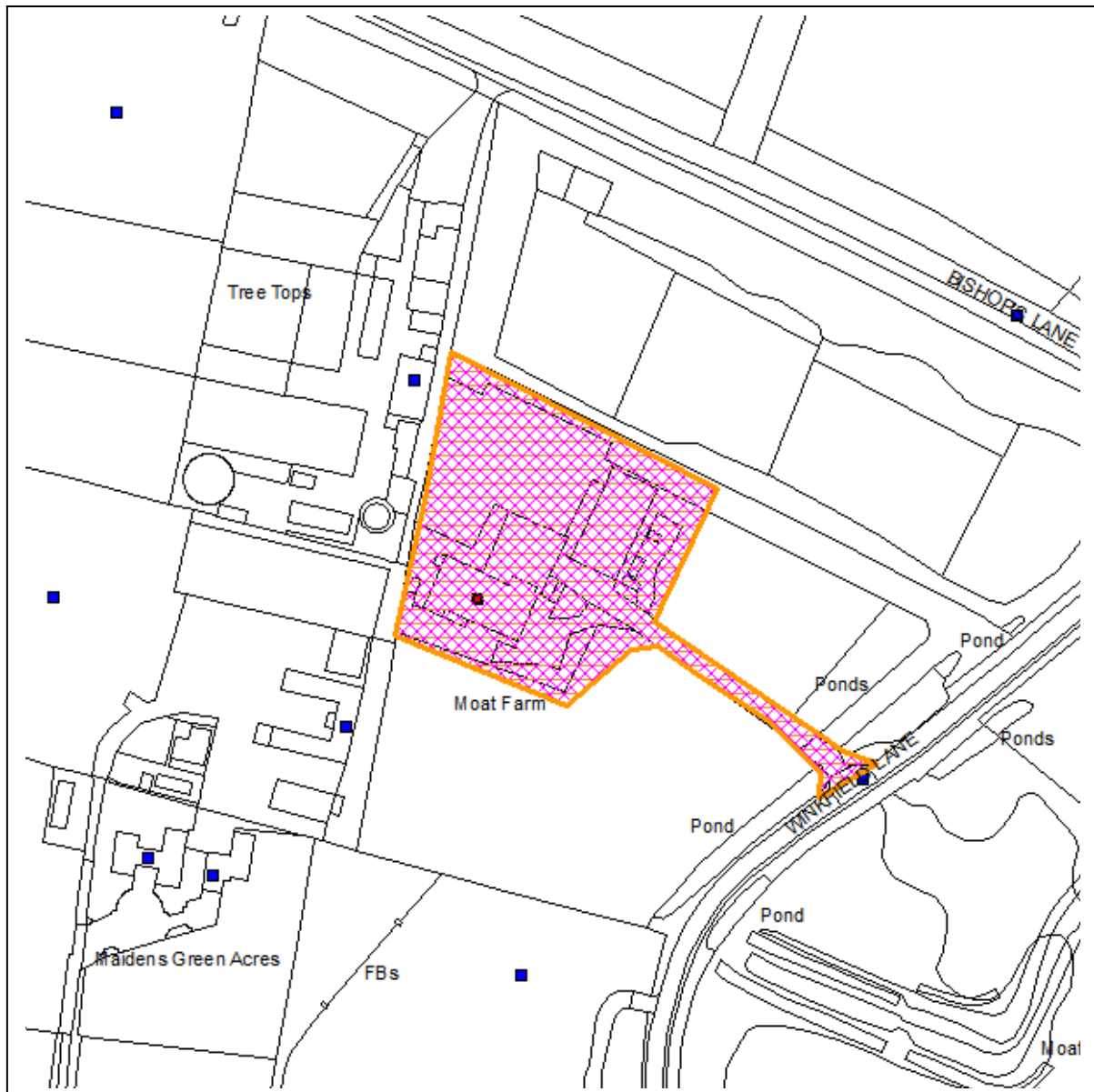
Mr Richard Barter

Agent:

(There is no agent for this application)

Case Officer:

Margaret McEvit, 01344 352000

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

OFFICER REPORT

1. SUMMARY

- 1.1 The proposal is for the demolition of existing buildings on site and the erection of 12 dwellings with parking, access from Winkfield Lane and landscaping. The site currently contains two large barns and extensive areas of hardstanding currently occupied in connection with the use of the site as a B2 (industrial) use as a 4-wheel drive and car repair and service centre.
- 1.2 The site is located outside of a settlement area within the Green Belt and the proposed development would be carried out on previously developed land (PDL). The proposed dwellings will be sited on the footprint of the existing buildings and hardstanding on the site. The footprint and volume of the development would be reduced when compared to the existing buildings on site and while the height of buildings on the site would increase, the volume of floorspace and the scale of proposed buildings would be reduced. The distribution of development across the site will result in a less intensive form of development that will not have a greater impact on the openness of the Green Belt than existing development. The site is well screened by existing mature trees and landscaping and is set back from Winkfield Lane. The design and layout of the proposed development is considered to be appropriate to the rural location.

RECOMMENDATION
Planning permission be granted subject to the completion of a S106 and subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

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

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within Green Belt
Maidens Green Local Wildlife Site (LWS) adjacent to site
The existing access road crosses a Scheduled Ancient Monument, the medieval moated site at Winkfield Lane.

- 3.1 Moat Farm is a site within rural surroundings that is accessed from Winkfield Lane. It is currently operated as Nick Kerner 4 Wheel Drive, a commercial business specialising in the servicing and repairing of Land Rovers.

- 3.2 The property consists of two principal buildings sited around an area of hardstanding, with the remainder of the site being undeveloped meadow. The building to the south of the parking area consists of workshops and ancillary offices associated with the business. The hardstanding consists of various areas of parking for staff and customers as well as an area for the parking of 4x4s, horseboxes and trailers that are being serviced and repaired at the site. The hardstanding also provides areas for access to these spaces and the agricultural barn to the east. This barn was erected in approximately 2010 as an agricultural building and is used for the storage of a variety of agricultural vehicles. The site currently comprises two uses. Agricultural use of the barn and hardstanding for the storage of agricultural vehicles and B2 use of the

southern barn and hardstanding comprising vehicle servicing. The lawful use of the site is considered to be a mixed use as the planning unit is the site as defined by the red line in this application. In the case of *Burdle v. Secretary of State for the Environment* three tests were laid out for determining the planning unit as follows:

1. Where the occupier pursues a single main purpose to which secondary activities are incidental or ancillary, the whole unit of occupation should be considered to be the planning unit.
 2. Where there are a variety of activities none of which are incidental or ancillary to another and which are not confined within separate and physically distinct areas of land, again the whole unit of occupation should normally be the planning unit.
 3. Where within a single unit of occupation there are two or more physically separate and distinct areas occupied for substantially different and unrelated purposes, each area (together with its incidental and ancillary activities) should be a separate planning unit.
- 3.2 The site has one means of access and a variety of uses takes place within the site. The uses are not incidental or ancillary to one another and can therefore operate independently of each other. Parts of the site may be used by either of the uses on site depending on fluctuations in activity. The hardstanding area is used for the storage and parking of vehicles to be serviced but is also used at times for the parking of agricultural vehicles. The site is therefore considered to form one planning unit.
- 3.3 The property is heavily screened from the carriageway of Winkfield Lane by a linear row of large (unprotected) trees and other planting. The front of the site and the land on the opposite side of Winkfield Lane to the immediate east forms a Scheduled Monument known as the 'Moated site at Winkfield Lane'.

4. RELEVANT SITE HISTORY

624330

Retrospective application for the change of use of agricultural building to repair and maintenance of agricultural tractors and machinery and Landrovers. Retention of 2.4m high boundary fence. Approved (1998)

00/00369/FUL

Continued use of land and building for repair and maintenance of agricultural tractors, machinery and Landrovers with ancillary parking. Approved (2000)

01/00491/FUL

Section 73 application to allow the permanent use of land and buildings for the repair and maintenance of agricultural tractors, machinery and cars, without compliance with condition 08 of 00/00369/FUL. Approved (2001)

08/00685/FUL

Use of buildings for the repair and maintenance of agricultural tractors, agricultural machinery, 4 wheel drives and cars together with provision of MOT testing centre and associated parking. Refused (2008)

15/00787/LDC

Application for a certificate of lawfulness for the continued use of land and buildings with B2, B8 and A1 use. Refused (2016)

18/00063/FUL

Change of use from barn to general industrial use (Class B2).

Approved (2018)

5. THE PROPOSAL

5.1 This full application proposes the removal of existing buildings and areas of hardstanding and the erection of 12 dwellings.

5.2 The existing access to Winkfield Lane would be retained. The dwellings are shown as 4no detached houses and 2no terraces each containing 4 houses. Parking barns are provided to serve the terraces with garages provided for the detached houses. The houses in the terrace forming plots 1-4 are brick built with dropped eaves, dormer windows on the front elevations and tile hanging. Plots 5 and 6 include timber cladding and hipped roofs, with plot 7 partially timbered with brickwork. The terrace including plots 8-11 is a combination of brick built and a timber clad unit, with dormers on the front elevation and dropped eaves. Plot 12 is a brick-built detached two-storey dwelling with accommodation within the roof. A terrace is provided on the rear elevation at first floor level over the kitchen.

5.3 Parking barns and garages are shown as timber clad with tiled roofs.

5.4 As at present access to the site will be from Winkfield Lane, using the existing access point. Some changes are proposed to the access road to allow it to curve to the right approaching the dwellings.

5.5 The application has been amended in the course of its consideration primarily to alter the design and siting of the proposed houses.

6. REPRESENTATIONS RECEIVED

Parish Council:

6.1 Objects to the application on the following grounds:

- Maidens Green crossroads close to the site is a recognised dangerous highways situation. Future development should aim to ameliorate the dangers of this crossroad.
- The nearest school is 2 miles from the site with no suitable pedestrian or public access arrangements.
- No public transport serves the site.
- There is currently no doctors' surgery in Winkfield.
- The development will place additional burden on an inadequate and overloaded sewerage and drainage system.
- The traffic movements referred to in supporting documents are not considered to be accurate. Traffic movements of 150 per day would be expected. Currently the site produces 15-20 movements per day.
- The business currently operating on the site plays an important economic role which is appropriate for the Green Belt location.
- The site is adjacent to a wildlife heritage site so the proposal is contrary to policy EN9 of the BFBLP.
- The proposals are contrary to Green Belt policy with no exceptional circumstances. The application is harmful to the character of the Maidens Green settlement.

Other representations:

6.2 A total of 42 letters of representation objecting to the application have been received from 28 addresses. One letter in support of the application has also been received from the current

occupier of the site stating that the current site is not appropriate for expansion of the use and he would like to relocate his business to more suitable premises in the area.

The representations raise the following planning considerations:

- Scale of development is inappropriate and is out of character and scale to the small settlement of Maidens Green. The development will increase the number of dwellings in Maidens Green by over 40%
- Development will have an urbanising effect on the village.
- Proposal is contrary to the emerging Winkfield Neighbourhood Plan. The Plan supports small, brownfield development sites within or adjacent to settlement boundaries.
- Proposal is not sustainable. Maidens Green has no shops or public transport
- Harm to local wildlife
- Current use of the site provides a local amenity. The use of the site does not detract from the openness of the Green Belt. The loss of local amenities to housing will change the character of Maidens Green
- Site is sensitive due to the presence of the ancient monument, The Moat
- The site currently contains temporary buildings. The replacement with houses will change the character of the site.
- Proposal is contrary to green Belt policy with no evidence of very special circumstances
- Openness of the Green Belt is not related to the relative attractiveness of buildings on the site. The large barn like structures on the site are part of the Green Belt landscape. Replacing them with residential dwellings will have an urbanising effect.
- Site will be visible, especially in winter and more intrusive in terms of light and noise pollution.
- Proposed traffic movements are inaccurate. Due to the lack of local facilities and services movements will be significantly higher. Traffic movements will be increased all day rather than the set times of the current use of the site.
- BF can demonstrate a 5 year supply of land for housing so housing development in the Green Belt is unjustifiable.
- Drains in the area cannot accommodate the level of development
- Winkfield Lane/Church Rd crossroad has been the subject of several accidents. Increased traffic from this site would increase highway dangers.
- Site is a wildlife heritage site (Comment. *The site is adjacent to the WHS but not included within it.*)
- Little demand in the area for housing
- Current use of the site appears to have been an attempt to manipulate the planning system to permit a residential development of the site.
- Inclusion of hardstanding within calculations of existing levels of development on the site is inappropriate as these areas are not visible from outside the site.
- Remaining paddock areas should be made available for public use.
- The area suffers from flooding and the site has no mains drainage.
- Style of houses is inappropriate in this area.
- Concerns over possible ground contamination requiring ground clearing and the impact on local ecology.

7. SUMMARY OF CONSULTATION RESPONSES

Highway Officer

Access

7.1 Access to the site is considered to be adequate to serve the development and to enable the site to be served by refuse vehicles. Improvements to footways can be secured through

conditions to reduce pedestrian conflict with vehicles and to enable pedestrians to cross Winkfield Lane to the footway on the eastern side.

7.2 Parking would be provided to meet Council parking standards with 32 spaces to serve the development. Cycle parking would be provided within driveways, courtyards, garages and car ports and would be secured through conditions.

7.3 The proposed development would not result in an increase in the number of trips to the site when compared to the existing B2 general industrial use of the site.

7.4 The highways officer has recommended approval of the application subject to conditions.

Historic England

7.5 Relatively few moated sites survive in Berkshire and the example on this site is of particular importance as it survives well and has a good range of features. The monument is now divided by Winkfield Road, and the western arm of the monument is defined by linear ponds along the line of the moat with a grown-out hedgerow external to, and growing within it.

7.6 The proposed development is of a scale and design that will have a slight, but acceptable detrimental effect on the setting of Scheduled Monument. However, the proposed tall close boarded fencing along the western edge of the monument will impact upon the setting of the monument and its landscape context, given that the moated site would have been designed to exist in an open landscape related to its high status, and linked to its function as the centre of a rural estate. Given its proximity to the boundary of the monument, there is also the potential for disturbance of in-situ archaeological deposits closely related to the monument.

7.7 Paragraph 194 of the National Planning Policy Framework states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from *development within its setting*), should require clear and convincing justification. Also, Paragraph 193 - in that great weight is given to the asset's conservation.

7.8 The Historic England position therefore is that whilst the development itself is acceptable, the high close boarded wooden fence on the boundary of the monument (including the gate) would have both an unacceptable visual impact on the landscape setting of the monument, and potentially disturb associated archaeological deposits.

Conservation Officer

7.9 The Scheduled Ancient Monument (SM) is primarily located to the east of Winkfield Lane, with only a small section is located to the west of Winkfield Lane. Whilst the proposal includes part of the SM, there is an existing farm access road crossing the SM at this point and the main body of the development is outside the SM.

7.10 The existing buildings on the site do not contribute positively to the setting of the Scheduled Monument and demolition would not harm the setting of the SM.

SuDS Officer

7.11 During the course of the application an Addendum Flood Risk Assessment (FRA) and Drainage Strategy has been submitted. The site is considered to be at risk with regard to surface water flood risk but the Addendum FRA provides a comprehensive strategy for drainage for the site and is considered to be acceptable. No levels details have been provided for the realigned ditches on site, but given the space available there are not considered to be constraints to

delivering these ditches and a condition has been included requiring full details of the drainage system to be submitted before development takes place.

Environmental Health

7.12 No objection to the application subject to conditions relating to contamination investigation and mitigation. The application includes phase 1 and phase 2 reports in accordance with part 1 of this condition.

Berkshire Archaeology

7.13 The proposed development will have no direct physical impact on the Scheduled moat and the submitted archaeology assessment concludes that it will not harm the setting of the monument but has the potential to improve its setting by replacing the existing buildings.

7.14 Despite the previous development on the site, it retains an archaeological potential by virtue of its size (1.8ha) and the potentially shallow nature of previous impacts. On this basis further archaeological investigation can be secured by condition should the scheme be permitted. This is in accordance with Paragraph 141 of the NPPF which states that local planning authorities should ‘require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible’

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Limited (policy not used in planning application decision-making) Consistent
Green Belt	CS9 of CSDPD, GB1 of BFBLP,	Consistent
Housing	H5 of BFBLP	Partially out of date but weight can be attached where the policy aligns with the tests of policy GB1.
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LA’s setting their own parking standards for residential development, this policy is considered to be consistent.
Trees & Landscaping	CSDPD Policies CS1 & CS7 BFBLP ‘Saved’ Policies EN1, EN2 & EN20	Consistent (paras. 127 & 170)
Heritage	CSDPD Policies CS1 & CS7	Consistent (paras. 189 to 197)
Drainage	CS1 of CSDPD	Consistent (paras. 163 & 165)
Biodiversity	CSDPD Policies CS1 & CS7	Consistent (paras. 170 & 175)

	BFBLP 'Saved' Policies EN1, EN2 & EN20	
Noise and Pollution (including Land Contamination)	CSDPD Policy CS1 BFBLP 'Saved' Policy EN25	Consistent (paras. 118, 170, 178 & 180)
Sustainability (Renewable Energy and Water Use)	CSDPD Policies CS10 & 12	Consistent (para. 149)
Archaeology	NPPF (para. 189)	Consistent (para. 189)
Open Space Provision	CSDPD Policy CS8	Consistent (paras. 92 & 97 of the NPPF)
Securing Necessary Infrastructure	CSDPD Policy CS6	Consistent (para. 54 to 56, 92 and 94)
Supplementary Planning Documents (SPD)		
Parking standards SPD Planning Obligations SPD (2015)		
Other publications		
National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)		

9. PLANNING CONSIDERATIONS

9. 1 The key issues for consideration are:

- i Impact on the Green Belt
- ii Impact on character and appearance of the area
- iii Impact on the scheduled ancient monument
- iv Impact on highway safety
- v impact on local ecology
- vi SuDS
- vii Contamination
- viii Air Quality Assessment
- ix Securing Necessary Infrastructure
- x Community Infrastructure Levy
- xi Sustainability

i. Impact on the Green Belt

9.2 The site is located on land outside of a defined settlement and within the Green Belt, as shown on the Bracknell Forest Borough Policies Map (2013). Section 13 of the NPPF contains specific policies relating to development within the Green Belt. Paras. 143-144 set out that inappropriate development is, by definition, harmful to the Green Belt and that the construction of new buildings should, other than with certain exceptions set out in paragraph 145, be regarded as inappropriate in the Green Belt. One of the exceptions listed in paragraph 145 (g) is the

'partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings) which would not have a greater impact on the openness of the Green Belt than the existing development'.

9.3 Previously developed land (PDL) is defined in the Glossary at Annex 2 of the NPPF as "Land which is or was occupied by a permanent structure including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; .."

9.4 Although the barn in the eastern part of the site is used for agricultural purposes, the planning unit as a whole is in a mixed B2/agricultural use. It has been established through appeal decisions that for land to be excluded from the definition of PDL the land should be solely in agricultural use. The application site is not exclusively in agricultural use, having an established B2 use on part of the site. The site is regarded as a single planning unit containing both agricultural and B2 uses that operate independently of each other. The uses are not considered to be ancillary to each other. The site is viewed as one unit to visitors to the site, sharing a vehicular access and sharing to some extent the hardstanding area which is used for the parking of both agricultural vehicles and vehicles being serviced on site by the established vehicle servicing business. Although one of the individual buildings on site was erected as an agricultural building, this is not sufficient for the site as a whole to be classed as being, or last occupied by, agricultural buildings.

9.5 In a previous appeal decision in Waverley Borough Council, (Wheeler Street Nurseries, Wheeler Lane, Witley, Godalming), outline planning permission was refused on a site within the Green Belt for the demolition of existing buildings on the site and the erection of up to 20 dwellings. The site included both agricultural and retail uses and planning permission was refused for four reasons including being considered to be inappropriate development in the Green Belt. In his decision, the inspector considered that the essential dispute between the main parties was whether the appeal site was being used lawfully for agriculture, or as a mixed use, or as a number of separate planning units. If the site was not being used solely for agriculture it was considered that the land would represent previously developed land. The inspector considered that the lawful use on the site comprised a mixed use as planning permission had been granted on the site for a retail use in addition to the agricultural use.

9.6 When considering this application, planning permission has been previously granted for B2 use of part of the site so it is considered that the lawful use of the site is a mixed use and can therefore be considered to be PDL as defined in the NPPF.

9.7 The BFBLP and CSDPD are both silent on the redevelopment of previously developed land within the Green Belt. Therefore this application should be assessed under the policies set out in section 13 of the NPPF and, in particular, paragraph 145.

9.8 Policy CS9 of the Core Strategy and 'Saved' Policy GB1 of the BFBLP set out a presumption against inappropriate development in the Green Belt. 'Saved' Policy GB1 sets out a list of uses that may be permissible in the Green Belt. New dwellings are not included as new buildings that may be permissible within the Green Belt. 'Saved' Policy GB1 also refers to a number of other detailed considerations, such as the scale, form, effect, character and siting. Policy CS9 is considered to be consistent with the NPPF in relation to Green Belt and so significant weight can be afforded to this policy.

9.9 'Saved' Policy H5 of the BFBLP states that outside the defined settlement boundaries the erection of new dwellings will not be permitted except where there is a need for it in connection with an accepted use associated with that location, and where it would cause no harm to the character of the area.

9.10 Para. 145 (g) of the NPPF includes as an exception to the construction of new buildings being considered to be inappropriate in the Green Belt, limited infilling or the partial or complete redevelopment of previously developed land whether redundant or in continued use if it would not have a greater impact on the openness of the Green Belt than the existing development.

Impact on openness

9.11 The proposed dwellings would be located on the footprint of the existing buildings and hardstanding on the site. The existing buildings are approximately 4.7m in height to eaves and 6.82m to ridge height and will be replaced by dwellings predominantly two storeys in height with plot 12 being a two and a half storey detached dwelling. The proposed dwellings will vary in height with plots 1-4 and 8-11 being 4.3m in height and the 4 detached houses 5.1 and 5.2m in height. Although this represents an increase in height, the proposed dwellings will be smaller in scale than the existing buildings on the site.

9.12 The footprint and volume of the proposed development would be reduced when compared to the existing buildings on site which would be demolished. The footprint of the existing buildings is 1191 sq.m with the proposed dwellings having a combined footprint of 954 sq.m - a reduction of 19.9%. The volume of development on the site would also be reduced, from 6,223 cubic metres to 6,197 cubic metres, representing a 0.4% reduction in volume. The area of hardstanding on the site would be reduced by 41.6%. The existing buildings are large and bulky but would be replaced by two terraces of houses and 4 detached houses. The distribution of buildings across the previously developed areas of the site in smaller scale buildings will not have a greater impact on the openness of the Green Belt than existing development on the site.

9.13 The smaller scale of the proposed houses when compared to the existing buildings will result in a less intensive form of development, scattered across the site. Proposed buildings would be screened to some extent by existing trees along the boundaries of the site and there are opportunities to increase soft landscaping within the site. This can be secured by condition. The site is set back from Winkfield Lane down its existing access road and is screened by mature trees along its boundaries. The proposed development would be contained within the existing previously developed area of the site and would result in a reduction of developed footprint and a slight reduction in volume. It is therefore considered that the proposal would not result in a greater impact on the openness of the Green Belt, in comparison to the existing situation and would be acceptable in terms of para. 145 of the NPPF.

ii Impact on character and appearance of the area.

9.14 The site is visually and physically separated from the village of Maiden's Green, with fields to the immediate north and south and houses with livery businesses and associated buildings to the west. It will therefore have little impact on the character of the village. Fields adjacent to the site form part of the Maidens Green Local Wildlife Site (LWS).

9.15 The site falls within the Landscape Character Area C2 (Winkfield and Cranbourne Clay Farmland) of the Bracknell Forest Landscape Character Assessment. This assessment identifies that the presence of rural lanes bordered by trees and deciduous hedges are particularly valued. The proposal does not seek to alter the densely planted frontage of the site facing Winkfield Lane.

9.16 Buildings on the site are modern former agricultural, metal clad barns. Immediately behind the site to the west are residential properties and livery businesses with buildings related to the equestrian business sited along the western boundary of the site. Within Maidens Green residential properties are predominantly single and two storey residential properties constructed predominantly in red brick with some properties including render and timber details.

9.17 The application has been designed to reflect a large farmhouse (plot 12) with a cluster of subsidiary buildings around it to reflect the form of development that might be found in a rural settlement. The buildings include architectural features found in the area, being brick built with extensive use of timber detail. Roofs are mostly hipped with dropped eaves and dormer windows provided across the eaves. The layout provides for buildings to be erected around a central open area to give a courtyard feel to the development. The development will be viewed from Winkfield Lane down the access road and the layout will allow for limited views of the boundary landscaping between buildings.



9.18 Policy CS7 of the CSDPD requires high quality design for all development within Bracknell Forest with development building on local character and respecting local patterns of development. The proposed development is considered to build on the local rural character in terms of layout, scale and materials.

9.19 Policy EN20 of the BFBLP requires new development to be in sympathy with the appearance and character of the local environment and appropriate in scale, mass, design, materials, layout and siting both in itself and in relation to adjoining buildings, spaces and views.





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9.20 Given its acceptability under para 145 of the NPPF, it is not considered that the proposal would adversely affect the character, appearance or function of the land (policy CS9 of the CSDPD refers) and would be acceptable in terms of scale, form, effect, character and siting as required by BFBLP policy GB1.

9.21 The application is considered to comply with policies CS7 and EN20. The application has been amended to provide a form of development that is appropriate in this rural area and considered to be in sympathy with the area in terms of scale, materials and layout.

iii Impact on the scheduled ancient monument

9.22 The front part of the site along Winkfield lane includes part of the Moated Site; a Scheduled Monument. The majority of the Monument is on land separated by Winkfield Lane from the application site.

9.23 Moated sites are a class of medieval monument that are important for the understanding of the distribution of wealth and status in the countryside. Very few of the moated sites remain in Berkshire. The moated site on Winkfield Lane is of particular importance because it survives well and has a good range of features. The monument is now divided by Winkfield Road, and the western arm of the monument is defined by linear ponds along the line of the moat with a grown-out hedgerow external to and growing within it.

9.24 The proposed development has the potential to have a slight impact on the Scheduled Monument. However the view of both Historic England and the Council's conservation consultant is that the potential for a slight detrimental impact on the setting of the Scheduled Monument is acceptable. The existing buildings on the site are not considered to contribute positively to the setting of the Scheduled Monument and their demolition would not harm its setting. The revised layout, with a less formal layout than shown in the original submission, would in part contribute to a creeping suburbanisation within the vicinity of the Scheduled Monument. However, it is considered that the demolition of the existing out of character large scale buildings on site would be an improvement.

9.25 Historic England is of the view that the development itself is acceptable but high close boarded wooden fencing along the boundary of the monument would have an unacceptable

visual impact on the landscape setting of the monument and could potentially disturb associated archaeological deposits. A condition is proposed requiring details of boundary treatments to be submitted for approval prior to occupation of the development. The boundary treatment scheme could include the removal of existing close-boarded fencing along the site frontage.

Iv Impact on Highway Safety

Access

9.26 This residential development would use the existing access to Moat Farm off Winkfield Lane, a local distributor road, which is subject to a 30mph speed limit. There are no parking restrictions.

9.27 The proposed development would use the existing access, and the applicant's Transport Statement notes that visibility splays of 2.4m by 90m could be achieved. This exceeds the requirements for a 30mph speed limit road. Visibility splays would not require the loss of any trees/hedgerow along the site frontage, and the Highway Authority maintains a metre-wide verge along this ancient highway, which assists in protecting visibility splays.

9.28 This existing bell-mouth has circa 5m to 6m radii, leading into a 4.8m wide access road. This would enable two cars to pass at the access and provide suitable access for domestic delivery vehicles. This would provide adequate access for refuse vehicles off Winkfield Lane. The existing access is used by commercial vehicles for access to the existing vehicle repairs/servicing business.

9.29 There are currently no footways around the existing access but a footway return has been provided along one side of the access road to reduce pedestrian conflict. There is no footway on the western side of Winkfield Lane along the site frontage, and pedestrian dropped kerbs should be provided to enable pedestrians to cross to the continuous footway on the eastern side of Winkfield Lane to enhance pedestrian accessibility. The applicant will require an s278 agreement for highway access works.

9.30 Gates are proposed at the access, and these should be set back from the edge of the carriageway of Winkfield Lane a sufficient distance to allow a refuse vehicle to wait in the area. A planning condition is recommended to ensure gates at the access are set-back at least 10m from the edge of the carriageway of Winkfield Lane.

9.31 A 4.8m wide access road is to be provided for the first 30m into the site, and this would enable vehicles, and other road users to pass at low speed; and is in line with the Council's Highways Guide for Development for this scale of development. A 4.8m wide shared surface is proposed thereafter, in line with the Council's Highways Guide for Development and the road will curve slightly to the right approaching the proposed dwellings.

9.32 There are no schools, shops, doctor's surgeries or local services within reasonable walking distance (up-to 2km is considered the maximum walking distance). The Oaktree Garden Centre and Stirrups Country House Hotel are within 800m of the site, providing some limited local facilities, which could be accessible on-foot. However, there is limited pedestrian provision to cross at the Maidens Green Crossroads, and the busyness of this junction is likely to further discourage walking. This junction is lit; though generally the area is unlit, which is not conducive to walking at night. The Winning Post (public house/restaurant) is nearby, and could be accessible via Winkfield Lane and Winkfield Street.

9.33 The site is within 400m of a bus route along Maidens Green. However, the 162 and 162a bus services (between Bracknell and Ascot) are limited, ranging from hourly services to gaps of an hour and a half, services are limited in the evenings, and there are no Sunday services. Nevertheless, provision for pedestrian facilities within the site layout, and at the access

with Winkfield Lane is required to maximise pedestrian accessibility to local facilities and bus services albeit limited. Cycling provides opportunities to reach further afield (up-to 5km is not an unreasonable distance for cycling).

9.34 The Highway Authority would not seek to adopt roads within this estate, as it is a gated cul-de-sac, which does not provide wider public access. Whilst roads could remain private, these should be suitably surfaced, drained, and lit, in line with the Council's Highways Guide for Development. The access road and turning areas will need to be constructed to take the weight of a refuse vehicle, should incorporate SUDs, and have suitable levels.

Parking

9.35 32 parking spaces will be provided in line with the Council's parking standards. The proposed parking includes driveways, courtyards, car ports and garages, and the layout provides spaces which would be accessible by a disabled user. Cycle parking could be accommodated within car ports and garages, or rear cycle stores; and details of cycle parking should be secured via planning condition.

9.36 The scheme does not include dedicated visitor parking however, the site layout provides spaces for occasional short-stay visitor parking, and some properties have long driveways, which could accommodate visitor parking.

Trips

9.37 Twelve dwellings are likely to generate 72 two-way trips per day, including 6 or 7 movements in each peak period. However, a B2 general industrial use of the current site area could generate in the region of 90 movements per day. This is based on TRICs data, which is an accepted approach, rather than a survey of the actual traffic generated by the existing vehicle repairs/servicing. Thus, the proposed development would result in a reduction in trips across the day from those that could occur under the existing lawful use.

9.38 Some local comments consider the residential trips to be under-estimated, and the higher end trip rates for large residential dwellings could give to 86 two-way trips per day, including 8 or 9 movements in each peak period. This would be similar to the 90 trips, which could be generated by 1,056m² of a B2 general industrial use, or vehicle repairs/servicing uses.

9.39 There are highway safety issues at the nearby Maidens Green Crossroads, and the Highway Authority has introduced some safety improvements, including signs and markings in recent years. The proposed development would result in a reduction in the number of trips across the day, when compared with existing permitted uses. This junction is on the CIL Regulation 123 List and CIL monies could be made available to improve the junction.

9.40 In terms of the access to the site, parking and trip generation levels the proposed development is considered to be acceptable and to comply with policy M9 of the BFBLP.

v Impact on local ecology

9.41 The site is immediately adjacent to the Maidens Green Local Wildlife Site (LWS). The ecological report submitted with the application confirms that the LWS will not be used as open space. The survey had also indicated that the construction compound could be located within the LWS. This would not be acceptable and a condition has been included requiring site management details to be approved prior to any works commencing on site.

9.42 There is potential for harmful impacts on Great Crested Newts (a European protected species) through the development of the site, improvements to drainage and realignment of the

access road as explained above. A Great Crested Newt Survey has been submitted which provides a population assessment to form the basis of an avoidance and mitigation strategy.

9.43 The submitted ecological report indicates that the landowner will not be enhancing the LWS to compensate for this development. However, it does indicate the site owner would be open to receiving biodiversity offsets now known as Biodiversity Credits within emerging Net Gain publications. The Council will seek to identify this site as a beneficiary subject to a landowner's agreement.

9.44 The report does suggest that a range of biodiversity enhancements can be delivered within the development area such as bird and bat boxes. A condition has been included to secure these measures.

vi SuDS

9.45 The site is located in Flood Zone 1 but has areas shown to be at risk of surface water flooding across the site and extensive areas of significant surface water flood risk at the northern boundary. A Drainage Strategy has been submitted to support the Application. Paragraph 163 of the NPPF Footnote 50 States "A site specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use".

9.46 Following initial comments from the LLFA an Addendum Flood Risk Assessment and Drainage Strategy has been submitted. This revised scheme addresses concerns raised by the LLFA and provides a comprehensive strategy.

9.47 There are no levels details for the proposed realigned ditches but given the space available it is not considered that there will be constraints delivering these ditches and a condition has been included requiring details to be submitted before works start on site.

9.48 It is likely that there will be some reduction in storage once services and sewers are considered but the approach that the applicant has taken is conservative and, as such, details of the design can be covered by condition.

Vii Contamination

9.49 A Phase I (Desk Study) and Phase II (Ground Investigation) Geo-Environmental Risk Assessment (GERA) has been prepared as part of this application to assess areas of potential contamination of the site that may have implications for the provision of residential development on the site.

9.50 The report concludes that the overall environmental risk classification of the site is moderate due to the presence of metals and Poly-Cyclic Aromatic Hydrocarbons (PAH) and hazardous ground gases. The report proposes works to reduce contamination levels by the removal of asbestos and preparation of a remediation method statement. The Council's environmental health officer has been consulted and has no objection to the application subject to the inclusion of conditions to ensure that an approved method of remediation is approved before works take place.

Viii Air Quality Assessment

9.51 The site is beyond 5km of the Thames Basin Heaths SPA so the proposal is not considered to have an adverse effect on the SPA. There are no issues of air quality requiring the carrying out of an air quality assessment.

ix Securing Necessary Infrastructure

9.52 The following matters would be secured by means of a Section 106 Legal Agreement:

-A contribution will be sought towards active open space of public value to increase capacity at Warfield Memorial Ground.

-Maintenance of the SUDS features

-A S278 to be entered into to secure works to provide pedestrian access and dropped kerbs at the site entrance.

x Community Infrastructure Levy (CIL)

9.53 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.54 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings. This application is CIL liable.

xi Sustainability Implications

9.55 CSDPD Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how 10% of the development's energy requirements will be met from on-site renewable energy generation.

10. CONCLUSIONS

10.1 The site is located within the Green Belt and represents development on previously developed land (PDL). Para. 145 (g) of the NPPF states that within the Green Belt the complete redevelopment of previously developed land is not inappropriate development (by definition, harmful to the Green Belt) if it does not have a greater impact on the openness of the Green Belt than the existing development. It is not considered that the proposed development would have a greater impact on the openness of the Green Belt than the existing development on site. The footprint and volume of the proposed development would be reduced when compared to the existing buildings on site and although there would be an increase in the height of buildings on site, the design of the proposed houses, would result in a less bulky form of development on the site. Development will be sited on the footprint of existing buildings and hardstanding on the site.

10.2 The development has been designed to reflect a large farmhouse with a cluster of buildings around it. This form of development reflects the form of a development found in rural areas and is considered to be appropriate for this site.

10.3 The front section of the site adjacent to Winkfield Lane includes part of a scheduled monument, the Moated Site on Winkfield Lane. Both Historic England and the Council's Conservation Consultant consider that, with appropriate conditions, the proposed development would not harm the setting of the scheduled monument.

10.4 The application is considered to be acceptable in terms of using an existing access, providing sufficient parking to meet adopted Car Parking Standards and producing a reduction in trip levels when compared with the use of the site for B2 general industrial purposes. It is recognised that the site is not sustainably located but a relatively modest number of dwellings are proposed and this is not considered to be a matter which, alone, justifies the refusal of the application.

10.5 The site is immediately adjacent to a LWS but development will not extend into this area. The development has the potential to impact on Great Crested Newts (GCNs) which may be present in ponds in the vicinity of the site that may be affected by changes to drainage of the site. A mitigation plan has been prepared within the submitted GCN survey to protect this species during construction and in the longer term. Phase 1 and 2 Geo-Environmental Risk Assessments (GERA) have been submitted with the application. These confirm that, subject to remediation measures, the site is suitable for residential development in terms of potential for contamination.

10.6 Finally, although the Council can currently demonstrate a five supply of housing land, some weight – tempered by the relatively modest number of dwellings proposed – should be given to the benefit of the housing proposed.

10.7 Taking all these matters into consideration the application is recommended for conditional approval on completion of a s106 agreement to secure a contribution towards active open space, SuDS maintenance and an appropriate highway agreement.

11. RECOMMENDATION

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

-A contribution towards active open space of public value

-Maintenance of the SUDS features

-A S278 agreement to secure works to provide pedestrian access and dropped kerbs at the site entrance.

That the Head of Planning be authorised to **APPROVE** the application subject to the following condition(s):-

1 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.

2 The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details received by the Local Planning Authority on 29.11.2019, 17.02.2020, 14.01.2019, 31.08.2019,

LP Rev B
C001 Rev E

010 RevA

011 RevA

012 RevC

013 RevA

014 RevA

015 RevB

016 RevB

017 RevA

021 Rev B

MIG22028-03

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

3 No development above slab level shall take place until samples of the materials to include bricks, roof tiles and timbers, 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]

4 No development shall commence until details showing the finished floor levels of the buildings hereby approved in relation to a fixed datum point 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: SEP CC6, BFBLP EN20, Core Strategy DPD CS7]

5 No dwelling shall be occupied until a means of vehicular access has been constructed in accordance with the approved site plan.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

6 No dwelling shall be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent carriageway. The dimensions shall be measured along the edge of the drive and the edge of the carriageway from their point of intersection. The visibility splays shall at all times 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]

7 No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawing. 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]

8 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]

9 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.

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]

10 No dwelling shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. No dwelling shall be occupied until the approved scheme has been implemented. The facilities save as otherwise agreed in writing by the Local Planning Authority shall be retained.

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

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

11 Any gates provided shall open away from the highway and be set back a distance of at least 10 metres from the edge of the Winkfield Lane carriageway. REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

No dwelling shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works and pedestrian improvements at the access to the site with Winkfield Lane.

The dwellings provided by the carrying out of the development shall not be occupied until the off site highway works have been completed in accordance with the scheme.

REASON: In the interests of highway safety.

[Relevant Policy: BFBLP M4]

13 No dwelling shall be occupied until a pedestrian crossing point has been provided across Winkfield Lane close to the site access incorporating dropped kerbs and tactile paving.

REASON: In the interests of highway safety and pedestrian amenity.

[Relevant Policy: Core Strategy CS23, CS34; NPPF paragraphs 110 a) to c)]

14 No dwelling shall be occupied until details of the design, operation and ongoing maintenance regime for electric vehicle charging infrastructure with a minimum output of 7kW have been provided for the three proposed visitors parking spaces shown on the approved Site Plan shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging infrastructure shall be provided for the three visitor parking spaces and maintained in working order thereafter.

REASON: In the interests of sustainable transport.

[Relevant Policy: NPPF paragraph 110 e); Parking Standards SPD paragraph 3.8 part 1 (established through NPPF paragraph 105 e)].

15 The development hereby permitted shall not be begun 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 without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

16 No dwelling shall be occupied until a comprehensive scheme providing details of both hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority. These details shall include:-

- a) Comprehensive planting plans of an appropriate scale and level of detail that provides adequate clarity including details of ground preparation and all other operations associated

with plant and grass establishment, full schedules of plants, noting species, and detailed plant sizes/root stock specifications, planting layout, proposed numbers/densities locations.

- b) Details of semi mature tree planting.
- c) Comprehensive 5 year post planting maintenance schedule.
- d) Underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both existing reused and proposed new routes.
- e) Means of enclosure (walls and fences etc)
- f) Paving including pedestrian open spaces, paths, patios, proposed materials and construction methods, cycle routes, parking courts, play areas etc.

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, or as may otherwise be agreed in writing by the Local Planning Authority. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]

17 No development shall commence until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

In the interests of the amenities of the area.

[Relevant Policies: BFBLP EN25]

18 No development shall commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared and approved in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

In the interests of the amenities of the area.

[Relevant Policies: BFBLP EN25]

19 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

In the interests of the amenities of the area.

[Relevant Policies: BFBLP EN25]

20 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 17, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 16 which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 19.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

In the interests of the amenities of the area.

[Relevant Policies: BFBLP EN25]

21 No dwelling shall be occupied until a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time has been submitted to and approved in writing by the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

In the interests of the amenities of the area.

[Relevant Policies: BFBLP EN25]

22 No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or Bank or National Holidays.

REASON: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

[Relevant Policies: BFBLP EN25]

23 The development hereby permitted shall be carried out in accordance with the mitigation measures specified in: AAe GCN Mitigation Plan January 2020, which shall thereafter be retained in accordance with the approved details. An ecological site inspection report shall be submitted for approval within three months of the first occupation of any dwelling hereby approved and after five years of the first occupation.

REASON: In the interests of nature conservation

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

24 If more than 2 years elapse between the previous protected species surveys and the due commencement date of works, an updated protected species survey shall be carried out by a suitably qualified ecologist. A report confirming the results and implications of the assessment, including any revised mitigation measures, shall be submitted to the Local Planning Authority before construction works commence on site.

Reason: To ensure the status of protected species on site has not changed since the last survey.

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

25 No development shall commence until the applicant have implemented a programme of archaeological field evaluation in accordance with a written scheme of investigation, which has been submitted by the applicant and approved in writing 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 in writing by the Local Planning Authority prior to the commencement of the development. The mitigation strategy shall be implemented in accordance with the approved details.

26 No development shall commence until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This Assessment shall demonstrate how (a) the development in that relevant Phase will reduce carbon dioxide emissions by at least 10% and detail what specific measures will be carried out to ensure this, and (b) where relevant will outline, what proportion of the buildings energy requirements will be provided from onsite renewable energy production (which proportion shall be 20% unless otherwise agreed in writing by the Local Planning Authority).

The buildings shall be constructed in accordance with the approved Energy Demand Assessment and retained in accordance therewith, unless the Local Planning Authority gives prior written consent to any variation.

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

[Relevant Plans and Policies: CSDPD CS12]

27. No development shall commence 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]

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) no enlargement, addition, improvement or other alteration permitted by Classes A, B, C and E of Part 1 of the Second Schedule of the 1995 Order shall be carried out.

The site is located within the designated Green Belt where strict controls over the form, scale and nature of development apply.

[Relevant Policies: BFBLP GB1, Core Strategy DPD CS9]

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. The proposal has been assessed against all relevant material considerations, including planning policies and any representations that may have been received. 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. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

1. Commencement
2. Approved Plans
8. Retention of garages
9. Retention of car ports
11. Entrance gates
19. Approved remediation scheme
20. Contamination
22. Working hours
23. Protected species mitigation measures
24. Protected species surveys
28. Restriction on permitted development

03. Details will be required in respect of the following conditions before the commencement of development:

4. Finished floor levels
15. Site management
17. Contamination investigation and risk assessment
18. Contamination remediation scheme
24. Archaeological field evaluation
26. Energy Demand Assessment
27. Sustainability

04. Details will be required in respect of the following conditions before the commencement of above slab level works:

3. Materials

05 Details will be required in respect of the following conditions before the occupation of dwellings:

5. Vehicular access
6. Visibility splays
7. Parking and turning spaces
10. Covered and secure cycle parking facilities
12. Off site highway works
13. Pedestrian crossing point
14. Electric vehicle charging infrastructure
16. Hard and soft landscaping
21. Contamination monitoring and maintenance scheme

Should the applicant fail to complete the required S106 agreement by 31st July 2020 the Head of Planning be authorised to **REFUSE** the application for the following reasons: -

1. The proposed development would unacceptably increase the pressure on open space of public value. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secures the on-site provision of open space of public value, the proposal is contrary to Policies R4 of the Bracknell Forest Borough Local Plan, Policy CS8 of the Core Strategy Development Plan Document and the Planning Obligations Supplementary Planning Document (adopted February 2015), and the NPPF.

2. It has not been demonstrated that the proposed development would incorporate a sustainable drainage system (SuDS) for the management of surface water run-off which would be maintained for the lifetime of the development. This is contrary to the House of Commons: Written Statement (HCWS161) Sustainable Drainage Systems 18/12/2014, the Flood Risk and Coastal Change PPG updated 15/04/2015, and the NPPF.

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed on-line at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk