

ITEM NO:

Application No.
20/00214/OUT
Site Address:

Ward:
Binfield With Warfield

Date Registered:
16 March 2020

Target Decision Date:
15 June 2020

Land East Of Old Priory Lane and West Of Maize Lane Warfield Bracknell Berkshire

Proposal:

Outline application for up to 305 dwellings (C3Use), A Primary School (up to two forms of entry), (D1 Use), Public open space, Landscaping, Surface Water Drainage and associated engineering works, all Matters Reserved except means of access with Maize Lane and Harvest Ride.

Applicant:

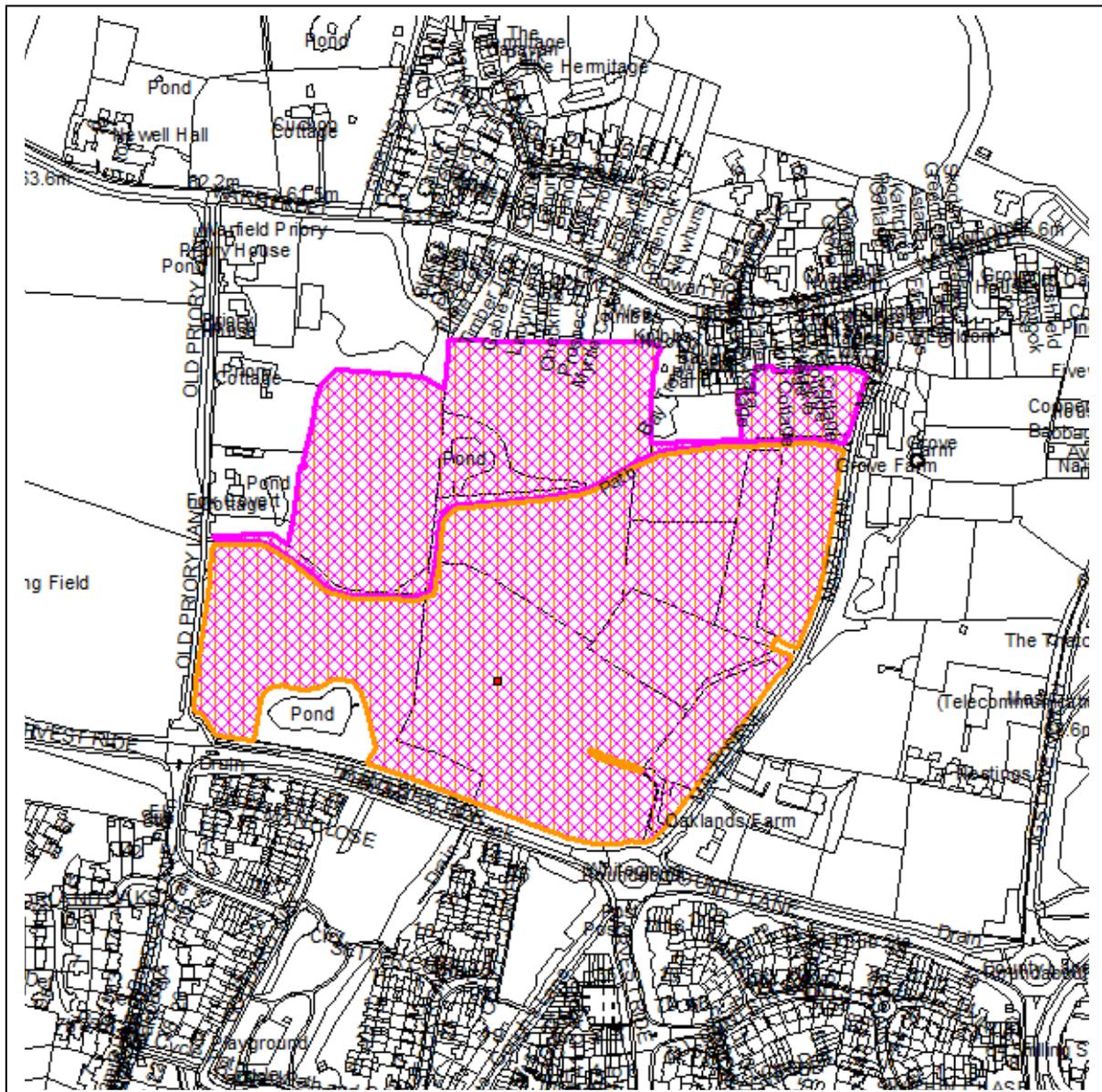
Danescroft, Taylor Wimpey, Sears, Corser and Seatons

Agent:

Mr Michael Knott

Case Officer:

Matt Lunn, 01344 352000

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

1 SUMMARY

1.1 This application seeks outline planning permission for a mixed use development at Warfield, comprising the erection of up to 305 dwellings, a primary school (up to two forms of entry), public open space, landscaping, surface water drainage and associated engineering works. All matters are reserved except for means of access with Maize Lane and Harvest Ride. Only the principle of development, including the proposed land uses, the amount of development and access to the site are for consideration at this stage. All other matters are reserved for later consideration.

1.2 The application has been submitted by a consortium of neighbouring developers and landowners, known as the 'Warfield Central Consortium' (WCC).

1.3 The area forms part of the Warfield strategic development site. The site is allocated for the comprehensive mixed use development for 2,200 dwellings, and supporting infrastructure, in Policy SA9 of the Bracknell Forest Site Allocations Local Plan (SALP) (adopted July 2013). This strategic policy is supported by the site-specific guidance set out within the Warfield Supplementary Planning Document (SPD) and the Warfield Area 1 Masterplan.

1.4 The comprehensive delivery of SA9 is complicated by the multitude of landholdings and development interests with varying timescales across the strategic allocation. Without a coordinated approach, piecemeal development would undermine the delivery of planning policy objectives. Through early engagement with the Council, members of the WCC have worked collaboratively to bring forward a development proposal that would meet the objectives of SALP Policy SA9 in terms of land use, housing mix, design, connectivity and infrastructure delivery. The application has been submitted on the basis that it would meet the objectives for the Warfield allocation and would not undermine the objective of securing the comprehensive development of the wider allocation.

1.5 Prior to the submission of this planning application, the WCC has engaged extensively with the Council in pre-application discussions on matters such as design, access and infrastructure. The submitted Statement of Community Involvement sets out the public and stakeholder engagement undertaken by the WCC. The issues raised informed the content of the planning application.

1.6 During the course of the assessment of this application a number of amendments to drawings and supporting documents have been made to address matters raised, by both internal and external consultees. The application is now recommended for approval subject to the prior completion of a s106 agreement and conditions.

1.7 The application is reported to planning committee as more than five objections have been received.

RECOMMENDATION
The Head of Planning be authorised to grant planning permission subject to the conditions in Section 10 of this report following the completion of a Section 106 legal agreement.

2 SITE DESCRIPTION

2.1 The application site is located on the northern edge of Bracknell, approximately 1.3km from the edge of Bracknell town centre, in the parish of Warfield. It is a greenfield site and measures 13.87 hectares (ha). It comprises a mix of managed horse grazing paddocks and unmanaged grassland, with field margins and the site boundary defined by deciduous trees, hedgerows and areas of scrub.

2.2 Paddocks in the south eastern part of the site are larger and provide for a more open landscape than smaller fields to the north and west; where smaller fields and more vegetation provide for a greater sense of enclosure and more intimate character. There is also a pond located at the centre of the site next to Hedge Lane. The general landform slopes gently down to the north west and north east from Harvest Ride.

2.3 The site is bounded to the north by residential properties located along Warfield Street, Old Priory Lane and Maize Lane. The southern site boundary abuts Harvest Ride and a Thames Water attenuation pond. The eastern edge of the site is defined by Maize Lane. Maize Lane is accessed from the north and south but is stopped up at the southern end to prevent through traffic. At present Maize Lane provides access to several residential dwellings and a farm/stable yard. To the west, the site abuts Old Priory Lane and the rear of properties fronting this lane. Old Priory Lane is stopped-up at the southern end, north of Harvest Ride.

2.4 A public bridleway (ref. BR26) called Hedge Lane runs east-west through the site connecting Old Priory Lane and Maize Lane. There are several individual and group Tree Preservation Orders (TPOs) across the site, including stands of mature deciduous trees. Two Grade II Listed Buildings lie adjacent to the site: Priory Cottage, on Old Priory Lane; and Knibbs Nook and Wee Knibbs, on Warfield Street. The site has gated access from the east off Maize Lane and the west off Old Priory Lane, and internally off Hedge Lane.

2.5 The site is identified as Grade 3 Agricultural land and has archaeological potential. It is located within Flood Zone 1. Although there is a very low risk of fluvial flooding, it is at risk of surface water flooding.

2.6 Whilst there are no statutory or non-statutory nature conservation designations, the entire site lies within 5km of the Thames Basin Heaths Special Protection Area (SPA). A Local Wildlife Site (LWS) lies immediately to the south of the site across Harvest Ride at Goddard Way.

2.7 More broadly, the site lies between the older Warfield settlement along Warfield Street to the north and more modern development within the built-up area of Bracknell, to the south.

2.8 As shown in figure 1 below, the application site forms a significant part of the 'Land at Warfield' urban extension allocated under Policy SA9 of the SALP and is located in the eastern part of Area 1, as identified in the Warfield SPD. The application for up to 305 dwellings represents 14% of the allocation for 2,200 dwellings.

2.9 Only the principle of development, quantum of development, access arrangements and a set of development parameters, including proposed land uses, density, building heights, landscaping and access are for consideration at this stage. All other matters are reserved for later consideration.

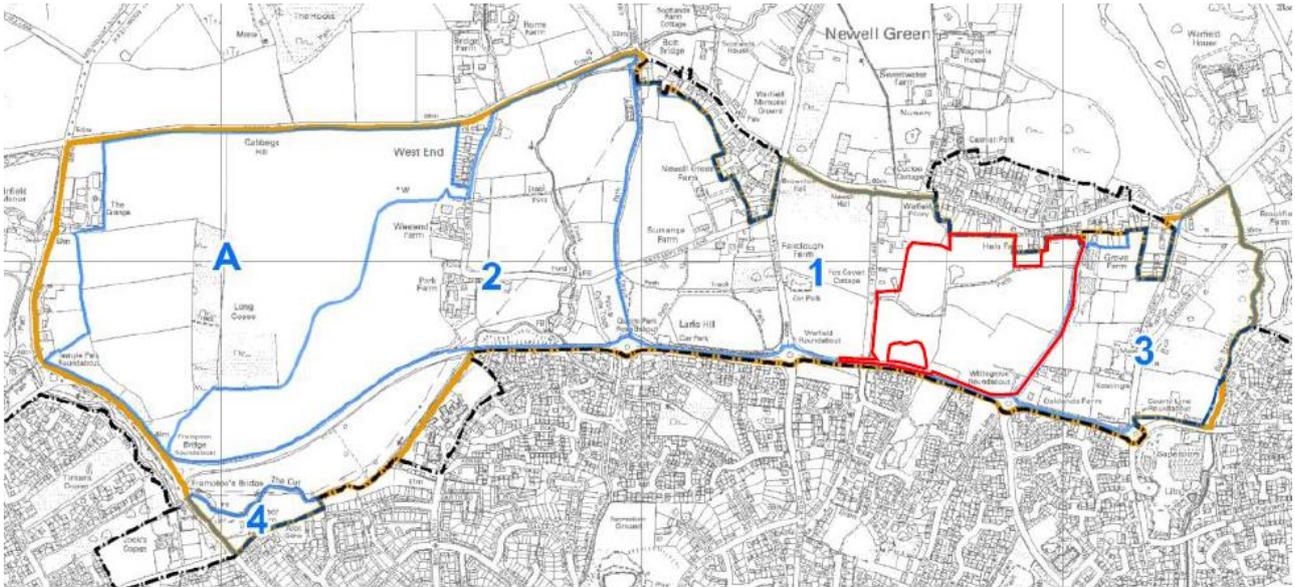


Figure 1: SA9 Warfield allocation (orange) and location of application site (red) (Extract from Warfield SPD, p108)

[The submitted Design and Access Statement (DAS), p8, shows the application site in the context of other development parcels with planning permission on the SA9 site.]

3 RELEVANT SITE HISTORY

3.1 There is no relevant planning history to this site, however beyond the application site, the following applications on the wider SA9 site (ref. figure 1 above) are relevant:

Area 1

i) 16/01253/FUL – Land south of Fairclough Farm: Erection of 52 no. dwellings with associated parking, landscaping and open space and vehicular access onto Newell Green – Approved 2018.

ii) 16/01274/FUL – Land at Watersplash Lane: Demolition of existing buildings and erection of 43 dwellings with associated accesses (to land to west and to Watersplash Lane), parking and landscaping – Approved 2018.

iii) 16/01195/FUL – Land East of Avery Lane and North of Watersplash Lane: Erection of 116 dwellings with associated landscaping, infrastructure works, and open space of public value served by vehicular access from north-south link road and pedestrian/cycle links to Watersplash Lane – Approved 2018.

3.2 These three separate applications i) – iii) for development at Newell Green were linked by an overarching s106 agreement to secure necessary infrastructure.

iv) 13/00423/OUT – Land Rear of Warfield Priory, Warfield Street: Erection of up to 34 residential units with associated access, parking, amenity space and landscaping – Withdrawn February 2016.

v) 19/00327/FUL – Land at South West of Abbey Place: Erection of 9 dwellings with associated access, parking and landscaping – resolution to Approve at the meeting of the Planning Committee in September 2020, subject to the completion of a s106 agreement.

- vi) 20/00057/FUL – Land at The Barn, Watersplash Lane: Erection of two storey detached dwelling with associated car parking and landscaping and the provision of car parking spaces to serve the existing property following demolition of existing outbuilding – Approved 2020.

Area 2

vii) 13/01007/OUT – Land North of Harvest Ride and South of Forest Road and East of West End Lane: Outline planning application for up to 750 residential dwellings (with a minimum of 675 dwellings) including 60-bed senior living scheme; new two form-entry primary school; formal and informal open space; associated landscaping; works to river cut and provision of new north-south link road. (All matters reserved except for means of access to the development); and Full planning application for the development of Phase 1 at the south western corner of the site for the erection of 87 residential dwellings (87 of the 750 dwellings described above) with associated open space, parking and landscaping; creation of two new access points off Harvest Ride and provision of north-south link road between Harvest Ride and Forest Road – Approved 2014.

Area 3

No relevant applications.

Area 4

viii) 13/00831/FUL - Land at Manor Farm: Erection of 27no. dwellings with vehicular access from Binfield Road, and associated parking, bin and cycle storage and open space following the demolition of existing outbuildings – Approved 2014.

3.3 In addition to the above, the Council's policy to secure comprehensive development has been supported by Inspectors on appeal, in the following cases:

- ix) 13/00027/OUT – Fairclough Farm (Area1): Outline application for erection of 40no. dwellings and 70 bedroom care home – Refused 2013. Appeal dismissed 2014.
- x) 14/00980/FUL – Land at South West of Abbey Place Abbey Place (Area 1): Erection of 10no dwellings with associated car ports, garages, and landscaping – Refused 2015. Appeal dismissed 2016.
- xi) 18/00918/FUL – Land to South and West Of 2 Fairclough Cottages (Area 1): Erection of 5no. detached dwellings (2no. 4 bedroom and 3no. 5 bedroom) including associated works – Refused 2019. Appeal dismissed 2019.

4 THE PROPOSAL

4.2 This application seeks to secure Outline planning permission for a development of up to 305 dwellings and associated infrastructure, including a 2 form of entry (FE) primary school. However, the delivery of the school is linked to the need for primary school places (see para 8.15) and therefore this application provides the scope to deliver:

- a) Up to 270 dwellings with a 2 FE school; or
- b) Up to 305 dwellings with a 1 FE school.

4.3 The application would deliver a mix of market and affordable (25%) housing. The indicative housing mix has been informed by the Berkshire SHMA (2016):

42 x 1 bed (14% of total),
75 x 2 bed (25%),
117 x 3 bed (38%),

67 x 4 bed (22%)
4 x 5 bed (1%)
(ref. Planning Statement, para 4.12)

4.4 The eventual quantum of dwellings built will depend on the requirement for primary school places on the site. The application description for up to 305 dwellings provides the applicant and BFC with flexibility when designing/determining reserved matters applications having regard to the need for the school. The actual number will be dictated by design parameters that are matters to be approved as part of this application.

4.5 The application also provides for:

- i) Two main vehicular access points providing access from the east off Maize Lane and west off Harvest Ride into the site, as detailed in the Transport Section. These will provide vehicle, pedestrian and cycle access onto a spine road that will provide east-west access through the centre of the development, to development parcels north and south of this main access road, the primary school and public open space.
- ii) a 2FE primary school – indicatively located to the east of the site and north of the spine road. As shown on the Application Masterplan (ref. figure 2), this application provides for the delivery of either a 1FE or a 2FE primary school. The land is split in two to allow for either option. This application provides for the 1FE school land (1.1ha) (darker purple shading) to be transferred to BFC outright, whereas the 2FE school land (0.9ha) (lighter purple) will be reserved for a period of approximately 10 years with the option for BFC to acquire it to enable the construction of a 2FE school. If BFC does not acquire this land, this planning permission would then allow the site to be developed for housing.



Figure 2: Application Masterplan

- iii) Public open space, with a children's play area; comprising an area of mostly passive open space covering a north-south orientated area through the centre of the site. This includes the pond and stands of retained mature trees and is bisected by the east-west orientated Hedge Lane Public Right of Way (PRoW). A children's play area in the form of a Local Equipped Area of Play (LEAP) is located at the centre of the site. The open space will create two green corridors providing biodiversity connectivity to habitats beyond the site boundary.
- iv) Maize Lane works (north of the main access):
 - a. the carriageway will be narrower and operate as a shared surface;
 - b. the pedestrian/cycleway, along the north of the spine road, would wrap around and extend slightly northwards past the junction up Maize Lane from the main access, forming the transition for pedestrians and cyclists beyond which the carriageway becomes a shared space;
 - c. further north, there would be several westward 'punch-throughs' providing access into small pockets of housing fronting onto the lane. This would create openings in the hedgerow and culverted sections of the ditch line;
 - d. north of the access onto Hedge Lane (Hedge Lane would be retained) an access would be provided to a small development parcel comprising approximately 16 dwellings;
 - e. slightly north of this final access point, Maize Lane would be stopped-up to through traffic, with a turning-head to the north. This would relocate the current stopped-up position from the south. This would restrict any residential vehicle access from this development to the south only and prevent access northwards on Maize Lane out onto Warfield Street; and
 - f. because of Maize Lane's strategic importance, in providing access for vehicles, pedestrians and cyclists to the wider area, the lane would be lit.
- v) Old Priory Lane works:
 - a. the southern turning head would be relocated northwards to just south of Hedge Lane, where Old Priory Lane would be stopped-up, preventing any vehicle movement south;
 - b. access to Hedge Lane would be retained in its current location;
 - c. the redundant section of carriageway, south of the new turning head, would be converted into a pedestrian/cycleway, providing car-free links eastwards into this development and south to Harvest Ride and Priory Fields; and
 - d. because of Old Priory Lane's strategic importance, in providing access for pedestrians and cyclists to the wider area, this southern section of the lane up to Hedge Lane would be lit.

4.6 An Application Masterplan has been submitted in support of the proposal. This sets out the development areas and access locations for which, alongside the submitted Parameter Plans, permission is sought.

4.7 A Design and Access Statement (DAS) and a set of Parameter Plans have been submitted to provide a framework which will control and inform future reserved matters applications, while providing a degree of flexibility. The plans include the following:

- i) Land use – indicating the location of housing, the primary school site, areas of open space and Sustainable Drainage Systems (SuDS) features.
- ii) Design principles – the submitted DAS subdivides a set of layout and design principles in four 'themes':
 - a. Character areas – this shows the built element of the application site split into two character areas: 'Warfield Street South' – covering the northern part of the site and comprising a lower density, more informal traditional form of development, and 'Harvest Ride' – covering the southern part of the site and would be a denser more suburban

form of development. It provides an indication of streetscene treatment, building types and materials, and will inform the design of development parcels.

- b. Key frontages – provides design indicators for such key areas as around the school and central green space.
 - c. Key spaces – provides a set of design guides and rationale for key interfaces, including Whitegrove roundabout and Maize Lane, Old Priory Lane, along the spine road and around open space.
 - d. Key routes – provides for design treatment, with cross-sections, along key routes, such as the East-West Greenway (Hedge Lane), where the focus will be on maintaining an unlit informally-surfaced route, flanked by vegetation with buildings set back; and the hierarchy of roads. This extends from detailing treatment along the principal spine road, which will be a 5.5m wide carriageway with segregated footpath/cycleway and formal tree avenue; to more minor routes and access, with narrower shared surfaces, less formal tree planting and more varied building setback.
- iii) Density – the density of development would vary from approximately 40dph in the southern part that relates to the built-up area of north Bracknell to approximately 35dph in the northern part of the site that relates to the older settlement around Warfield Street.
- iv) Building heights – this allows for a maximum of 3 storeys, in appropriate locations only, such as at key locations, in the southern higher density part of the site. The middle of the site would be predominantly 2 storeys with 2.5 storey elements where appropriate. The north of the site would have up to 2 storeys where density would be lowest.
- v) Urban design strategy – details sensitive edges, active frontages, design nodes and key building locations.
- vi) Access and movement strategy – indicating:
- access points and the location and hierarchy of internal roads, including a main spine road linking Maize Lane and Harvest Ride;
 - pedestrian and cyclist routes through the site;
 - the location of the East-West Greenway which uses the retained Hedge Lane bridleway;
 - the relocation of stopping-up on Maize Lane and Old Priory Lane; and
 - safeguarded access to adjacent development parcels outside of the application boundary.
- vii) Phasing strategy – development is proposed to be built in phases, and this plan provides an indication of phasing. However, this would not necessarily occur in the numeric order as shown. Appropriate triggers for the delivery of infrastructure linked to phases of development would be informed by this plan.

4.8 An Illustrative Layout plan (ref. figure 3) has been developed to provide an impression of how the development could appear. It is important to note that the layout shown is not acceptable to the Council. The applicant has been made aware of this, and has made this explicit in para 1.3.4. of the DAS. It is a supporting document and will not be subject to approval.

4.9 The application has been subject to extensive discussion with officers and the main changes to the application as originally submitted are:

- i) Maize Lane would become a lit shared-surface lane, as opposed to a lit segregated footpath/cycleway to the west within the site.
- ii) The turning head on Old Priory Lane has been moved northwards to the south of Hedge Lane, to create a lit car-free pedestrian/cycle route from Harvest Ride.
- iii) The massing of built form on Whitegrove roundabout extending up the southern end of Maize Lane has been broken up and reduced following the removal of apartment blocks.

- iv) The transition from denser built form at the southern end of Maize Lane to the quieter more rural character north of the main access has been improved, with apartment buildings being replaced by housing.
- v) Separation distances and landscaped buffering between new dwellings and existing residential properties along Warfield Street has been amended to provide for an improved interface in this sensitive area; in particular where development backs onto Knibbs Nook and Wee Knibbs Listed Building.
- vi) A second point of access to a potential development parcel off Old Priory Lane to the west has been safeguarded. This is to avoid future intensification of vehicular access onto Old Priory Lane.
- vii) A 'no vehicular through route' is to be safeguarded onto Old Priory Lane from the spine road, where two new turning heads are closely located. This would remove the requirement for the stopping-up of Old Priory Lane further north to prevent additional traffic flowing onto Warfield Street; and avoid consequential harm to the character of the lane.



Figure 3: Illustrative Layout plan – showing an indicative layout only

Environmental Impact Assessment (EIA) screening

4.10 Prior to the submission of this application, the applicant submitted an EIA Screening Opinion to BFC in October 2017. This asked BFC to determine whether a proposed development of up to 330 dwellings on this site, including a primary school, open space and access, would constitute an EIA development. In January 2018, the Council concluded that the proposed development would not constitute an EIA development. Upon submission of this planning application, for a lower number of dwellings, an update was requested, and it was concluded in April 2020 that the development remains within the original scope and the conclusions of the screening opinion remain valid. This application is not therefore accompanied by an EIA.

5 REPRESENTATIONS RECEIVED

5.1 84 representations were received, comprising 83 Objecting and 1 Supporting. A summary of matters raised in respect of the proposal is set out below.

5.2 Comments **Supporting**:

- i. More housing is needed in Bracknell – too many people are missing out.

5.3 Comments **Objecting**:

i) Consistency with adopted planning policy

- a) The application is made by a consortium of landowners that does not form all of Area 1 as outlined in the Warfield Central Area Masterplan. *[Officer response: ref. para 1.4, section i. Principle of development]*
- b) 342 dwellings are proposed – an additional 87 dwellings than the 255 (approximately) dwellings approved in the Warfield SPD and Warfield Central Area Masterplan. That is more than 34% additional dwellings for the equivalent site area = mass over development of the site. *[Officer response: ref. paras 4.2, 8.7-8.11]*
- c) The application fails to deliver any infrastructure required by SALP Policy SA9, Warfield SPD and Warfield Central Area Masterplan, e.g. new community facilities, a Neighbourhood centre, a multi-functional community hub, a two-form entry primary school and a Full Daycare Nursery. The community infrastructure element was intended to come forward as the first phase of the Warfield SPD (area 1). *[Officer response: ref. paras 8.4-8.21]*
- d) The application fails to deliver the required land or construction of the required 2-form entry primary school, as required by Policy SA9 – and instead proposes construction of 37 extra homes on the land for one form of the primary school and retaining ownership of the land. *[Officer response: ref. paras 4.5ii), 8.14-8.16]*

ii) Housing Need and Number

- a) Housing need may undergo a re-think more widely in the aftermath of Brexit and coronavirus, also taking into consideration both the Government's policy on 'levelling up', and the latest (2018-based) ONS population projection figures for Bracknell Forest, which show a further fall from the 2016 figures, while BFC housing need is still based (as per MHCLG current guidance) on the higher 2014 figures. On both counts, fewer homes on this site may eventually be appropriate. *[Officer response: ref. paras 8.1-8.4]*
- b) Too many unaffordable big houses are proposed, commanding lots of revenue but not helping housing shortage. *[Officer response: ref. paras 8.7-8.11, 8.196-8.200]*
- c) Housing is predominantly not affordable for many young local people. *[Officer response: ref. paras 8.196-8.200]*
- d) There should be less housing development in Warfield – it should be put elsewhere in Bracknell. *[Officer response: ref. paras 8.1, 8.4]*
- e) Why not put houses where there is actual need. *[Officer response: ref. paras 8.1, 8.4]*
- f) Vacant offices should be converted to residential accommodation instead of building more houses in this area. *[Officer response: ref. paras 8.1, 8.4]*

- g) No more housing is required, as BFC can already demonstrate a 5 year housing land supply. Local major developments are not close to selling out. *[Officer response: ref. paras 8.1, 8.4. 5YHLS factors in delivery of housing on this allocated site]*
 - h) There are over a thousand empty properties in Bracknell Forest; more are not required and the environmental impact of more housing has not been considered. *[Officer response: ref. paras 8.1, 8.4. Consideration of environmental matters are considered throughout the report, in particular paras 8.136-8.171]*
 - i) Coronavirus outbreak will mean more people will work from home and less need for people to live near their place of work, so these houses will remain empty. *[Officer response: ref. paras 8.1, 8.4]*
 - j) The Coronavirus pandemic will lead to global recession, recession and slowing of the housing market – the Council have an obligation to consider this impact on the delivery of this housing site. *[Officer response: ref. paras 8.1, 8.4]*
 - k) Why not compromise with 150 homes and a school, with open space around the school to enclose what are usually ugly buildings. *[Officer response: ref. paras 8.1, 8.4]*
 - l) There should be 50 houses instead, which could develop an identity and create a community instead of being a place with transient residents live, just of necessity and which develops Bracknell into a sprawl of houses with limited local facilities. *[Officer response: ref. paras 8.1-8.4]*
- iii) Design and Layout
- a) The application fails to provide the appropriate protection to the Character Area. *[Officer response: ref. section ii. Design and Impact on the Character of the Area]*
 - b) It fails to protect the properties in the “Warfield Street Character Area” that adjoin the site by failing to enhance planting and vegetation to provide screening along the northern boundary where the site meets the residential properties on Warfield Street and Maize Lane. *[Officer response: ref. sections ii. Design and Impact on the Character of the Area, iii Impact on Residential Amenity]*
 - c) Development will significantly change the character of Warfield and Other new developments on Harvest Ride have shown a woeful lack of respect or regard for visual amenity and character of the area. *[Officer response: ref section ii. Design and Impact on the Character of the Area]*
 - d) The development will have a harmful urbanising impact on the open, undeveloped character of the site and the rural character of Harvest Ride – more development fronting Harvest Ride will have a huge detrimental impact. *[Officer response: ref section ii. Design and Impact on the Character of the Area]*
 - e) Proposed dwellings should not immediately back or side onto existing properties to the north. *[Officer response: ref. section iii Impact on Residential Amenity]*
 - f) Proposed 3 storey houses/flats, totally out of keeping with the area and an apartment block on Whitegrove roundabout will lead to loss of privacy for existing residents. *[Officer response: ref. sections ii. Design and Impact on the Character of the Area, iii Impact on Residential Amenity]*

- g) The proposal is far from sympathetic to the existing properties in the Warfield Street Character Area as well as the Hedge Lane bridleway and is contrary to the Warfield SPD requirements. *[Officer response: ref. sections ii. Design and Impact on the Character of the Area, iii Impact on Residential Amenity]*
 - h) Parcel 1a, with 18 dwellings, is overdeveloped, and should be reduced to provide a more appropriate treatment with Hedge Lane and existing properties to the north. *[Officer response: ref. sections ii. Design and Impact on the Character of the Area, iii Impact on Residential Amenity]*
 - i) A West End Lane-type buffer should be used for Warfield Street residents to shield from new development. Developers at the 2018 consultation agreed this overbearing impact on existing residents to the NE of the site was an issue. This would accord with Warfield Neighbourhood plan WNP4. *[Officer response: ref. section iii Impact on Residential Amenity. Whilst a draft version of the Warfield Neighbourhood Plan has been submitted for examination, the Examination has yet to commence and therefore no material weight can be afforded the emerging policies of the Neighbourhood Plan]*
 - j) A buffer is required between the development and surrounding countryside. *[Officer response: ref. paras 8.1-8.4, section ii. Design and Impact on the Character of the Area]*
 - k) Housing density should be reduced to enable appropriate green infrastructure provision. *[Officer response: ref. paras 8.4-8.11, 8.18]*
 - l) Listed buildings on Warfield Street should be taken into consideration. *[Officer response: ref. section v. Heritage]*
 - m) Prefer gardens to abut Hedge Lane, not driveways or roads, to provide a more effective wildlife corridor for animals such as hedgehogs to move around without fear of cars. *[Officer response: ref. paras 8.62-8.63, section vii. Biodiversity]*
 - n) Minimal parking provision on driveways, no visitor parking and no laybys etc. (just like at Woodhurst Park) will lead to overcrowded street parking, which is dangerous for pedestrians. *[Officer response: ref. para 8.112]*
 - o) Alternative new build styles that embrace environmental building standards must be used to meet the Council's climate change action plan. They do not simply match building styles of either Whitegrove (south) or Warfield Street (north) as the DAS proposes. Red brick builds consume a high amount of resource. *[Officer response: ref. section xii. Energy Sustainability. Housing will be required to meet local planning policy energy demand and renewable energy requirements, as referred to, and standards set by Building Regulations]*
- iv) Impact on Residential Amenity
- a) Existing properties will be overlooked. *[Officer response: ref. section iii Impact on Residential Amenity]*
 - b) The application fails to acknowledge and mitigate against the effects of the significantly higher site ground level and the over-bearing nature the height differential would have on the existing properties along the northern boundary along Warfield Street. *[Officer response: ref. section iii Impact on Residential Amenity]*
- v) Infrastructure

- a) The proposed development would unacceptably increase the pressure on highways and transportation infrastructure, public open space, community, and public facilities such as supermarkets and doctors. *[Officer response: ref. paras 8.4-8.21, sections iv. Transport & xiv. Infrastructure Delivery]*
- b) Infrastructure delivery has fallen way behind the original target date. Community Facilities are now desperately required to cope with the ever expanding Warfield community. *[Officer response: ref. paras 8.4-8.21, section xiv. Infrastructure Delivery]*
- c) Local facilities are already being eroded by the greater demand arising from other recent housing developments. This is to the detriment of existing residents. *[Officer response: ref. paras 8.4-8.21, section xiv. Infrastructure Delivery]*
- d) The development makes no provision for infrastructure such as supermarkets or medical services such as doctors surgery and doctors surgeries are under too much pressure as it is. Additionally there is no hospital in Bracknell. *[Officer response: ref. The allocation of this site and SA9 policy was informed by an Infrastructure Delivery Plan (IDP) which was developed to understand infrastructure requirements for this site and informed SA9 policy requirements (ref. para. 8.4). Health care providers were consulted, and no additional need for healthcare facilities at this site was identified. The IDP however remains 'live', therefore any emerging infrastructure requirements would be considered. A supermarket is located a short distance to the east of the site.]*
- e) The application only provides land for a 1-form entry primary school - not the delivery of the required building and fully functioning 2-form entry primary school required by SA9. *[Officer response: ref. paras 8.14-8.16]*
- f) Another primary school is not justified – BFC’s School Places Plan (2020 to 2024) forecast primary school place surpluses will increase but there are insufficient secondary school places. *[Officer response: ref. paras 8.14-8.16, 8.212]*
- g) If 2nd FE school is not purchased, this should provide for more greenspace, not housing. *[Officer response: ref. paras 8.18-8.19. There would be no planning policy justification to require this 2FE land to be provided as greenspace]*
- h) Bus services are inadequate. *[Officer response: ref. para 8.92 for provision of access to a local bus stop & para 8.212 – CIL revenue could be used by BFC to fund additional bus services if appropriate]*
- i) Water pressure is already inadequate. *[Officer response: developers would need to work with utility providers to manage water capacity to meet the needs of existing and new residents]*
- j) No allotments are proposed as indicated on the Concept Plan (fig 11 of Design Access Statement) - Contrary to W5 (Warfield SPD). If provided here, needs to avoid areas of contamination and prone to waterlogging, and developers should provide allotment infrastructure prior to handover. Another allotment site at Warfield has been promised. If not here, where will they go? Seek assurance it will be in Area 1 [3] where there is currently no masterplan. *[Officer response: ref. para 8.20]*

vi) Transport/Highway Impacts

Traffic Volume

- a) Traffic will increase heavily, leading to further congestion, particularly at peak times, e.g. at school opening and closing times, and adversely impacting local road infrastructure. *[Officer response: ref. paras 8.113-8.114, section xiv. Infrastructure Delivery]*
- b) Traffic levels in the area has risen significantly, and the infrastructure in these out of town areas is not designed for this amount of traffic. *[Officer response: ref. paras 8.113-8.114, section xiv. Infrastructure Delivery]*
- c) Road infrastructure cannot cope as they were originally country lanes. *[Officer response: ref. sections iv. Transport, xiv. Infrastructure Delivery]*
- d) Increased traffic will further increase pollution and noise levels. *[Officer response: ref. sections i. Principle of development, iv Transport. The development will include measures to minimise the need to use the private car, such as by providing good pedestrian/cycle connectivity to local facilities and the wider area, and access to the local bus network.]*

Harvest Ride Junction

- a) A number of residents, including those of Lawrence Hill, object to the proposed staggered junction arrangement on Harvest Ride on the grounds of highway safety and consider that it is not acceptable for the following reasons:
 - Harvest Ride is extremely busy at rush hour, and it is impossible to turn right out of Priory Lane without the new dwellings adding to this traffic
 - At peak times the volume of traffic to and from Tesco on both sides of the road means drivers will have to take huge risks pulling out of the new site access into Harvest Ride.
 - The proposed site access from Harvest ride will present a huge risk to vehicles turning right, and for pedestrians.*[Officer response: ref. para 8.83-8.93, 8.113-8.114]*

Maize Lane

- a) The northern end of Maize Lane is not blocked up to the north, preventing access onto Warfield Street, as required by planning policy and guidance. *[Officer response: Maize Lane will be blocked up to vehicles at the north – ref. paras 8.98-8.105]*
- b) The application fails to block off the northern end of Maize Lane prior to construction – meaning construction traffic will access the development via Maize Lane. *[Officer response: ref. paras 8.98-8.105. Details of construction access are not currently for determination, and will be conditioned as part of a site-wide and phase-specific CEMP – ref. conditions 15, 16.]*
- c) Access for the first collection of homes at the top of Maize Lane (opposite the stables) is only a single tack with no pavement - how can that be safe. This will increase traffic on Warfield Street significantly. *[Officer response: ref. paras 8.98-8.105]*
- d) Concern that cars parked for school pick up and drop off will cause problems down Maize Lane. *[Officer response: details concerning school parking will be considered as part of a reserved matters application for the school. Such matters will be considered and seek to be avoided.]*

Impact on sustainable modes of transport/movement and existing walking routes and bridleways

- a) Providing a bus route directly into Bracknell, rather than via Bullbrook, as required by Dev Principle W12 (WSPD), should help increase resident non-car travel by more than 2% stated in the Interim Travel Plan. *[Officer response: Bus service enhancements could be funded using CIL revenue from the development – this would depend on BFC’s CIL spending priorities]*
- b) Warfield Street has no lighting, only single pavements and dangerous bends. *[Officer response: ref. section iv. Transport – no residential vehicle access is proposed onto Warfield Street]*
- c) Roads like Newell Green and Jiggs Lane North no longer feel to safe cycle on, due to the increased volume and speed of traffic. *[Officer response: ref. section iv. Transport – safe cycle and pedestrian connections in and around the site have been a key consideration]*
- d) Development will make cycle paths more dangerous for children to cycle and exercise on. *[Officer response: ref. section iv. Transport – safe cycle and pedestrian connections in and around the site have been a key consideration]*
- e) Insufficient regard given to a pedestrian / cycleway route, free from vehicular traffic, leading from the East to West Greenway in the north of the site to the Whitegrove Neighbourhood Centre. *[Officer response: ref. section iv. Transport – the development will provide pedestrian/cycle routes that connect onto the existing network beyond the site boundary, including a financial contribution towards a Harvest Ride pedestrian crossing that will improve connectivity to Whitegrove Neighbourhood Centre]*
- f) The public bridleway will be built across and the loss of the bridleway (Hedge Lane) will further add to the loss of many bridleways since the development of Woodhurst Park. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.140 – Hedge Lane bridleway will be retained]*
- g) Development will further reduce areas suitable for horse riding and walkers. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.138, 8.140 – horse riders will continue to be able to use Hedge Lane]*
- h) The rural character of Maize Lane will be destroyed and the public path through the site will merely be replaced by a pathway through the middle of a housing development. Walkers will no longer be able to escape from noise or enjoy their country walks and bridle paths. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.140]*
- i) Building on this land will push horse riders on to increasingly busy roads. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.138, 8.140 – horse riders will continue to be able to use Hedge Lane]*
- j) Hedge Lane is a designated bridleway. Horses are losing safe places to hack as the local road network is too busy and getting busier as more of SA9 gets built in Warfield. A separate east-west PRow parallel and screened to Hedge Lane should be provided, so that horses can use this safely without conflict with other users. This has been promised to the people of Warfield. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.138, 8.140 – horse riders will continue to be able to use Hedge Lane. Treatment of Hedge Lane is considered to have been integrated into the site in accordance with planning guidance, with disturbance kept to a minimum]*
- k) Development will force walkers and horse riders off Hedge Lane onto estate roads. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.138, 8.140 – walkers and horse riders will continue to be able to use Hedge Lane]*
- l) Controlled crossings needed on Harvest Ride, which is becoming increasingly busy. Without which, Harvest Ride will continue to be a barrier between old and new development and deter people from travelling by sustainable modes. *[Officer response: ref. section iv. Transport – the*

development will provide pedestrian/cycle routes that connect onto the existing network beyond the site boundary, including a financial contribution towards a Harvest Ride pedestrian crossing]

General Highway/Parking Comments

- a) There is insufficient parking. *[Officer response: ref. para 8.112]*
- b) There has been an increase in road traffic accidents at the Newell Green/Malt Hill and traffic lights by Osbourne Lane, which is a result of recent housing development without appropriate infrastructure. *[Officer response: ref. section iv. Transport]*

vii) Green Space and Biodiversity

- a) Open spaces proposed to be built on must be preserved. *[Officer response: ref. paras 8.1, 8.4, sections vi Trees and Landscaping, vii Biodiversity]*
- b) The application fails to provide sufficient green infrastructure and green space has been reduced significantly in the area over the past couple of years – this will lead to a further reduction. *[Officer response: ref. para 8.18, sections vi Trees and Landscaping, vii Biodiversity]*
- c) Greenspace is on patches of land left over post-development and will be choked with traffic fumes. *[Officer response: ref. paras 8.50-8.51, 8.140-8.141]*
- d) The Green Infrastructure Plan misidentifies the area of the proposed school site as being ‘green infrastructure’, which it isn’t, particularly when additional housing is proposed there instead. This should be provided elsewhere on site. *[Officer response: the report and plans state that the proposed school site is for the delivery of a primary school and/or housing. In the evaluation of the proposal’s OSPV, the school land has not been included]*
- e) Inappropriate treatment and enhancement of the existing ‘Hedge Lane bridleway’ – Warfield SPD states this should become a 10m wide greenway that “hedgerows and shrub planting on both sides should be retained and added to where appropriate with detached and semi-detached houses fronting onto the lane with an appropriate set back.” Land parcel 1a however shows an access road running parallel to Hedge Lane, encroaching on the green corridor. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.140]*
- f) Green infrastructure should be provided on the northern site boundary where it meets the rear gardens of the properties within the Character Area known as “Warfield Street. *[Officer response: green infrastructure is considered to have been provided in accordance with planning policy and guidance, as the report sets out. Interface with existing properties to the north is explained in section iii Impact on Residential Amenity]*
- g) The application fails to demonstrate that it protects and enhances biodiversity. *[Officer response: ref. section vii Biodiversity]*
- h) Proposal will adversely affect existing wildlife and that which remains, e.g. Crested newts that reside on the site and are endangered species. *[Officer response: ref. section vii Biodiversity]*
- i) Local rural areas used daily by horses, dog walkers and families living in the surrounding area will be adversely affected. *[Officer response: the development would provide for extensive public open space that is currently inaccessible on private land. Hedge Lane will be preserved as much as possible, and will continue to be a route for pedestrians, cyclists and horse riders.]*

In addition to the above the Binfield Badger Group submitted a detailed representation concerning a site badger survey:

- a) The site needs a full and thorough badger survey whilst the application is under consideration, and prior to any decision being taken.
- b) It is unclear from the ecological assessment when in 2019 the badger survey was carried out. But in any event given that the survey period is identified as May 2013-June 2019, the data is necessarily now at least 9 months old. Use of the area by badgers could have changed considerably in this time.
- c) Developing the site could lead to an important loss of foraging, consequently driving badgers using it to seek new areas, where they may come into conflict with other badger clans.
- d) Request for any decision on this application be deferred until a contemporary survey has been carried out.

[Officer response to points a)-d) above: ref. paras 8.157-8.159]

viii) Impact on existing Trees and Hedgerows

- a) Concern for the amount of trees (50%) and hedges (40%) being removed. In the short term this is hardly 'limited', as described in the Landscape and Visual Impact Report (9.7). A new hedge is not a substitute for an old one and the new hedge is only providing a 'Moderate Benefit'. Ways need to be found to retain more existing hedgerow. *[Officer response: ref. section vi Trees and Landscaping, paras 8.153-8.155]*
- b) Tree 7090 is a mature sweet chestnut in Field 5 (south end) and is proposed for removal. It has not been covered by the Ecological Survey. At minimum it should be made safe and left dead standing for wildlife habitat. It is a significant landscape feature and must be preserved. Old trees provide valuable wildlife habitat and there are many bats that forage in this area. *[Officer response: ref. para 8.146]*
- c) There are major inconsistencies between the Ecological Assessment March 2020, the Design Access Statement and the Tree Survey regarding the extent of hedge removal, which hedges are fully or partially removed, the length of said hedges and which are Important (is hedge 29 important or not?). There are 788m (23.5%) of total of hedgerow ranked Important. Of this 543m will be completely removed and 245 partially retained. In contrast only 188m of the non-important category are to be removed (figures from the Ecological Assessment). This is against the recommendations of the Government hedgerow guidance and the Hedgerow Regulations 1997. The development does not justify such a widespread removal of Important hedgerow. The presumption must be that they are protected. *[Officer response: ref. paras 8.153-8.155]*
- d) Removal of hedge 20 will disturb the badger sett in that area. As this is in the Wildlife Buffer why is this marked for removal? This is incompatible with the 1992 Protection of Badgers Act. *[Officer response: ref. paras 8.157-8.159]*
- e) Hedgerows: There are inconsistencies between what the consultants have been asked to assess and what the DAS illustrates. (i) It is unclear what is proposed and (ii) in either scenario, significant length and percentage of 'Important' hedgerow would be lost. *[Officer response: ref. para 8.155]*
- f) Removal of Important hedgerow is not good practice. The DAS is only illustrative. Can hedgerow retention be conditioned? Equally, as BFC fully evaluates the evidence, could preserving other biodiversity and landscape/heritage features be conditioned? *[Officer response: ref. section vii Biodiversity]*

g) More emphasis should be placed on conserving the tranquil landscape, particularly around the Hedge Lane bridleway and not just “Retain Pedestrian Permeability” (DAS Figure 20). Along its complete length, the bridleway should be bounded by sufficient natural green space to remain rural, and urbanisation should be avoided. *[Officer response: ref. paras 8.39, 8.62-8.63, 8.140]*

ix) Active Open Space

a) Concern has been raised that on-site active open space falls woefully short of BFC standards. *[Officer response: ref. para 8.18]*

b) Inconsistency between BFC policy description of active OSPV (DAS 4.2.6) and what is described in the ‘proposed Application Masterplan’ (DAS 4.2.8.), with no mention of school playing fields. This discrepancy raises the possibility that there might be no school at all. *[Officer response: ref. paras 4.5(iii), 8.15, 8.18]*

c) There should be opportunity to consider use of any land not needed for the school (as e.g. active play areas, allotments) for the benefit of new residents and the wider community. Can this be conditioned? *[Officer response: This cannot be conditioned. Use of the land would need to be in accordance with planning policy and guidance. Land is identified to provide a school and development proposed is considered to provide OSPV to standard. There is no planning justification to require this land to be used as public open space. Whilst the permission would allow for the 2nd FE school land to be used as either a school or housing, the 1FE land would be owned by BFC, and if a school is not required, it would be a decision for BFC as to what to do with the land.]*

d) ‘Overprovision’ of active OSPV does not factor in existing use of Hedge Lane and is therefore an underestimate of need. *[Officer response: ref. para 8.18 – the development is considered to provide OSPV to standard in accordance with the definition of OSPV as set out in the Planning Obligations SPD.]*

e) Inappropriate for the development to ‘buy into’ SANG at Peacock Meadows, over 4 miles away: all journeys are likely to be by car – conflicts with travel and climate change policy. *[Officer response: the provision of SANG is in accordance with the SPA SPD – ref. paras 8.188-8.191]*

x) Drainage

a) Properties on Warfield Street are approximately 1.6m below the site ground level and are at serious risk of flooding due to ground run-off from the northern area of the development site. Inadequate mitigation is proposed. The applicants ground water surveys were carried out during August (the summer months) and have failed to identify winter ground water run-off issues and the movement and flow of ground water away from the development site. *[Officer response: ref. section ix Drainage]*

b) Development will exacerbate a pre-existing issue concerning surface/ground water run-off being discharged from Maize Lane onto Warfield Street. *[Officer response: ref. section ix Drainage]*

c) Large part of the area is a swamp not suited to housing or recreational areas. Currently a drought but a large part of the area is still flooded. *[Officer response: ref. section ix Drainage]*

xi) General

- a) There is no new Local Plan approved for the area, so this development should be refused. With the new Local Plan being prepared by the Council, suggest the overall master plan should be revisited in their entirety. *[Officer response: ref. section i Principle of development]*
- b) BFC's strategic planning decisions are flawed in that consultations underpinning the local plans are an absolute sham as constituents opinions are simply ignored, despite huge levels of complaint to the Council. The Council seems to be more driven by money into the Council coffers rather than the well-being of its citizens and preservation of the environment, infrastructure and amenity. *[Officer response: ref. section i Principle of development]*
- c) The Council's position on Greenbelt in the area needs to be clarified together with what the "end game" looks like in terms of the boundaries and development of Bracknell. There is already no real gap between Bracknell and Wokingham, Crowthorne and Ascot. *[Officer response: ref. section i Principle of development. This site was allocated in the SALP (adopted 2013) to meet the Borough's housing needs to 2026. The draft Bracknell Forest Local Plan sets out BFC's current position]*
- d) Planning decisions by BFC approve wholly inappropriate designs of homes that are not in keeping with the surrounding area. *[Officer response: ref. section ii Design and Impact on the Character of the Area]*
- e) Smaller developments with more countryside and upgraded facilities would be better than squeezing as many houses as possible onto a postage stamp. *[Officer response: ref. sections i Principle of development, ii Design and Impact on the Character of the Area]*
- f) Members should be representing the interests of residents not those of central government or developers. Regard should be given to the cumulative impact of other developments at various stages of the planning/development phase in the area. Warfield has been subject to so much development already – enough is enough. Warfield will become a large conurbation, indistinguishable from any other. *[Officer response: ref. sections i Principle of development, ii Design and Impact on the Character of the Area]*
- g) On Saturdays Priory Field is used for youth football, which the teams are having an incredibly hard time finding space for now. *[Officer response: ref. para 8.18. This development does not propose any erudition of play space at Priory Field. Financial contributions will be secured to fund active open space projects nearby, which could upgrade existing or provide new facilities. The Warfield Memorial Ground project, for example, proposes new football pitches]*
- h) The land is used every day by all ages young and old for sport and recreation. *[Officer response: ref. para 8.18. This development does not propose any erudition of play space at Priory Field. Financial contributions will be secured to fund active open space projects nearby, which could upgrade existing or provide new facilities. The Warfield Memorial Ground project, for example, proposes new football pitches]*
- i) Development is proposed on an important rural buffer to the north of Bracknell. Its openness should be maintained given its location to the rural greenbelt close by. *[Officer response: ref. section i Principle of development]*
- j) Rural feeling of being in the countryside will be taken away. Going for a walk in a non-built up area will become even further away. Residents need green areas to thrive – it supports health and wellbeing, family time and health lifestyles both mentally and physically. *[Officer response: ref. section i Principle of development, paras 8.140-8.141]*
- k) This land is one of the last parts of natural beauty left in Bracknell that hasn't been made into a man-made habitat. *[Officer response: section i Principle of development, paras 8.140-8.141]*

- l) Noise and pollution levels will increase – ability to breath fresh air is important. *[Officer response: ref. sections i Principle of development, iv Transport, vi Trees and Landscaping. The development will include measures to minimise the need to use the private car, such as by providing good pedestrian/cycle connectivity to local facilities and the wider area, and access to the local bus network]*
- m) Developers use of estate management companies to charge residents for the ineffectual upkeep of any slivers of green space means BFBC win financially here, as council tax revenues increase and pro rata expenditure [for maintenance] decreases. *[Officer response: BFC does not have the resources to take on the responsibility to maintain all areas of greenspace or landscaped areas. It would be up to the prospective homebuyer to check the management arrangements before purchase]*
- n) Warfield is now overcrowded, with children knocked off bicycles, multiple car crashes, road rage and police speed vans on Harvest Ride most days. *[Officer response: ref. sections i. Principle of development, iv Transport]*
- o) For resident’s physical and mental wellbeing, greenspace is required; not more housing, traffic, noise and pollution. *[Officer response: ref. sections i. Principle of development, iv Transport, vi Trees and Landscaping.]*
- p) Consideration needs to be given to the cumulative traffic impact of housing further east, between Maize Lane and Strawberry Hill. *[Officer response: ref. iv Transport. The Applicant has used BFC’s traffic model which factors in the cumulative impact of planned housing in the area, such as further east of the site in ‘Area 3’ (fig. 1)]*
- q) Construction traffic would be very disruptive for existing residents and would put a burden on already poorly maintained local roads. *[Officer response: details of construction access/traffic are not currently for determination, and will be conditioned as part of a site-wide and phase-specific CEMP – ref. conditions 15, 16]*
- r) Most of the residents are elderly or retired people who do not want to be overlooked or disturbed with the noise from additional vehicles and people. *[Officer response: ref. sections i. Principle of development, iii Impact on Residential Amenity, iv Transport]*
- s) This large number of housing would not function as a community, just be a dormitory collection of houses and would be a near replica of the mistakes made in places like Hemel Hempstead, creating a blob of houses without character or identity. Having moved out of the top 3 in the league of England's least desirable towns, the last ambition we should have is [for Bracknell] to reclaim that position. *[Officer response: ref. sections i. Principle of development, ii. Design and Impact on the Character of the Area]*
- t) We have already lost almost all of the historical links with the local past, by demolishing all but a few of our old buildings. Now we are busy shrinking all of our open spaces to nothing more than a couple of patches of land. *[Officer response: ref. sections i. Principle of development, vi Trees and Landscaping]*
- u) A decision should be postponed until a public consultation event can be held to allow residents and locals the opportunity to fully review plans. *[Officer response: the application was first registered in March 2020, so members of the public have had well in excess of the normal consultation period of 21 days to consider the proposals]*
- v) Taylor Wimpey and Danescroft are well-known reckless profiteers, churning out low-quality bland-looking development. *[Officer response: sections i. Principle of development, ii. Design]*

and Impact on the Character of the Area – reserved matters applications would need to be in accordance with the proposed design parameters]

6 SUMMARY OF CONSULTATION RESPONSES

Warfield Parish Council

6.1 Recommend Refusal for the following reasons:

1. Non-compliance with the SPD and Masterplan

6.2 The master plan submitted is not compliant with the central area master plan document (CAMPD) of Feb 2015 produced in accordance with the Warfield SPD area. For the following reasons:

- i. Land north of field 3 (to border Warfield St) is not included within the submitted plan. [Officer response: ref. paras 1.4, 4.7vi), 10.1v., section i. Principle of development]*
- ii. The number of units proposed (305) exceeds the approximately 270 as illustrated by the CAMPD. [Officer response: ref. para 8.7]*
- iii. An access roundabout for the site from Priory Lane/Harvest Ride junction is excluded. [Officer response: ref. paras 8.83-8.86]*
- iv. Homes are shown on the proposed school site. [Officer response: ref. paras 4.5ii), 8.7-8.8, 8.15]*
- v. The Warfield Street South character area is not sufficiently adopted. [Officer response: ref. section ii. Design and Impact on the Character of the Area]*

6.3 Warfield Parish Council has noted that the submitted plans exclude parcels of land adjacent to Old Priory Lane and Warfield Street. These parcels of land are shown on the Area 1 Masterplan and are marked on the submitted masterplan as 'future residential development'. In our view, this does not represent a true masterplan for this part of Area 1 and that the future development should be included within this outline application, as Bracknell Forest Council (BFC) insisted for the masterplan of the western section of Area 1 in the land bordering Forest Road and Watersplash Lane. *[Officer response: ref. paras 1.4, 4.7vi), 10.1v., section i. Principle of development.]*

6.4 Warfield Parish Council has noted the comments in the transport assessment regarding the reasoning for not including a roundabout within the proposal. We believe this view be flawed. The new junction proposed will add to the issue of traffic flows in the area, as is seen with the current arrangement at Priory Lane and Harvest Ride, which the proposed roundabout would have assisted in resolving. *[Officer response: ref. paras 8.83-8.86, 8.113-8.114]*

6.5 The CAMPD requires a two-form entry school to be provided. The proposals make an alternative proposal to build a single form entry, with the option to expand to two-form entry at a later date. *[Officer response: ref. paras 4.5ii), 8.15]*

6.6 The Local character appraisal for Warfield Street South says that 'The area should be informal and semi-rural and mainly consist of detached and semi-detached houses with long gardens and generous setbacks'. In addition there is a requirement for housing fronting onto the green area that is also not met. *[Officer response: ref. section ii. Design and Impact on the Character of the Area]*

2. Trees and Hedges

- 6.7 The Council is concerned that the removal of 40% of extant hedging and 50% of trees will have a negative impact on the area for a significant period of time, despite theoretical biodiversity gains in the longer term. New planting will take many years to mature and will not be a substitute for existing mature hedging and trees. The Landscape and Visual Impact Report says that proposed planting and management would only deliver moderate beneficial effects at year 15 of the project. *[Officer response: ref. sections vi Trees and Landscaping, vii Biodiversity]*
- 6.8 543 m of hedgerow ranked as important will be removed against 188 m of non-important (ref. Site Ecological Assessment) which is detrimental to the environment and contrary to 1997 Hedgerow Regulations. *[Officer response: ref. paras 8.153-8.155]*
- 6.9 There are also major inconsistencies between the March 2020 Ecological Assessment, the Design Access Statement and the Tree Survey regarding the extent of hedge removal and which hedges are to be fully or partially removed and the length of such hedges. Hedge 29 does not feature as does a mature chestnut tree at the southern end of field 5. *[Officer response: ref. para 8.155]*
- 6.10 There also appears to be no justifiable reason to remove tree 7090 as on inspection this tree has no impact in terms of distance on the proposed development. *[Officer response: ref. para 8.146]*
- 6.11 The Design Access Statement (part 2 fig.20) shows important hedgerows to be retained and these match 5,9,18 and 19 in the Ecological Assessment which marks them for removal. *[Officer response: ref. para 8.155]*

3. Biodiversity

- 6.12 Removal of hedge 20 will disturb a badger sett in that area. As this area is designated as a wildlife buffer this is contradictory and would appear incompatible with the 1992 Protection of Badgers Act. *[Officer response: ref. paras 8.157-8.159]*

4. Highways and Transport

- 6.13 The Council considers the modelling for car journeys is flawed as it uses ward data for Binfield with Warfield rather than Warfield Harvest Ride area to which it adjoins and is more representative of the development.
[Officer response: Reference to the ward is only to describe the location of the site, and the applicant has used BFC's Transport Model to model the impact of the development on the highway network]
- 6.14 The Council objects to the main access to the site and subsidiary access points being located on Maize Lane. *[Officer response: ref. paras 8.98-8.105]*
- 6.15 Maize Lane is predominately single carriageway road and we have concern for the safety of pedestrians and vehicle movements with the accessways proposed as well as for vehicles servicing the proposed properties. *[Officer response: ref. paras 8.98-8.105]*
- 6.16 Concern is also expressed for the potential for vehicles using this area during school drop-off and pick-up times. *[Officer response: details concerning school parking will be considered as part of a reserved matters application for the school. Such matters will be considered and seek to be avoided]*
- 6.17 The Council is concerned that insufficient allocation has been made for drop-off areas around the school site and the potential for build-up, as seen at other developments, for traffic

building up by on-street parking or access blocking. *[Officer response: details concerning school parking will be considered as part of the design of the spine road and school. Such matters will be considered and seek to be avoided]*

5. Public Rights of Way

6.18 Members are concerned about the use of Hedge Lane, a designated Bridleway (BR26), as the main east-west accessway particularly for accessing open spaces and the play area. The concern about the shared nature of the accessway as the main route across the development area. *[Officer response: ref. para 8.62 – Hedge Lane is considered to have been integrated into the site in accordance with planning policy guidance]*

Design Officer: No objection in principle. Comments addressed in report.

Transport Officer: No objection subject to conditions and s106 agreement.

Drainage Officer: No objection subject to conditions and s106 agreement.

BFC's Heritage Consultant: No objection in principle. Comments addressed in report.

Parks & Countryside Officer: No objection subject to conditions and s106 agreement.

Biodiversity Officer: No objections subject to conditions and s106 agreement.

Tree Officer: No objection in principle. Comments addressed in report.

Environmental Health Officer: No objection. Recommends conditions.

Waste and Recycling Officer: No objection.

Archaeology: Comments set out in the report. No objection. Recommends condition.

Sustainable Energy Officer: No objection. Recommends conditions.

Local Education Authority: No objection.

SPA Officer: No objection in principle. Comments addressed in report.

Housing Officer: No objection subject to s106 agreement.

7 MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	National Planning Policy Framework (NPPF)
General policies	CP1 of SALP, CS1 & CS2 of Core Strategy DPD (CSDPD) (February 2008)	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of Bracknell Forest Borough Local Plan (BFBLP) (January 2002)	Consistent

Housing	CS5, CS16, CS17 of CSDPD, Saved policies H8 and H14 of BFBLP and SA9 of SALP (July 2013)	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LAs setting their own parking standards for residential development, this policy is considered to be consistent.
Transport	CS23 and CS24 of CSDPD, Saved policy M6 of BFBLP	Consistent
Infrastructure mitigation	CS6, CS8 CS23 and CS24 of CSDPD, Saved policy R4 of BFBLP	Consistent
Trees, Landscape and Biodiversity	Saved policies EN1, EN2, EN3 and EN20 (ii) of BFBLP, CS1 and CS7 (iii) of CSDPD	Consistent
SPA	CS14 of CSDPD, NRM6 of South East Plan (May 2009), Saved policy E3 of BFBLP	Consistent
Sustainability (resources)	CS10 and CS12 of CSDPD	Consistent
Archaeology	Saved policies BFBLP EN6 and EN7 of BFBLP	Consistent

7.2 Relevant SPDs include:

Warfield SPD (2012)
Bracknell Forest Character Areas Assessment SPD (2010)
Design SPD (2017)
Streetscene SPD (2011)
Parking standards SPD (2016)
Planning Obligations SPD (2015)
Thames Basin Heath SPA SPD (2018)

8 PLANNING CONSIDERATIONS

The key issues for consideration are:

- i. Principle of development
- ii. Design and impact on the character of the area
- iii. Impact on residential amenity
- iv. Transport
- v. Heritage
- vi. Trees and Landscaping
- vii. Biodiversity
- viii. Archaeology
- ix. Drainage
- x. Thames Basins Heaths Special Protection Area (SPA)
- xi. Affordable Housing
- xii. Energy sustainability
- xiii. Waste management
- xiv. Infrastructure delivery

These issues are addressed in the following sections of this report

i. PRINCIPLE OF DEVELOPMENT

8.1 The principle of this site's development has been established through its allocation as part of the Warfield Strategic Development within the Site Allocations Local Plan, 2013. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). This is also reflected in SALP Policy CP1 which sets out that a positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the NPPF. The development plan is the statutory starting point for decision making and planning applications which accord with the policies in the development plan will be approved without delay, unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole or where specific policies in the NPPF indicate development should be restricted.

8.2 The following is a summary of the most relevant development plan policies:

8.3 Core Strategy Development Plan Document (CSDPD):

- CS1 sets out a number of sustainable development principles including making efficient use of land and buildings where it protects the character and quality of local landscapes.
- CS2 states that development will be permitted within defined settlements and on allocated sites. Development that is consistent with the character, accessibility and provision of infrastructure and services within that settlement will be permitted, unless material considerations indicate otherwise.
- CS5 identified 'Land to the north of Whitegrove and Quelm Park and to the south of Forest Road and south of Harvest Ride', for a comprehensive, well designed mixed-use development. This proposal is located within this area. (Later allocated in SA9)
- CS6 requires development to deliver infrastructure needed to support growth in the borough and mitigate adverse impacts of the development on communities, transport and the environment.
- CS15 requires the provision of 11,139 dwellings in the Borough over the Plan period.
- CS16 requires a range of housing types, sizes and tenures.

8.4 Site Allocations Local Plan (SALP):

- CP1 refers to the presumption in favour of sustainable development as outlined within the NPPF. SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible. It also seeks to secure development that improves the economic, social and environmental conditions within the area. Planning applications that accord with the policies in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise. This is consistent with the NPPF.
- This development proposal is located within the Warfield strategic allocation, which was allocated for residential development in SALP Policy SA9 - 'Land at Warfield'. Policy SA9 requires comprehensive well designed mixed-use development that includes:

- i) 2,200 residential units (including affordable housing)
- ii) Employment
- iii) Neighbourhood centre
- iv) Two Primary Schools

- v) Multi-functional community hub
- vi) On-site open space
- vii) Suitable Alternative Natural Greenspace (SANG)

8.5 The SALP includes an illustrative concept plan for the site, and defines a new settlement boundary which is identified on the Policies Map.

8.6 The next section of this report will assess the proposed development in terms of its conformity with the various elements of Policy SA9, as set out in points i) – vii) above.

i) 2,200 residential units (including affordable housing):

8.7 The application would make a significant contribution towards this allocation, the location of which is broadly in line with the illustrative concept plan for Warfield (SALP, p38). Figure 4.1 of the Area 1 Masterplan provides an indicative figure of 260 dwellings for the application area, which excludes any residential development on the school land. Given that the phase 2 school land is 0.9ha within the Warfield Street South character area (residential density of 35dph), a further 32 dwellings is a reasonable assumption. Based on these two school delivery scenarios, with a reasonable degree of flexibility, the development could provide:

Scenario 1 – Development with 2 FE school: up to 270 dwellings.

Scenario 2 – Development with 1 FE school: up to 305 dwellings

8.8 These scenarios with corresponding dwelling numbers would be secured by condition.

8.9 Housing will comprise a mix of market and affordable homes.

8.10 In terms of housing density, the Warfield SPD guidance states that “a minimum average housing density of 35 dwellings per hectare (dph) should be provided across the developed parts of the site”, informed by character areas and with higher densities along main arteries and around key nodes within the site (para 5.4). The Schedule of Accommodation (fig. 5) and Density Plan (fig. 6) indicate a housing density of 35dph in the northern half and 40dph in the southern part of the site. The application proposes an indicative overall density of 37dph, with a higher 40dph in the south of the site, along the main street, and a lower density of 35dph in the north of the site where the character is more rural and organic (DAS fig. 38 refers). The application is therefore in accordance with the parameters set by the SPD.

8.11 It is important to note that the location of housing and the primary schools as shown within the illustrative concept within SALP Policy SA9 has been changed. The illustrative concept plan shows an indicative location for the two primary schools – one to the west of the new north-south link road (now Warfield West primary school, to the west of Sopwith Road) and the other, Warfield East primary school, to the north of Priory Fields and adjacent to the proposed neighbourhood centre. The concept plan was developed further in the Warfield SPD. Both SALP Policy SA9 and the Warfield SPD require the approval of masterplans across Areas 1-3 (ref. fig. 1 above). In the Area 1 Masterplan, the location of the primary school (indicatively shown in the SALP and the Warfield SPD as being to the north of the neighbourhood centre) was relocated further east, and now falls within the curtilage of the application site. In February 2015, the council agreed that the content of the masterplan is technically sound and meets the requirements of the Site Allocations Policy SA9. The Area 1 Masterplan is therefore a material consideration in this case. The Area 1 Masterplan, by incorporating land for the 2FE primary school on the application site, reduced the area allocated for housing within the area of the application site but not across Area 1 as a whole. The ‘new’ area of housing being located on the land to the north of the neighbourhood centre means there should be no net loss of housing overall.

ii) Employment:

8.12 The Warfield SPD states that employment floorspace would be encouraged in the Neighbourhood Centre, which is planned for land adjacent to this site. It further states that “Development proposals for uses other than housing beyond the Neighbourhood Centre will need to demonstrate that they do not detract from the objective to provide 2,200 dwellings on the site”. This application will facilitate employment at the school, and the delivery of housing itself will generate jobs and training opportunities and additional spending power in the local economy. The delivery of this site will also contribute towards the delivery of the new neighbourhood centre and improve connectivity to it, thereby assisting in the creation of, and access to, jobs.

iii) Neighbourhood centre:

8.13 This centrepiece of the allocation is planned for adjacent land to the west, to be accessed off Newell Green. This site is not required to deliver the centre, other than contributing financially towards the community hub element and facilitating pedestrian/cycle access to it. The application provides for pedestrian/cycle enhancements to Old Priory Lane, and provides the informal greenway and formal east-west pedestrian/cycle link that connect onto Old Priory Lane near to where access westwards into the neighbourhood centre is proposed.

iv) Two Primary Schools:

8.14 Paragraph 94 of the NPPF emphasises the importance of creating new schools to ensure there are sufficient school places available to meet the needs of existing and new communities. Policy SA9 requires the provision of two primary schools serving the east and west of the site. ‘Warfield West’ school was provided in the western area of the overall allocation as part of planning permission 13/01007/OUT. This application provides land to enable the delivery of the ‘Warfield East’ school, and a proportionate contribution towards the school build cost will be secured.

8.15 The Council has a statutory duty to provide sufficient school places and in order to meet this duty it publishes, on an annual basis, a School Places Plan and Capacity Strategy (SPPCS). The SPPCS sets out a forecast for the number of school places that will be required over the following 5 years and in doing so it considers whether there is capacity to meet this demand. The current SPPCS covers the period 2020 to 2024 and forecasts sufficient primary places for the north Bracknell area which includes Warfield. Therefore, the Local Education Authority (LEA) has advised that the further development of housing as part of the Warfield allocation is unlikely to generate sufficient demand for a new school in the short term (i.e. in the next 5 years); and beyond this five year period, it is difficult to forecast accurately. Therefore, the LEA considers that a cautious approach should be taken to the need for an additional school at Warfield. For this reason the proposed development would safeguard land for the delivery of either a 1FE or 2FE primary school, for the LEA to deliver, if required, at a later date. Approval of this scheme would secure the transfer of 1.1ha of land to Council ownership for the delivery of a 1FE school, and BFC would have the option to purchase land to provide the 2nd FE (a further 0.9ha) within a 10 year period should it be required.

8.16 This application for either 270 or 305 dwellings would yield up to approximately 90 (0.43 FE) or 102 pupils (0.48 FE) respectively, requiring 0.47 and 0.53 ha of school land respectively. The development therefore significantly overprovides the school land requirement generated by this development alone. In order to enable delivery and equalise the cost to the developer for setting this land aside which benefits a wider area, the Council would provide the developer with SANG capacity at Peacock Meadows as part of the SPA mitigation. The potential cost to BFC for purchasing the 2FE land would be clawed-back from other developments requiring school places at the Warfield East school, including build costs.

v) Multi-functional community hub:

8.17 The community hub, including nursery, will be located in the southern part of the neighbourhood centre, adjacent to the open space. This development would make a proportionate contribution towards the build cost.

vi) On-site open space:

8.18 According to BFC's Open Space of Public Value (OSPV) standards, the 270 dwelling proposal would require 1.43ha of passive and 1.25ha of active OSPV; equal to 2.68ha overall. This application would provide for approximately 2.8ha passive and 0.14ha; equal to 2.94ha overall onsite. Whilst in terms of land area, the scheme would in effect overprovide OSPV by approximately 0.3ha, the scheme underprovides active OSPV. The Warfield SPD (p53) states that, whilst open space will be required to standard, this could be in the form of enhancements to existing sports facilities nearby requiring upgrades, such as Priory Field or Warfield Memorial Ground, which both have costed projects ready to be implemented, subject to funding. To compensate for the deficit of on-site active open space, this application would make a financial contribution towards off-site active OSPV projects, within close proximity, for the benefit of new and existing residents of Warfield.

8.19 If the period to purchase the 2FE school land lapses, and land is built-out for residential development as part of this planning permission, any underprovision of open space on that particular parcel will be supplemented by a commensurate financial contribution towards off-site active OSPV projects nearby.

8.20 An objection commented that an allotment site is not proposed, contrary to the Warfield SPD, figure 4 – Concept Plan. This plan shows allotments on an area identified as a Local Wildlife Site and in an area where a group of trees (tree survey ref. TG7028) identified as having 'high landscape value' is present. This area is therefore not considered suitable to host allotments. Because of the need to safeguard extensive existing landscape features and provide drainage attenuation ponds within the open space, this site as a whole is not considered appropriate for providing allotments. The provision of Allotments on land further east will therefore be sought as part of the masterplanning for Area 3, where the land appears better suited.

vii) Suitable Alternative Natural Greenspace (SANG):

8.21 Financial contributions towards a bespoke SANG at Peacock Meadows will be provided, to mitigate the impact of this development on the Thames Basin Heath SPA.

Material considerations

8.22 SALP Policy SA9 is supported by the Warfield SPD, and the site is located within 'Area 1' of the Warfield strategic allocation which has an agreed masterplan. The relevance of these documents in shaping the development of this site is explained below:

a) Warfield SPD

8.23 The Warfield SPD sets out specific guidance relating to the development of the Policy SA9 allocation. Development Principle W1 explains that 'the Council will expect planning applications to support the comprehensive development of Warfield including accessibility and the delivery of infrastructure'. The SPD was adopted following public consultation and it supplements Core Strategy Policy CS5 and SALP Policy SA9. It is therefore capable of being afforded full weight and can be treated as a material consideration in the determination of planning applications.

8.24 The density of the proposal is generally in accordance with the Warfield SPD (figure 5 – schedule of accommodation, and figure 6 - density map refers). Appendix 3 of the SPD includes an Implementation and Sequence Plan (figure 11). The application site would fall within sequence 1.

b) The Area 1 Masterplan

8.25 The site is located within the Area 1 Masterplan which was endorsed by the Council as technically sound and meeting the requirements of SALP Policy SA9 in February 2015.

8.26 The Masterplan responds to requirements set out in the Warfield SPD and provides the parameters and design principles to set the context for development proposals. It is a material consideration in the assessment of this planning application.

8.27 With reference to figure 1.2 of the Area 1 Masterplan (p6), it shows this development area served by vehicular access points off Old Priory Lane, from a roundabout off Harvest Ride, and Maize Lane. For reasons explained in the Transport section, the proposed western access is now in the form of a T-junction directly off Harvest Ride. Internally, development parcels are served off an east-west spine road, and a limited number of dwellings are served off Maize Lane. Hedge Lane is shown to be protected as a bridleway, however 'punch-throughs' will be needed to facilitate access to northern parcels. Sensitive areas of green and blue infrastructure are shown to be preserved and integrated into the site's open space. A primary school is shown at the east of the site, north of the spine road.

8.28 Whilst the masterplan is not immutable, any amendments or changes in terms of the key design principles set out in the masterplan, must demonstrate an improvement or enhancement to what could be achieved through conformity to the masterplan. Therefore, the applicant has been required to demonstrate consideration for the content of the Area 1 Masterplan when putting forward proposals for this site.

Key issues for consideration within Area 1 relevant to this site are:

- a. Warfield Street South and Harvest Ride character areas;
- b. minimising the impact of development in certain sensitive areas whilst delivering dwellings in the most appropriate locations;
- c. creating key frontages onto roads, open space and key routes;
- d. layout legibility within the site and consideration beyond the site boundary;
- e. movement and access strategy;
- f. provision of a primary school;
- g. creation and protection of routes for pedestrians, cyclists and horse riders to ensure a permeable development, connecting key places;
- h. continuation of the East-West Greenway – providing both a formal route along the spine road and an informal route along Hedge Lane bridleway;
- i. protection and enhancement of green and blue infrastructure, including established belts of trees and the central pond;
- j. stopping up the north of Old Priory Lane and Maize Lane, preventing vehicular access onto Warfield Street; and
- k. provision and integration of SuDs, that contribute towards enhanced on-site biodiversity habitats.

8.29 To secure the successful delivery of the comprehensive development of the strategic allocation, it is important that individual development proposals do not undermine the overarching objectives. This includes the transport/highway strategy, design and infrastructure

delivery. The need to secure comprehensive delivery has been recognised by Inspectors on appeal, when considering alternative proposals within the wider allocation.

8.30 To conclude, the relevant Development Plan policies outlined above relating to the principle of the proposed development are considered up to date, and consistent with the NPPF. For the reasons set out above, and subject to the completion of appropriate obligations securing necessary infrastructure, it is concluded that the proposed development would be in accordance with Policies CP1 and SA9 of the SALP, Policies CS1, CS2, CS5, CS6 and CS16 of the Core Strategy and the NPPF.

8.31 As the principle of the proposed development is in accordance with the Development Plan and therefore acceptable, the presumption in favour of sustainable development requires that the application proposals should be approved, unless other material considerations indicate otherwise.

8.32 The following sections of this report include consideration of whether there are other material considerations that indicate the application should not be approved.

ii. DESIGN AND IMPACT ON THE CHARACTER OF THE AREA

8.33 'Saved' BFBLP Policy EN20 and CSDPD Policy CS7 requires development to be sympathetic to the appearance and character of the local area and appropriate in terms of built form. These are consistent with chapter 12 of the NPPF and therefore have significant weight. NPPF para. 127 states that developments should be visually attractive and should establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It goes on to state that development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development, including green and other public space.

8.34 The Warfield SPD sets out 16 clear design principles and detailed parameters to assist in ensuring that development coming forward on the site provides a comprehensive, well designed, connected, new neighbourhood. It identifies seven character areas across the SA9 site. Two of these character areas are relevant to this application site: Warfield Street South and Harvest. Figure 4 below shows how these areas relate to the application site.

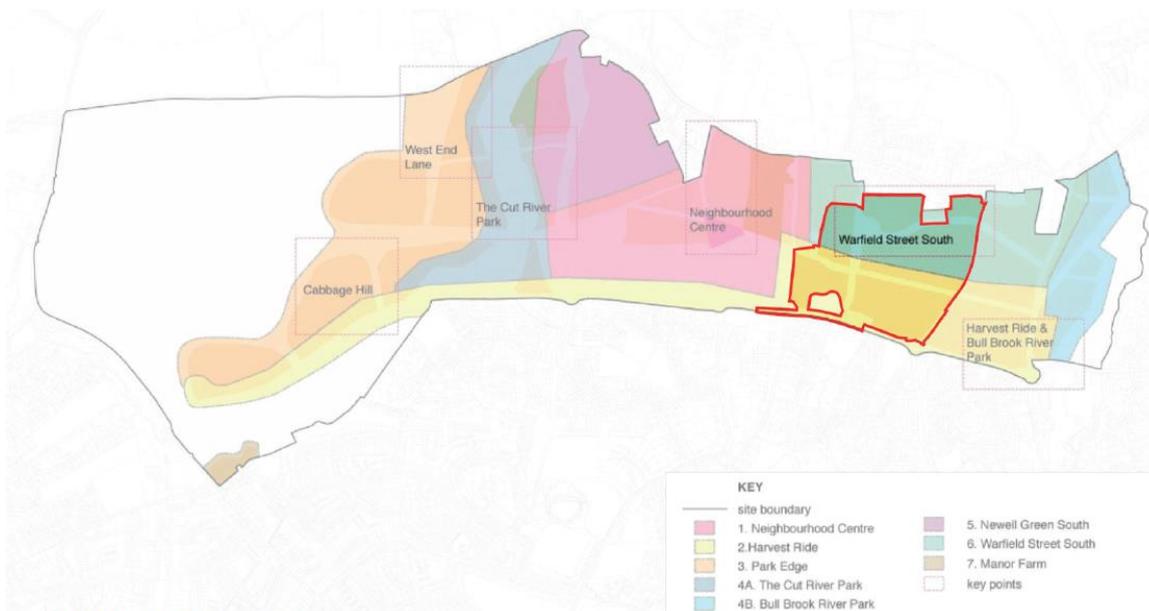


Figure 4: Application site in relation to Warfield SPD character areas (Warfield SPD, p21)

8.35 Each area is intended to be distinct and follow the set of design principles first outlined in the Warfield SPD. A finer-grained interpretation of the Warfield SPD was developed in the Area 1 Masterplan based on a more detailed assessment of the area. The Area 1 Masterplan sets out a series of design principles and parameters and identifies key characteristics for the character areas relevant to this outline application, including:

- i) Warfield Street South – with a character to reflect the village feel of Warfield Street with substantial green elements and an informal appearance, comprising:
 - a. Informal dwelling frontages, with frontages onto informal open space and the East to West Greenway;
 - b. Building heights to be predominantly 2 storeys;
 - c. Denser development to the inside of blocks, away from greenspace frontages;
 - d. Variety of housing types and forms to create a strong village character;
 - e. Generous informal open space around the existing pond;
 - f. Retain the East to West Greenway along Hedge Lane as a bridleway to serve as a key pedestrian/cycle link;
 - g. Integrate SuDS into greenspace to provide a rural character;
 - h. Traditional architectural styles, to reflect local vernacular and village character;
 - i. Mews streets to have more contemporary styles;
 - j. Building materials and detailing to reflect those found along Warfield Street; and
 - k. Varied materials palette to reinforce an informal village feel.

- ii) Harvest Ride – with a character to reflect the suburban character of residential areas in North Bracknell, comprising:
 - a. Suburban character with a degree of regularity and formality, in contrast to the adjoining Warfield Street South character;
 - b. Create a focal space and design along the approach to the entrance of the primary school;
 - c. Positive design response and relationship to Harvest Ride, especially in the vicinity of the two roundabout junctions;
 - d. Create strong links to the south;
 - e. Slightly higher development density, particularly close to main streets;
 - f. Building heights between 2 – 3 storeys, with higher buildings along main routes and in key locations;
 - g. Predominantly semi-detached and detached dwellings, with apartments at key locations;
 - h. Create a strong street frontage to the main street;
 - i. Buildings to follow a regular building line;
 - j. Provide street trees;
 - k. More contemporary architectural style; and
 - l. Limited materials palette, with variation around a recurring theme.

8.36 Although the detailed layout of the development is not currently for determination, matters for approval relate to the submitted DAS and a set of parameter plans that are required to accord with the Area 1 Masterplan character area design principles and the Warfield SPD. The application includes a DAS, which includes the proposal's response to the design principles, and a set of standalone parameter plans. These will guide reserved matters applications in the future, and aid implementation. The next section considers the application's response to the Warfield SPD and Area 1 Masterplan as set out in the DAS and the parameter plans that form part of the application.

Warfield Street South character area (ref. figure 5)

8.37 In accordance with the Area 1 Masterplan, the objective is for this area to reflect the village feel of Warfield Street. It would have a distinct green character, defined by the central area of



open space with an existing pond, the Hedge Lane bridleway and the semi-rural lanes of Maize Lane and Old Priory Lane that flank the site. Built form would be traditional in style and have an organic layout. It would comprise mostly detached and semi-detached housing with informal frontages on to open spaces, with limited short terraced blocks and mews style buildings within perimeter blocks. Development density would be approximately 35dph with dwellings of predominantly 2 storeys, with occasional 2.5 storey

Figure 5: DAS (p62) extract showing Warfield Street South character area

elements where appropriate at key points. However, the sensitive northern edge of the site abutting properties to the south of Warfield Street would be up to a maximum of 2 storeys.

8.38 The east of the site defines the key frontage with Old Priory Lane where larger dwellings, reflecting the scale and character of existing dwellings fronting the lane to the north, would front onto the lane. Vegetation along the lane would be retained as appropriate in order to create views into the site whilst retaining the green character of the lane.

8.39 Hedge Lane would be integrated through this character area, where built form abutting the bridleway would be kept to a minimum with any dwellings orientated either front or side-on to the lane with an appropriate buffer. The continuity of Hedge Lane will be broken by access roads serving development parcels in two places. The width of 'punch-throughs' would be kept to a minimum, and where possible, a single lane priority road will be used to minimise disturbance to the lane, and also serve to slow vehicles down.

8.40 New properties along the northern boundary will be set back an appropriate distance, with particular consideration given to the proximity of built form to the Knibbs Nook and Wee Knibbs Listed Building and privacy of other properties. As much existing vegetation would be retained as possible and boundary vegetation would be supplemented with additional hedge planting.

8.41 Dwellings will back onto the perimeter of the school with the boundary defined by fencing and hedge planting to provide a degree of screening.

8.42 This 'village feel' continues to define dwellings fronting onto, and accessed off, the section of Maize Lane north of the main access. This will form the transition from the higher density southern end with the main site access, becoming increasingly more rural further north up the lane.

8.43 The architectural detailing and material palette of buildings is proposed to be traditional, to reflect the local 'village' vernacular, with scope for more contemporary styles in mews streets.

Harvest Ride character area (ref. figure 6)

8.44 This area in the south of the site is largely defined by Harvest Ride to the south, the southern section of Maize Lane to the east and the internal spine road. It would comprise a denser 40dph form creating a more suburban character, with a degree of regularity and formality, reflective of the north Bracknell residential area to the south. This is in contrast to the adjoining Warfield Street South character area.

8.45 The spine road, providing the main connection through the site, requires a particularly strong design response. Development would have a denser grain, generally fronting the road,



through the site and points of architectural interest. This would extend north to provide a key building orientated south, facing onto the area of open space with views over a SuDS feature towards the play area.
 Figure 6: DAS (p66) extract showing Harvest Ride character area

up to 2.5 storeys in height. It would have a regular building line, with minimal gaps and consistent set back creating a sense of uniformity. Properties on the south side would be sufficiently set back to provide an avenue of trees to green the public realm. This, together with the street alignment would help slow traffic naturally, particularly in the vicinity of the school.

8.46 As identified in the Area 1 Masterplan, the spine road creates opportunities for key buildings, of up to 3 storeys, to be placed strategically to terminate views and provide legibility building orientated south, facing onto the area of open space with views over a SuDS feature towards the play area.

8.47 Development to the north of Whitegrove roundabout, wrapping round from Harvest Ride to Maize Lane would form the gateway to the eastern site access, where a key building in the form of an apartment building(s) of up to 3 storeys would be appropriate. Development would then reduce in height to 2.5 storeys up to the main access on Maize Lane. Houses forming the entrance to the spine road would be required to carefully address the dual interface with both Maize Lane and the spine road. There is a need to deliver a strong sense of place here, whilst delivering development that would not be incongruous to the character of the area.

8.48 Similarly, at the western gateway with Harvest Ride, a key building up to 3 storeys would be appropriate. This would define the entrance to the development and provide an active frontage and natural surveillance onto the strategic pedestrian/cycleway on Old Priory Lane. This gateway would be extensively landscaped within the grounds of the apartment building and to the west where the pedestrian/cycle route enters Old Priory Lane, and also to the east of the site entrance where an existing pond would provide a verdant feature.

8.49 Building materials and detailing are proposed to reflect the local vernacular, and generally follow a traditional style.

Open space

8.50 The green infrastructure strategy has sought to respond Warfield SPD Development Principle W5. This, that requires development to provide “*extensive green infrastructure [that] will protect and enhance biodiversity, physical and visual amenity*” in order to “*create a distinctive and high quality landscape character*”. It goes onto state that “*Opportunities for multi-functional uses of green infrastructure should be sought, and it will be provided as an interconnected network for the benefit of local people*”.

8.51 The central area of open space has been informed by the Area 1 Masterplan, submitted Landscape and Visual Impact Assessment and Ecological Assessment. It integrates the majority of the site’s significant natural assets and characteristic landscape features. It will form the centrepiece of the Warfield Street South character area and extend into the Harvest Ride character area, retaining a significant length of Hedge Lane free from built form. The built form would be orientated towards the open space to provide an active frontage and natural surveillance. Dwellings will be sufficiently setback from vegetation, and clusters of trees planted along the development edge will serve to soften views of dwellings from the open space. Centrally located and providing paths through north-south and east-west axis, the area will have a high level of accessibility and will be multi-functional, providing benefits to the site in terms of ecology, amenity, recreation and connectivity.

School land

- 8.52 The school is located at the eastern end of the site, accessed off the north of the spine road near to the main access with Maize Lane. It is identified as a key space. This location benefits from good connectivity within and beyond the site, and is located to effectively serve 'Area 3' of the Warfield SA9 allocation on land immediately to the east of Maize Lane. Here, existing trees would be blended into an area of open space near to the school entrance, to create a natural focal point and terminate the vista from either direction on the main street.
- 8.53 The location of the school, access to it and interface with Maize Lane was discussed extensively, in consultation with the LEA, during the pre-application process.

Harvest Ride

- 8.54 This frontage forms the most visually prominent views of the site from the existing highway. Development fronting Harvest Ride, west of the key building on the Whitegrove roundabout, would be up to 2.5 storeys in height and have a density of approximately 40dph. Given the sensitivity of this frontage, a high quality design response would be required, appropriate to the development, whilst using existing vegetation and additional planting to soften the appearance of the development on the main road. This would help retain important trees and landscape features along Harvest Ride and provide an important green corridor for biodiversity, providing links to the central area of greenspace. This area of open space and the Thames Water pond would form an attractive green break in built form fronting Harvest Ride between the two main points of access.

Maize Lane – north of the main access

- 8.55 It is important to maintain the semi-rural character of Maize Lane as much as possible, and to keep highway engineering works to a minimum, whilst providing a safe and effective route. Dwellings fronting onto the lane will be predominantly two storeys, detached and semi-detached dwellings, and would be accessed via small drives, off Maize Lane, which will increase the setback from the lane. Architectural features such as chimneys will be used to enhance the lane's rural feel. The hedgerow along the lane would be retained as much as possible, and where necessary supplemented.
- 8.56 The stopping-up at the southern end of the lane is proposed to be relocated to the northern end, just north of the access into the most northerly development parcel. All residential vehicle movements would therefore be directed southwards onto Whitegrove roundabout, and not onto Warfield Street.
- 8.57 The Area 1 Masterplan identifies Maize Lane as a north-south strategic pedestrian route, and the lane would provide access to a number of new dwellings. Following detailed consideration, and taking account of the quantum of development to be accessed off this north section of the lane, it is proposed that Maize Lane should become a lit shared-surface carriageway. Local examples of this, at Gough's Lane and Priory Lane have shown where this has been done sympathetically to the local character. This option is considered the most effective and least harmful way of achieving access objectives along the lane, and is supported by the Council's Design and Highways Officers.

Old Priory Lane (ref. figure 7)

8.58 Amendments to the west main access, which are explained in Section iv – Transport, have created the opportunity for a new design approach – to maintain the semi-rural character of Old Priory Lane and create a pedestrian/cycle-priority route. A private drive would serve houses fronting onto the lane. This means that, while the lane would have some attractive new built form, there would no vehicle movements on this southern part of the lane.

8.59 This key frontage with Old Priory Lane is particularly important because it provides the only interface between this site and the planned new neighbourhood centre on land immediately to the west. It forms a junction for:

- the East-West Greenway, where the route emerges from the Priory Field area to the west and splits, providing either an informal route along Hedge Lane or a formal route along the spine road;
- the strategic north-south pedestrian/cycle route from Harvest Ride, which would provide the most direct and user-friendly pedestrian/cycle route to the neighbourhood centre and Priory Field open space for a large area to the south of the site; and
- pedestrians and cyclists heading north/south along the northern section of Old Priory Lane.

8.60 It is therefore anticipated to be a very important and popular route. This area has been carefully considered with significant amendments made from the original submission.

8.61 The proposed re-arrangement – relocating the turning head north, to just south of the Hedge Lane access, would serve to remove what is currently an unattractive turning head that is sometimes used as a parking area creating an obstruction for vehicles attempting to turn around. Importantly, it would create a car-free route from Harvest Ride up to the neighbourhood centre eastern access, that would be provided in future off the west of Old Priory Lane.

Hedge Lane

8.62 The Area 1 Masterplan shows this bridleway as providing the strategic East-West Greenway link through this site, which would then continue west across Priory Field and eastwards through an adjacent development parcel. The Warfield SPD requires Hedge Lane to be retained as a semi-rural lane, with the focus being on pedestrian and cycle use. The application proposes its retention and integration, routing through the centre of the site, and for it to remain unlit and the surface to be maintained as self-binding gravel.

8.63 Extended sections of the lane would be free from development, at least on one side, or have development well set back. Where development does abut the lane, housing would be orientated to either front or side onto the lane, with a minimum set back of 4m from the edge of the lane. Flanking hedging and trees would be retained and supplementary trees planted wherever appropriate. This approach would be in general accordance with the Warfield SPD and Area 1 Masterplan.

Rear of existing properties along the south of Warfield Street



Figure 7: extract from the Illustrative Layout showing Old Priory Lane

- 8.64 This sensitive area of the development will be discussed in detail in both Section iii – Impact on Residential Amenity, and in the assessment of impacts on the neighbouring Listed Building: Section v – Heritage.
- 8.65 The originally submitted DAS has now been amended to ensure that the principles agreed with the Council at the masterplan stage are detailed correctly as part of this outline application. This relates to the design and classification of streets within the development site.
- 8.66 In conclusion, although the character of the site will change considerably from enclosed fields to an urban extension, it is considered that the proposed design parameters will enable a high quality development to be created on this site with a distinct and attractive character. The proposal makes efficient use of the land and good use of the opportunities provided by the natural assets of the site. Therefore the proposal is in general accordance with the Area 1 Masterplan, Warfield SPD, 'Saved' BFBLP Policy EN20, CSDPD Policy CS7 and the NPPF.

iii. IMPACT ON RESIDENTIAL AMENITY

- 8.67 BFBLP Policy EN20 seeks to protect the amenity of surrounding properties. The Policy requires the Council to have regard to ensuring new development does not adversely affect the amenity of surrounding properties and adjoining area. This is consistent with the NPPF.
- 8.68 Whilst the application is for outline planning permission, the parameter plans are sufficient to allow an initial assessment of the likely impact on properties nearby. The determination of reserved matters for applications will require more detailed analysis of these impacts.
- 8.69 The majority of the site is self-contained, however there would be properties around the site perimeter affected by development.
- 8.70 To the south of the site, beyond Harvest Ride, separation from built form would vary from approximately 32m with 2.5 storey elements beyond dense vegetation and 48m with the 3 storey key building at the west access. The proposed 3 storey key building at Whitegrove roundabout would be approximately 64m from properties across the roundabout and 34m to the closest property east at the south of Maize Lane, beyond dense vegetation.
- 8.71 To the west, development would be set back approximately 35m from the closest dwelling and be screened by vegetation.
- 8.72 To the east, at the northern end of Maize Lane, the separation distance would be approximately 30m to the closest residential property.
- 8.73 Properties most affected by this development are to the north of the development, along or just to the south of Warfield Street. Several objections raised this relationship as a particular point of concern, specifically in terms of: proximity to new housing, the ground level being higher on the development land and the inadequacy of a buffer.
- 8.74 The depth of gardens for existing properties varies. There are longer rear gardens with a minimum depth of approximately 25m to the west of Listed Buildings Knibbs Nook and Wee Knibbs, which itself has a garden of only approximately 11m depth. Further east, properties are much closer to the application site boundary, with a setback of approximately 8m.
- 8.75 Warfield SPD, para 4.23, recognises this is an area where new development would “*need to respect the grain and character of development of the existing area and ensure that existing houses are not unacceptably overlooked by new development*”. It points to recommendations in the Character Area Assessments SPD and refers to the need for lower density development.

BFC's Design SPD recommends a minimum back to back distance of 22m to provide "a reasonable degree of privacy for the occupants of both dwellings" (para 3.9.13 refers).

- 8.76 Having regard to the sensitivity of the relationship to the north boundary, a more sympathetic relationship that exceeds minimum separation distances with a vegetated buffer would be sought at the reserved matters stage. The parameters for the development are included on the submitted plans and shown on the Illustrative Layout. Additionally, the DAS has been amended to include reference to an 'appropriate set back' and the retention of existing vegetation supplemented with additional planting (DAS p62 and figure 46 refer, with cross-sections of the relationship provided on p64).
- 8.77 The applicant has been advised that the detail shown on the Illustrative Layout to the south of Warfield Street is not acceptable due to the relationship with existing properties, and that further work would be required to receive officer support at reserved matters stage. The DAS has been amended to ensure this detail can be agreed through reserved matters. It should be noted that this issue would not preclude the delivery of the level of the development provided within the scope of the application, given that the figure quoted in the description is a maximum of up to 305 dwellings.
- 8.78 Having regard to the analysis of the impacts of this proposal on existing neighbouring properties and the set of parameter plans and information contained within the DAS, this development would not result in any unacceptably adverse impacts upon any existing residential amenity and would therefore comply with Saved BFBLP Policy EN20, the NPPF and the Design SPD.

iv. TRANSPORT

- 8.79 CS Policies CS23 and CS24 seek to improve access to key services and facilities, reduce reliance on the car, improve travel safety and improve the local road network. This is consistent with the objectives of the NPPF. SALP Policy SA9 requires a comprehensive package of on and off-site transport measures to mitigate against the impact of the development and to encourage sustainable modes of transport.
- 8.80 Specific transport infrastructure objectives for the SA9 site are then provided in Development Principles W12, W13, W14 and W15 of the Warfield SPD. The SPD requires the application to be provide measures including:
- i. opportunities that maximise bus usage;
 - ii. measures to encourage travel by walking and cycling within the development and to key serves and destinations, e.g. schools and Bracknell town centre;
 - iii. Travel Plans and parking to standard; and
 - iv. highway access, improvements and mitigation, supported by detailed traffic modelling
- 8.81 The Area 1 Masterplan builds on the Warfield SPD's movement strategy and transport principles, and includes the following key considerations relevant to this proposal:
- i. Hedge Lane, an existing and important bridleway, to be retained to ensure safe passage for equestrian movement, walkers and cyclists;
 - ii. provide easy access to the bus service on Harvest Ride;
 - iii. provide north-south pedestrian/cycle routes along Old Priory Lane, Maize Lane and through the central area of green space;
 - iv. provide east-west pedestrian/cycle routes along Hedge Lane and the spine road;
 - v. connect pedestrian/cycle routes to the wider network beyond the site boundary;

- vi. a new roundabout junction at Harvest Ride and Old Priory Lane (South) to enable access to new dwellings set along Old Priory Lane
- vii. restrict vehicular access to/from Warfield Street at the northern end of Old Priory Lane;
- viii. Maize Lane (South) is enhanced and a new spur created to enable access into the development and to the new school, as well as Area 3 development to the east of Maize Lane; and
- ix. Maize Lane restricted at the northern end to prevent development access to Warfield Street.

8.82 In response, the application includes an Access and Movement Strategy, as part of the suite of parameter plans. This shows the access points and provides an indication as to how the site could be laid out internally, including roads, footpaths, cycleways, the PRow and future potential access points. It also shows the hierarchy of streets, the characteristics of which, with indicative cross-sections, are illustrated in section 5.5 of the DAS. Given that this application seeks approval for access at this stage, detailed drawings for both access points off Harvest Ride and Maize Lane have been submitted. Whilst these plans are indicative, setting the parameters that could be subject to minor amendments, they do form part of the documents for approval. The application is supported by a Transport Assessment and BFC's Highways Officer has been consulted throughout this process.

8.83 The proposed vehicular access arrangement from the west is a significant deviation from that envisaged in the Warfield SPD and Area 1 Masterplan. It was previously planned that access into this site would be via Old Priory Lane, by means of a new roundabout forming a new junction with Harvest Ride and Old Priory Lane (South). This would also serve new dwellings set along Old Priory Lane. This is important as it is a significant change from previous plans and the proposed alternative junction arrangement has been raised by several objectors.

8.84 A covenant was identified by the applicant affecting Priory Field (an area of open space transferred to the Council as part of the Quelm Park housing development nearby). This prevents any development of a residential or commercial nature on the land. A small area in the south east corner of Priory Field was required to deliver a roundabout that functioned effectively and safely, and that could be supported by the Local Highway Authority (LHA). After several design iterations, it was concluded that it was not possible to design a roundabout that fitted outside of the covenanted area.

8.85 Beneficiaries of the covenant include Berkshire Land Ltd, which is a consortium of developers who built-out Quelm Park, comprising: Bovis Homes Ltd, J A Pye (Oxford) Ltd and Wates Homes Ltd. Whilst the question of seeking the release of the covenant was considered with BFC Property Services, the costs associated with acquiring the land required to deliver the roundabout would be significant. It was also established that it was not necessary when an alternative approach to the junction can be delivered which is acceptable on planning and highway terms. Therefore a priority junction access arrangement is now proposed.

8.86 Advantages to this alternative access are considered to be:

- i. one less roundabout on this stretch of Harvest Ride and Country Lane, that would have been close to the Harvest Ride/Warfield Road/Newell Green roundabout;
- ii. open space at Priory Fields is not eroded;
- iii. the less engineered access solution would have a reduced impact on the character of this area;
- iv. easier, more direct access for pedestrians and cyclists from north Bracknell onto Old Priory Lane to access the neighbourhood centre;
- v. a car-free pedestrian/cycle route on the southern section of Old Priory Lane; and
- vi. the semi-rural character of Old Priory Lane can be better preserved.

8.87 This next section appraises the application's transport-related proposals.

Site access

8.88 The site has two main points of access serving what will be central spine road through the development. One access is located off Maize Lane and the other off Harvest Ride. The site itself is in several different ownerships and that creates the need to consider access to and through the site should the various parcels of land be developed at different times. Each will now be considered in turn.

i. Harvest Ride and Old Priory Lane

8.89 This access is a new entrance being formed directly onto Harvest Ride in the form of a priority junction with a ghost island right turn lane (ref. figure 8). This access is located approximately 44m from the priority junction of Priory Lane on the southern side of Harvest Ride. Harvest Ride is subject to a 40mph speed limit across the site frontage.



Figure 8: Extract from Illustrative Layout showing main access (west) off Harvest Ride

8.90 The access has been suitably designed in terms of geometry to ensure the vehicles expected to use it can safely access the site, including school buses/coaches and delivery vehicles, and junctions have been tracked to demonstrate this. There is a central island located within the junction to provide for protection of pedestrians crossing the access bellmouth.

8.91 The spacing of the junction with that of the junction opposite (Priory Lane) is acceptable.

8.92 In terms of pedestrian/cycle access, the plans indicate a 2m footway on the eastern side of the junction leading to a new section of path adjacent to Harvest Ride to cater for a relocated bus stop which is in the vicinity of the proposed site access. On the western side of the junction is a 3m cycleway which connects to Old Priory Lane. This is consistent with the application's Access and Movement Strategy which indicates a footway/cycleway on the northern side of the indicative spine road, and this then connects through to Old Priory Lane and provides connectivity from the existing cycle network through the site linking to the school. This would enable new residents and those outside the site to cross over from existing cycle

facilities and access the site network. The footpath on the eastern side of the junction allows residents to access the bus stop without having to cross the junction to the site.

- 8.93 The alignment of the junction and realignment of Harvest Ride to accommodate the right turn lane has been checked to ensure sufficient transition into and out of the new access factoring in the curvature of Harvest Ride at this point. The transition of the kerb line after the right turn lane in the easterly direction was extended to smooth out the transition around the bend in the road, as is now considered acceptable. The lane widths that have been shown (3.25m) for each lane through the junction are acceptable.
- 8.94 The changes indicated to Old Priory Lane are acceptable in principle with improved provision for cyclists and pedestrians and improved turning head. The exact details of the works required, including suitable positioning of the columns along the cycle route, can be dealt with via condition and the exact detailed design including lighting covered by a S278 agreement for that section.
- 8.95 It is advised that works to Old Priory Lane are implemented as early as reasonably practical with the access road leading towards Old Priory Lane from the associated parcel so that travel patterns across the site can be safely accommodated. Up to this point however, access to Old Priory Lane and Priory Field could be achieved via the main access junction. A Traffic Regulation Order (TRO) would also be required to restrict vehicle movement over the part of the lane which will become a cycleway.
- 8.96 Vehicular access between Old Priory Lane and the spine road is not proposed to be safeguarded. This was originally an option to provide new housing along Old Priory Lane to access south through this development. This now prevents the need for stopping-up to the north of the lane preventing through traffic onto Warfield Street. This would help preserve the character of Old Priory lane, as further access onto the lane would likely require highway works. Alternative access arrangements are to be safeguarded through this site for development parcels along the east of Old Priory Lane, and parcels to the west would require access from the west.
- 8.97 Old Priory Lane provides the transition between this residential development to the east and the planned new neighbourhood centre and Priory Fields, a popular area of active open space, to the west. When the neighbourhood centre is developed, a link from the west onto Old Priory Lane will be located to tie into both eastwards access options: the informal route along Hedge Lane and the more formal pedestrian/cycle on the north side of the spine road.

ii. Maize Lane

- 8.98 This junction is located about 87m north from the Whitegrove roundabout junction with County Lane (ref. figure 9). Maize Lane is subject to the national speed limit (60mph), although due to the narrow nature of this road coupled with the fact that it is not a through road, speeds are expected to be significantly lower than the limit.



Figure 9: Extract from Illustrative Layout showing main access (east) off Maize Lane

8.99 Maize Lane would provide multiple access points to the development as there are several development parcels as well as the main site served by this route. The road itself would be enhanced by being widened from the roundabout for approximately the first 85-90m in which the road would be widened to 5.5m which is acceptable in principle, and is the minimum width that would be required up to and including the main access point to the site. The plans also indicate a new 3m pedestrian/cycleway behind the ditch and hedgerow that would connect to the existing infrastructure and link to the main internal spine road. A crossing point at the eastern of the spine road would then allow pedestrians and cyclists to cross the road to access the school or for cyclists to head west along the spine road or to continue north up Maize Lane.

8.100 This junction has been tracked for coaches, which will inform the design of the internal spine road.

8.101 Past the main access into the site the proposal is to widen Maize Lane to 4.8m and treat it like a shared-surface. The applicant suggests this can be done by scraping back the existing road surface, but it should be noted that due to the age of Maize Lane it is quite possible that much more extensive work is required which could include the full reconstruction of the lane to provide a suitable road surface for the lifetime of the development. The road is expected to require widening in certain sections and a resurfacing of the entire length affected is expected to occur. Drainage of the road will also impact on the surface and require consideration. The detailed design of any scheme is not in place for this outline application, but retention of the road edges will be needed in an acceptable form as the ditches appear to be very close to the road edge and any vehicle overrunning the narrow verge could compromise the drainage and road safety.

8.102 A width of 4.8m for this section of the lane is suitable for the scale of development proposed. However, should further access onto the lane occur from the development to the east then further alterations to the route may be required. Because of the shared-surface design, with pedestrians, cyclists and equestrians sharing the space with vehicles travelling at reasonable speeds, and to encourage use at all times of the day and year, the route would need to be lit and, in that regard, will impact on the character of the lane. Consideration was given to alternative approaches, but the proposed approach was deemed to be the least harmful option. The Biodiversity Officer would be engaged in agreeing the lighting scheme, to minimise any adverse impact on biodiversity.

- 8.103 To provide access to the private drive access points the existing restriction preventing vehicles passing along Maize Lane from the south will need to be repositioned. This will require a TRO and will need to be processed separately to the planning application. Furthermore, a TRO to change the speed limit on Maize Lane will be required and this may be able to be combined with the vehicular restriction. The TRO will be secured by s106 agreement.
- 8.104 At the northern end of the Maize Lane there is a separate parcel to the west that will have an adoptable road to protect future potential access to additional development land outside of the application site further west. In providing access to this parcel off Maize Lane, part of the development site will need to be used to accommodate the new vehicular restriction on Maize Lane. The applicant has provided the indicative location for this turning head, but any location where a restriction is finally located must ensure that safe access and turning is provided for either side of the restriction, and ensure that new development can only travel southwards. Whilst such an option does not restrict the movements of the active farm and stables opposite, this is an active use which could historically travel northwards. Also, as private land to be developed in the longer term any use of that site in the short term to bypass any restriction is unlikely by the general public. The TRO for Maize Lane should be developed and submitted as part of this planning proposal due to the impact on access which is being considered.
- 8.105 Overall, the indicative design of the works to Maize Lane is considered acceptable.

Access within the site

- 8.106 Section 5.5 of the DAS indicates a hierarchy of roads within the development and this broadly covers the areas expected. It describes the indicative locations, specifications and design treatment. The original submission has been amended to make it consistent with the Area 1 Masterplan and take account of subsequent changes in standards to ensure there is no ambiguity at the reserved matters stage.
- 8.107 Footways and cycleways are referenced on the Access and Movement Strategy Plan, that broadly follow north-south and east-west routes as required in the Area 1 Masterplan.
- 8.108 Tracking for the main spine road has been shown to indicate that the roads can take the swept path of refuse vehicles and school coaches. The internal roads will be subject to a reserved matters submission if this application is permitted and so any information provided has been treated as illustrative.
- 8.109 The applicant has also provided more detailed information on how the allocated site to the north west corner of this proposed site could be served through an extensive tree belt. The exact location for this will be determined at the reserved matters stage. For all four of the potential future access points, shown as purple arrows on the Access and Movement Strategy Plan, an adoptable highway will be secured up to the boundary (reinforced by a planning obligation) to avoid a ransom situation at the outset. This would facilitate access to the adjacent site as early as possible and make new residents aware of the likelihood of the road connecting to the adjacent site.
- 8.110 The site also shows an indicative formal link out to Old Priory Lane for pedestrians and cyclists, such a link is essential in providing efficient access to the neighbourhood centre, so provision will be secured by s106 as early as is reasonably possible.
- 8.111 Construction patterns within the site will also need to be considered and how the various parcels can work together to ensure that highway safety is not compromised.

Parking

8.112 The site is in outline with means of access only to be considered at this point. Parking to the borough standards will be required and appropriate conditions relating to garages and car ports as well as electric vehicle charging will be required.

Traffic Impact

8.113 The applicant has used the BFC traffic model to ascertain the impact of this development. The model has been previously used to evaluate the impact of neighbouring applications which has considered this site as well but not in detail. The applicant has also undertaken some sensitivity testing of the amount of traffic passing through either the new junction on Harvest Ride and Maize Lane roundabout to be sure that capacity in those junctions is not compromised. The testing that has been carried out indicates that the capacity of the local road network is not compromised by the proposal and having more than one access point not only helps provide connectivity through the development but also spreads the traffic out on any one point.

8.114 The site access proposals bring about some changes to the existing road network which will enhance access to this site as well as the wider area. Other improvements to help mitigate traffic impact by providing improvements for pedestrians/cyclists either in kind or by contribution will also help to reduce the impact on the local area.

Planning obligations secured by s106

8.115 As this site is in multiple ownership there will be a need to ensure that as each development parcel is brought forward, appropriate mitigation is secured and controlled by a s106 agreement. Exact details of this will need to be subject to further discussion but some information has already been submitted by the applicant which relates to the securing of the site access works. Such works to form access to the site need to be secured prior to commencement of the development to provide suitable access to the various parts of the site, and it could also require some cooperation between the various landowners to ensure safe access can be achieved during the build. Comments on this will be made when discussing construction access and phasing. The applicant has set out broadly the areas that need to be covered by clauses relating to non-ransom and will need to be clearly set out in any legal agreement.

Phasing

8.116 The applicant has set out the potential phasing of the development on the Phasing Strategy Plan. Phasing of transport works requires consideration of land ownership. To facilitate the delivery of housing, as far as reasonably practical, phasing of works should allow parcels to proceed independently.

8.117 Western access works off Harvest Ride or eastern access works to Whitegrove Roundabout and Maize Lane, including any pedestrian/cycle access, would be related to development requiring access from that point. The extent and timing of works will depend on works proposed.

8.118 The applicant has also set out that the parties that control the land occupied by the main spine road through the development will work together on one road adoption agreement but may deliver parts individually. This may be possible, but each landowner will need to give rights for drainage, and temporary turning heads will be required on each piece of land should such an approach occur.

- 8.119 The access points and the internal roads will need to be constructed to at least base course before construction is commenced on any parcel to ensure highway safety and not by occupation as suggested by the applicant. Other roads within the site may have to be built earlier in the phasing as well to ensure access and development on adjoining land allocated as part of SA9 is not compromised.
- 8.120 Construction access needs to be properly controlled during the course of the development to ensure that residents and construction activities can be safely managed within the site. It is suggested that once the spine road is constructed to base course level (both developments have commenced) then the construction route into and out of the site should be controlled more clearly. Based on the current arrangement, the use of the Harvest Ride access may be more suitable for construction vehicles due to its geometry. This issue will need to be discussed and agreed with the applicants. A full review of the phasing needs to be undertaken and discussed as part of the S106 negotiations.
- 8.121 Subject to a number of conditions and s106 obligations, the outline application is now considered acceptable in highway terms and would accord with policies CS23 and CS24 and the NPPF.

v. HERITAGE

- 8.122 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on the decision maker when considering whether to grant planning permission for development which affects a listed building or its setting to "*have special regard to the desirability or preserving the building or its setting or any other features of special or architectural interest which it possess*".
- 8.123 Para. 193 of the NPPF states that "*When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance*".
- 8.124 Para. 194 indicates 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....*".
- 8.125 Paragraph 196 states that "*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*".
- 8.126 Because of the proximity of several Listed Buildings to the application site, the Council's Heritage Officer was consulted and provided the following advice:
- 8.127 The following approximate distances from the proposed development to the identified Listed Buildings are shown in the Heritage Statement:
- Pear Tree Cottage distance, approximately 70m to proposed development;
 - Old Priory Cottage distance, approximately 67m to proposed development;
 - Horseshoe Cottage distance, approximately 102m to proposed development; and
 - Knibbs Nook and Wee Knibbs distance, approximately 23m to proposed development.

- 8.128 In relation to the built heritage, the primary area of concern is the northern area of proposed development directly behind Warfield Street, which would abut the rear garden of Knibbs Nook/Wee Knibbs, which is a Grade II listed building and, therefore, enjoys statutory protection for its setting. This boundary with the application site is defined by hedging.
- 8.129 The Illustrative Plan has been amended in response to comments from the Council regarding the proposals for development in close proximity to Knibbs Nook/Wee Knibbs. The illustrative development form in this location has been simplified, removing garages close to the Listed Building; dwellings have been re-positioned and dwelling types have been altered adjacent to the northern boundary in order to break-up the built form and protect the setting of Listed Building. The submitted DAS (p64) states that it seeks to ensure that the architectural design of dwellings in the vicinity of the Listed Building is simple with vernacular features which avoid competing visually with it and are in-keeping with the Warfield Street South character area.
- 8.130 The DAS acknowledges that the setting of the Listed Building is a sensitive area and addresses this relationship with Knibbs Nook specifically in section 5.2.5 onwards. This section specifies a key objective as being to maintain the semi-rural character of the settlement. In particular it seeks to preserve the wider setting of the Listed Building by retaining and strengthening the existing tree line and hedgerows along the site boundary near Knibbs Nook/Wee Knibbs including additional beech hedge planting.
- 8.131 The illustrative layout maintains a minimum set-back distance from the rear boundary of Knibbs Nook/Wee Knibbs. Whilst some accommodation has been made to the setting of the Listed Building in the plan form, more could have been achieved, to take into account the setting of the Knibbs Nook/Wee Knibbs, by including a greater buffer area in this location.
- 8.132 The Council's Heritage Consultant concluded that previous comments have not been fully taken into account. However, indicated changes to the illustrative layout together with the significant landscape planting to screen the development to the northern boundary, plus conditions regarding materials and architectural design, would largely address concerns regarding the setting of the Listed Building from development within its setting.
- 8.133 The proposed development would result in some harm to the setting of Grade II Knibbs Nook/Wee Knibbs due to its proximity, visual intrusion, erosion of elements of the setting's rural character and the functional relationship with the fields to the rear, but this would be of a low level.
- 8.134 Great weight must be given to the conservation of a Listed Building, irrespective of whether any potential harm amounts to substantial harm or less than substantial harm (NPPF, para. 193). Any harm to the significance of a designated heritage asset from its alteration or development within its setting, should require clear and convincing justification. (NPPF, para. 194).
- 8.135 The Council's Heritage Consultant has emphasised that the impact of the development on the Knibbs Nook/Wee Knibbs remains a critical matter of concern. However, the DAS provides sufficient information to ensure that the impact on the setting of the adjoining listed building and the significance of the impact is addressed in future reserved matters.

vi. TREES AND LANDSCAPING

- 8.136 Trees and hedgerows are important to the character and appearance of an area and in providing ecological habitats. Therefore, BFBLP Policy EN1 requires proposals for major development to, where possible, retain trees and hedgerows to soften the impact of the new

developed areas and enhance those wildlife habitats which are important to the immediate surrounding locality of the proposed development. Policy EN2 requires the planting of indigenous trees appropriate to the setting and character of the area and a variety of other indigenous plants.

- 8.137 The Warfield SPD acknowledges the defining contribution undulating grassland, remnant hedgerows and tree belts make to the character of Warfield. It requires development, as far as possible, to follow the existing pattern of topography and look to retain, enhance and integrate existing important landscape features within the new development. It emphasises the need for an 'East-West Greenway' between Westmorland Park and Cabbage Hill, comprising the Hedge Lane bridleway, that will provide car-free connection to open space, schools and the neighbourhood centre. Development Principle W5 requires development to provide multi-functional green infrastructure, create a distinct and green landscape character alongside the built form, and integrate and connect the development with other landscape features adjoining the site.
- 8.138 The Area 1 Masterplan's Green Infrastructure Strategy (Area 1 Masterplan, figure 3.10) sets out the principles with which this development would be expected to accord. It provides for a north/south axis of greenspace – a dominant landscape feature in recognition of its ecological significance. It also provides for the East-West Greenway comprising the existing Hedge Lane bridleway, allowing east-west movement for pedestrians, cyclists and horse riders and acting as a wildlife movement corridor.
- 8.139 The site contains a significant number of trees, hedgerows and areas of scrub – the majority of which are located around the site boundary and defining field boundaries within the site. A number of trees on and adjoining the site are subject to individual or group TPOs. The applicant has submitted a baseline tree (and hedgerow) survey overlaid onto both the application masterplan and illustrative layout, to better understand the impact of the proposed layout on vegetation; and it contains a preliminary recommendation for tree removal and retention.
- 8.140 In accordance with planning policy and guidance, the site layout has been developed to retain sensitive landscape features and areas of ecological significance. The application proposes a central north/south axis of open space and retains the east-west Hedge Lane bridleway linking Old Priory Lane and Maize Lane. Where access to development parcels would require roads to 'punch-through' greenspace or Hedge Lane, the number of points and gaps created would be kept to a minimum. A significant part of the site's mature deciduous trees and hedgerows will be integrated into this area, as well as an existing pond of ecological significance and several other water attenuation features to be provided as part of the site's drainage strategy. Around the edge of the site, a landscaped buffer is proposed, integrating as much of the existing vegetation as possible, save for the need for highway works to create access into the site.
- 8.141 This 'green grid', integrated into the layout of the site, will perform an important multi-functional role: in preserving the site's important landscape and ecological features, creating green corridors for biodiversity in providing and connecting habitats. It will also provide recreational space for residents and providing vegetated breaks in the built form to integrate the development into the area as sympathetically as possible, using the site's key landscape features.
- 8.142 It is recognised, that in order to make efficient use of the land and meet the allocated housing numbers for this site, trees and sections of hedgerow will require removal. Compensation for such loss, however, will be an important consideration. The Council's Tree Officer has concluded that the layout of the scheme appears to have considered the principal trees and groups of trees, and no primary concerns were raised. The application is for outline

consent and therefore detailed consideration of trees will be required in developing the detailed layout at reserved matters stage.

8.143 The following specific matters have been identified as requiring consideration at reserved matters stage:

- i. The three areas where access is to be safeguarded for potential development into neighbouring sites (marked on the Access and Movement Strategy Plan) will require careful consideration. In particular the potential road connection in the north-west corner, where the optimum route would encroach into the root protection area (RPA) of one (or possibly two) veteran trees. Design here would require detailed design consideration.
- ii. Within the group of trees identified by the applicant (T7074, 7075, 7076 & 7077; which are all protected by TPO 1175 as T4, T5, T6 & T7 respectively), there are two Oaks that have been classified by TVERC as of veteran status; although the applicant has not deemed any in that group to be in that category.
The illustrative layout around tree 7087 (protected tree T4 of TPO 1169) needs to be reviewed as it currently encloses the RPA of the tree in built form.

8.144 In terms of the application's landscaping strategy, the submitted Green Infrastructure / Landscape Strategy Plan provides indicative lists of species shown for different elements of the site layout. In consultation with the Council's Landscaping and Biodiversity Officers, the scheme has been developed to provide for native species that maximise opportunities for biodiversity throughout the site, with particular focus on areas of open space; but which also allow for a wider scope of planting within housing parcels.

8.145 The plan provides for planting of an avenue of trees along the spine road that would define the main route, and for suitable and appropriately sized varieties of trees within housing parcels. Around the perimeter of the site, the plan shows a landscaped buffer, which will provide planting to visually soften the development and to bolster existing planting where opportunities are identified.

8.146 The proposed removal of tree number 7090 (ref. figure 10) has been opposed by objectors, including Warfield Parish Council. It is identified as a mature Horse Chestnut in the tree survey, described as having a crown showing significant signs of die back with large areas of bark loss/damage around base with associated decay, and having habitat potential. It has been classified as Grade U – 'Trees that are unretainable in viable condition' (p9, Tree Survey refers) and the applicant's arboriculturalist has suggested that left in its current condition could lead to whole tree failure. The tree is located in the proposed path of the spine road (ref. fig. 6), just north of the western access into the site. The tree appears to be structurally unsound and designing around it would have significant implications on the layout. Therefore it's removal to facilitate access is considered justified. Planting of native broadleaved trees and biodiversity enhancement measures as part of the proposal would help compensate for this loss.

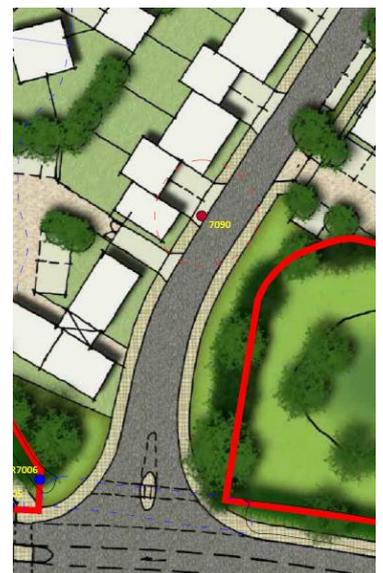


Figure 10: Extract from Tree Survey showing tree 7090 on illustrative layout

8.147 Overall, the proposed layout is considered to have responded to the Warfield SPD and Area 1 Masterplan's requirements to integrate important landscape features and ecologically sensitive areas. The landscaping strategy provides the parameters for a high quality landscaping scheme to mitigate the impact of the development and provide net benefits to residential amenity, biodiversity and local character.

8.148 To conclude, the proposal is considered acceptable in accordance with Policies EN1 and EN2 of the BFBLP and accords with Warfield SPD and Area 1 Masterplan requirements.

vii. BIODIVERSITY

8.149 Policy CS1 of the CSDPD seeks to protect and enhance the quality of natural resources including biodiversity, and CS7 requires development to enhance the landscape and promote biodiversity. This is supported by the NPPF – Section 10 that seeks to conserve and enhance the natural environment and for development to minimise impacts and provide net gains for biodiversity.

8.150 An Ecological Assessment (EA) of the site and a Biodiversity Net Gain report have been submitted in support of the application. Phase 1 and 2 ecological surveys of habitats on the application site were conducted through the period 2013-2019 to assess the proposals potential to impact upon protected species (specifically, bats, badgers, nesting birds, dormice, great crested newts (GCN) and reptiles) and habitats of conservation concern. It then provided appropriate recommendations.

8.151 The EA states that the development would have no significant adverse effects on any Ancient Woodland, or on other statutory or non-statutory sites of nature conservation concern.

8.152 The EA identified the following key habitat types within the site:

- i. semi-improved and marshy grassland;
- ii. hedgerows (some important, some species rich);
- iii. veteran trees;
- iv. ponds; and
- v. grassland formerly part of Brickworks Local Wildlife Site (LWS).

8.153 Through the careful consideration of landscaping and habitat management, the development would retain the most important features and has potential to increase the on-site botanical diversity.

8.154 Hedgerow loss would be compensated for by the planting of native species-rich hedgerows elsewhere within the site and retained hedgerows would be gap-filled and managed to maintain/increase their suitability for wildlife. The submitted Green Infrastructure /Landscape Strategy Plan provides an indicative species-rich planting schedule that reserved matters would be required to accord to. There is particular emphasis on the planting of native species around the site and in areas of greenspace to maximise biodiversity potential.

8.155 Several objections commented on discrepancies between documents in the application and raised concern over the loss of hedgerows, particularly important hedgerows under the regulations 1997. The figures in the EA, DAS and the Arboricultural Survey have been reviewed by the applicant's ecologist and are correct. Table 11 of the EA has been amended to more accurately reflect hedgerows being partly retained and to remove any hedgerows not within the current red line. The design of the site has sought to retain as many hedgerows as possible within the green infrastructure of the site. The main cause of loss is due to highway works, such as widening of Harvest Ride and accesses onto Maize Lane which are unavoidable. The Biodiversity Net Gain Assessment shows that in the long term there will be a net gain of +34% in hedgerow habitat which takes into account the risks of planting new hedgerows and the time delay in achieving their original condition.

8.156 Habitats with potential to support species of conservation concern were identified, and the on-site presence of the following species was identified:

- i. badgers;
- ii. great crested newts;
- iii. birds;
- iv. bats; and
- v. reptiles.

(Some of the above and more are NERC listed – species of principal importance)

8.157 Binfield Badger Group, and other representations received, raised particular concerns regarding badgers on site and sought a more up-to-date badger survey.

8.158 A survey update was conducted and concluded that the existing badger sett is currently dormant and identifies push-throughs of unknown identity across the southern half of the site. This could be a known local badger clan using the site for occasional foraging and outlier setts. Therefore, it is important that green corridors through the site are designed to allow for the movement of large mammals such as badgers, particularly where they meet roads i.e. through the use of culverts. This can be subject to condition.

8.159 The application provides for a wildlife buffer which will serve to protect an identified badger sett and provide opportunity for improved badger habitat. The EA flags up the requirement to consider the welfare of badgers throughout development and provides a mitigation strategy. Implementation, including further surveys at intervals to identify if badger activity changes, will be required by condition.

8.160 Seven bat species have been identified foraging over the site. The proposed development does not retain all of these foraging areas, but the green infrastructure of the site will provide the most important linkages east-west and north-south. In addition, waterbodies and considerate planting will provide good foraging opportunities for bats.

8.161 Trees identified to have bat roost potential are proposed to be retained, and, where appropriate, further surveys for bats will be required prior any tree works, which will be conditioned.

8.162 A key principle of the DAS is to provide good connectivity for wildlife. Within the green infrastructure of the site, there is a key wildlife corridor moving north to south, and east-west along Hedge Lane, and as lighting can create barriers to movement, these areas will remain unlit. To protect nocturnal wildlife, particularly bats, a site-wide sensitive lighting design will be required by condition to prevent light spill along these routes and other green infrastructure.

8.163 Breeding bird surveys identified a number of notable species within the site, and a programme to alleviate any potential impacts on nesting birds has been recommended. The wetland habitats, the retention of hedgerows and grassland, and the planting of berry/fruit bearing tree species such as rowan, apple, and cherry will provide a rich food resource for birds within the site. A variety of nest boxes has been recommended to enhance the site's overall value to birds.

8.164 A 'Medium' population of GCN exists within 500m of the site boundary and a 'Medium to Low' population exists within the Site. Consideration has been given to the retention and enhancement of the on-site habitats through the design of the site with connectivity to the wider landscape. An appropriate relocation exercise and monitoring will be required that is integrated with the phasing of the development. An appropriate European Protected Species Mitigation Licence will need to be sought and obtained from Natural England prior to the start of works.

- 8.165 A 'Low' population of grass snake resides within the site and an appropriate trapping effort to relocate these animals will be required. The mitigation set out for GCN will also serve to mitigate the presence of reptiles within the area to be developed.
- 8.166 The installation of hedgehog houses, permeable fencing and green infrastructure will serve to support the site's interest for hedgehog. The installation of log piles and the retention of existing mature trees will provide the mature/dead wood habitat required by stag beetles.
- 8.167 Overall, the application site provides a number of important linkages for green infrastructure, connecting:
- i. the onsite pond to others in south and north east;
 - ii. hedgerows north/south and east/west; and
 - iii. a former LWS grassland to remaining LWS to the south.
- 8.168 In terms of the potential impacts on ecology and how they are addressed; the majority of important ecological features have been retained within the site's green infrastructure as part of the mitigation hierarchy to avoid, then mitigate and then compensate for any impacts. Any lost habitats are compensated for through the biodiversity net gain process. The main measures proposed are, in summary:
- i. Pond – retained and connected.
 - ii. Grassland – restored LWS area and new creation.
 - iii. Trees and hedgerows – retained within green infrastructure or replaced.
 - iv. Badgers – an updated badger survey in 2020 confirmed the existing sett is inactive and no foraging evidence was found. The sett will however be protected within green infrastructure and grassland and hedgerow foraging provided.
 - v. GCN – protected by pond with a buffer zone and further green infrastructure to connect with the existing population to the south. In addition, a s106 contribution to reduce the barrier effect of Harvest Ride can be sought.
 - vi. Birds – green infrastructure provides resources for nesting and foraging.
 - vii. Bats – green infrastructure to provide foraging and commuting without lighting on the north/south corridor and sensitive lighting by condition.
 - viii. Reptiles – green infrastructure provides a range of habitats including ponds, long grass areas and woodland edge.
- 8.169 The submitted Biodiversity Net Gain assessment takes into account the uncertainties of enhancing and creating habitats. It concludes that an area habitat net gain of 4.6% and a linear habitat (hedgerow) net gain of 34% should be achieved across the application site. To achieve 10% net gain, a financial contribution will be sought for offsite biodiversity enhancements.
- 8.170 Reserved matters and conditions will be used to secure the detailed design to carry through the protection and enhancement of biodiversity. To ensure this is followed through the phases of the development, a condition will be included to require all reserved matters applications to provide a Biodiversity Net Gain check report. These will compare detailed design of the development phase with the illustrative outline and highlighting any deviation in the provision of biodiversity credits. If any loss of credits is identified, the consortium will need to agree which phase will provide for that shortfall.
- 8.171 In conclusion, subject to conditions and the potential for planning obligations, the proposal will not significantly affect biodiversity, with parts of the scheme delivering clear benefits. As such the application is considered to be in accordance with CSDPD policies CS1 and CS7, and the NPPF.

viii. ARCHAEOLOGY

8.172 The Council's archaeological consultee has advised that, in accordance with Paragraph 189 of the NPPF, the applicant has submitted an archaeological desk-based assessment (CgMs Heritage, dated March 2020) that sets out the archaeological potential of the application area and the likely impact of the development proposal upon it. The assessment notes that:

- there are no known heritage assets within the red line boundary
- in the light of known heritage assets nearby, the site is assessed as having a low potential for archaeological evidence relating to pre-modern periods of human activity
- a large proportion of the area within the red line boundary has been subject to disturbance due to clay extraction and brick making
- the proposed development is not expected to have a widespread or significant archaeological impact.

8.173 CgMs Heritage's report is a reasonable assessment of the site's archaeological potential. The historic mapping indicates that perhaps as much as 50% of this near-14ha site has been subject to substantial disturbances from a former brick works. The potential of the remaining, apparently undisturbed, area is currently unknown and the few monuments and finds spots reported in this assessment do not reflect the increasing evidence for Iron Age and Roman settlement and agriculture in this clay landscape north of Bracknell. Recent discoveries include:

- an Early Roman farmstead at Fairclough Farm, close to a previously recorded Middle Iron Age settlement;
- a Late Iron Age 'banjo' enclosure at Amen Corner;
- a Late Iron Age/Early Roman enclosure at Foxley Lane, Binfield; and
- an Iron Age and Roman settlement at Temple Park.

8.174 However, in view of the known disturbances from the former brick works and the outline status of the application, with all matters reserved other than access, Berkshire Archaeology is content that an appropriate programme of archaeological work can be secured by an appropriately worded condition. This will enable appropriate mitigation, including preservation in situ to be agreed prior to finalising the proposal through reserved matters applications.

8.175 In conclusion, with the recommended condition to secure further archaeological investigation of the application area, this application would comply with Para 199 of the NPPF and BFBLP policy EN6.

ix. DRAINAGE

8.176 Chapter 14 of the NPPF states that "*When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere*" (para 163), and that "*Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate*" (para 162).

8.177 The Council's Senior Engineer (Flood Risk & Drainage) initially advised the applicant during pre-application discussions and has been consulted throughout this application process. In response to this submission, the following advice has been provided.

8.178 The site is in Flood Zone 1, as such the Sequential Test is passed, however areas within the site are at risk of surface water flooding. Flooding has previously been observed within the site and Warfield Street to the north of the site frequently experiences flooding, which has been raised by several objectors as an issue.

- 8.179 The submitted Flood Risk Assessment (FRA) addresses these concerns and has been supported by detailed surface water modelling. This modelling has been reviewed on behalf of the Council by an external consultant and a number of alterations were recommended. The Applicant amended the modelling adding additional structures and further refinements. This resulted in a reduction in the baseline surface water flood extents. Whilst a further review of the new modelling work has not been undertaken it is considered that the flood extents within the FRA are a 'worst-case' and therefore further, more detailed work can be conditioned. Of primary concern to the Lead Local Flood Authority (LLFA) has been the implications for the downstream landowners. The work undertaken by the Applicant has demonstrated that a reduction in peak flows during the 1 in 100 year + climate change event is provided. This can be seen in Fig 3 and Fig 4 of SMA letter dated 24 September 2020 showing the reduction in flows through the small watercourse in the rear of properties on Old Priory Lane flows are reduced from circa $0.5\text{m}^3/\text{s}$ to $0.3\text{m}^3/\text{s}$ at point A and circa $0.7\text{m}^3/\text{s}$ to $0.3\text{m}^3/\text{s}$ at point B.
- 8.180 Works are required to the central watercourse to remove currently blocked pipes and replace with a single outlet and regrade this ditch. The Applicant has confirmed that the impact of removing the current blockage does not result in an increase in flows off-site but will alleviate the existing localised flooding issues.
- 8.181 It is also critical that the SuDS scheme replicates the existing situation for day to day storms. To do this, the first 10mm of rainfall falling over the site must be intercepted by the SuDS scheme for the lower order storm events. The requirement is that there should be no discharge from the site for the first 5mm of rainfall. The outline nature of the Application, prohibits more detailed drainage design to demonstrate this fully but as the outline consent would be for 'up to 305 dwelling' we are content that this can be dealt with by condition as the storage volumes provided in the basins for the larger storm events are more critical aspects with regard to ensuring sufficient space is provided and further storage can be incorporated in development areas as necessary. The Applicant has based their design on an assumption of 55% impermeable area and has not as yet allowed for urban creep. This may have an impact on the developable area of some areas of the site, and as such the detailed design must ensure the provision of adequate SuDS as a priority.
- 8.182 As much of the surface water flooding is resulting from flows within the site the provision of a fully integrated SuDS scheme is essential to ensure that flows are managed for the lifetime of the development. Currently the surface water modelling and the SuDS drainage design modelling have been provided as discrete assessments. As design develops to detailed it is essential that the two aspects of surface water management are combined in an Integrated Catchment Model.
- 8.183 Following the initial submission the provision of information relating to groundwater was queried. The Applicant subsequently confirmed that the ponds will be above the highest recorded level. However, their period of groundwater monitoring extended from May to October and as such further monitoring must be undertaken over winter months to inform the design at reserved matters stage. It is important that detention basins are designed to be above the groundwater table as issues with floatation and integrity of liners may cause significant issues over the design life of the development and also prevents opportunity for any infiltration to ground. The continued monitoring can be conditioned to ensure detailed design is informed.
- 8.184 The Council's Senior Engineer (Flood Risk & Drainage) recommends that the application be approved subject to conditions. It is therefore concluded that the proposals would accord with Chapter 14 of the NPPF.

x. THAMES BASIN HEATHS SPECIAL PROTECTION AREA (SPA)

8.185 The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath SPA is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. An Appropriate Assessment has been carried out including mitigation requirements.

8.186 This site is located approximately 4.63 km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

8.187 In terms of appropriate SPA avoidance and mitigation, the development is required to provide a SANG solution and make a financial contribution towards Strategic Access Management and Monitoring (SAMM). The air quality impacts of the development on designated habitats sites has also been considered. Each mitigation measure and the air quality impacts are considered in turn.

i) The provision of bespoke SANG capacity

8.188 In accordance with the SPA SPD, the development will be required to provide alternative land, in the form of SANG, to attract new residents away from the SPA. As this development forms part of the Warfield allocated site under the CSDPD, SALP and Warfield SPD as above, a bespoke SANG solution must be secured for the development. In accordance with policy (notably Policy NRM6) and guidance (the Warfield SPD and the SPA SPD), the development will require SANG capacity at a minimum standard of 8ha per 1000 persons based on 2.31 persons per dwelling. For 305 dwellings this is 5.64ha of SANG (i.e. $305 \times 2.31 / 1000 \times 8$).

8.189 The applicant has agreed to make a payment towards SANG capacity at the Peacock Meadows SANG which has residual capacity to support this development.

8.190 Peacock Meadows has already been enhanced to SANG status and has enough residual capacity to accommodate this proposed development but other costs such as in-perpetuity maintenance, administration, education and facilitation are required to be provided in the form of a financial contribution.

8.191 The amount will be approximately £2700 per dwelling which is proposed to be part payable on completion of the s106 Agreement and part on commencement of the phase of development that the mitigation relates to.

ii) SAMM contribution

8.192 The development will also be required to contribute towards SAMM. This project funds strategic visitor access management measures on the SPA to mitigate the effects of new development on it. The contribution will be calculated on a per bedroom basis, based on the Council's formula in Table 1 of the Thames Basin Heaths SPD (2018), and will be index-linked and payable on the commencement of development of each phase that it relates to.

iii) Air quality

8.193 Air quality impacts are addressed in the Appropriate Assessment carried out in May 2020. In summary, the site forms part of the SA9 Land at Warfield development, as allocated in the SALP. The SALP was assessed for its air quality impact on the Thames Basin Heaths SPA designation. More recently, Habitat Regulation Assessments and air quality assessments were completed by the Royal Borough of Windsor and Maidenhead (RBWM) taking account of the

SPA and other relevant habitats sites in the vicinity of the Borough. These found no adverse impacts upon the integrity of the habitats sites as a result of air quality issues. Therefore, no air quality avoidance and mitigation measures are required for this application.

Summary of outcome

8.194 Providing the applicant is prepared to make a financial contribution towards the costs of the SPA avoidance and mitigation measures set out above, the application would be in accordance with the SPA mitigation requirements. The delivery of SANG and SAMM to serve the development would be secured through the s106 Agreement.

8.195 Subject to the completion of the s106 Agreement, the SPA officer has advised, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. This is pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species Regulations (2017), and permission may be granted.

xi. AFFORDABLE HOUSING

8.196 Policy CS16 requires development to meet the identified housing needs of all sectors of the community, and CS17 requires suitable development to provide affordable housing. These policies can be afforded full weight as they are consistent with para. 64 of the NPPF. The Council's affordable housing policy requires proposals involving 15 net dwellings or more to deliver 25 percent of the units as affordable housing, subject to viability.

8.197 The application is proposing an appropriate housing mix and 25% of dwellings as affordable on site, i.e. 76 dwellings, with a tenure mix of 70% (53) Affordable Housing for Rent + 30% (23) Shared Ownership. The units will need to be provided at Affordable rent (capped at Local Housing Allowance rate) or Social Rent (as detailed in the NPPF 2019).

8.198 Section 5.8 of the Planning Obligations SPD references location, phasing and size of units, which will be matters for consideration at the reserved matters stage. Of the 25% affordable units, 5-10% of dwellings would be required to be designed to allow full wheelchair access and mobility throughout the dwelling, in line with the Wheelchair Housing Design Guide (Habinteg, latest version).

8.199 The Council would require the developers to engage with a listed Registered Social Landlord in Bracknell Forest to deliver the affordable housing.

8.200 Affordable housing will be secured by s106 agreement, and the Registered Providers would be required to complete a Local Lettings Plan and Global Nominations Agreement.

xii. ENERGY SUSTAINABILITY

8.201 Since the Government's Ministerial statement of the 26th March 2015 for residential development CSDPD Policy CS10 is only taken to require the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres per person per day.

8.202 Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation.

8.203 The Renewable Energy Officer was consulted and has advised that the submission of a Sustainability Statement and Energy Demand Assessment would be required as part of reserved matters applications. Conditions will be imposed securing their submission.

xiii. WASTE MANAGEMENT

8.204 The infrastructure Delivery Plan (IDP) (October 2012) that underpinned SALP policy SA9 requires the provision of two underground waste recycling facilities on the SA9 site. One facility has already been provided at the Cabbage Hill SANG car park as part of permission 13/01007/OUT and the other is planned for at the centrally located neighbourhood centre. This site is therefore not required to provide a site-wide waste recycling facility.

8.205 The Waste & Recycling Manager was consulted and did not raise any concerns over the layout for waste collection. Bin storage and collection will be matters for consideration at the reserved matters stage.

xiv. INFRASTRUCTURE DELIVERY

8.206 NPPF para. 92 refers to delivering the social, recreational, cultural facilities and services communities need, including the need to plan positively for the provision and shared use of space and, community facilities (including shops etc). It also states the need to ensure an integrated approach to considering the location of housing, economic uses, community facilities and services. Para. 94 attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that LPAs should give great weight to the need to create new schools places.

8.207 Policy CS6 requires development to contribute to the delivery of infrastructure needed to support growth and to mitigate its impacts upon infrastructure Mitigation is primarily delivered through planning obligations, secured by s106 legal agreement, and the Community Infrastructure Levy (CIL).

8.208 In accordance with the requirements of SALP Policy SA9, and the Council's requirement for this strategic site to be delivered comprehensively, planning obligations would be secured towards the following areas of infrastructure:

- a. Local Transport
- b. Primary Education
- c. Community Facilities
- d. OSPV
- e. SPA Avoidance & Mitigation
- f. SuDS
- g. Affordable Housing

8.209 To date, the Council has had extensive discussions with the applicant concerning the content of the s106. Infrastructure obligations to be secured by s106 would include:

- Construction of east-west spine road, with access from Harvest Ride and Maize Lane;
- Works to Maize Lane and the Harvest Ride roundabout;
- Works to Old Priory Lane;
- Delivery of roads, the provision of adopted footways and cycleways to serve development parcels and to ensure connectivity between parcels;
- Relocation of vehicular restrictions on Maize Lane and Old Priory Lane;

- Financial contribution towards a Harvest Ride pedestrian crossing;
- Safeguarding future access with adjoining land;
- Safeguarding access along Hedge Lane (forming part of the strategic East-West Greenway);
- Residential Travel Plan
- Primary education:
 - o financial contribution towards construction and fit-out of 2FE primary school
 - o transfer of land for a 1FE school
 - o safeguarding land for potential expansion to a 2FE school with the option for BFC to purchase if required;
- Financial contribution towards the Warfield Community Hub at the new Warfield Neighbourhood Centre;
- Provision of open space:
 - o on-site, with management, maintenance and transfer arrangements
 - o financial contribution towards off-site open space enhancements;
- Financial contribution towards off-site biodiversity net gain projects (subject to confirmation);
- Thames Basin Heaths SPA mitigation – provision of SANG and SAMM payment;
- SuDS with management, maintenance and transfer arrangements;
- Affordable Housing – 25% of the total number of dwellings, comprising 70% Affordable Housing for Rent and 30% Shared Ownership.

8.210 The s106 is still to be finalised and therefore it is recommended that the decision be delegated to the Head of Planning to continue discussion and complete the s106 agreement to secure the necessary infrastructure in respect of this site. Subject to appropriate mitigation being secured, this proposal would comply with CS Policies CS6, CS8 and SALP Policy SA9.

8.211 In terms of CIL, BFC commenced charging CIL on 6th April 2015 and it applies to new builds including those that involve the creation of additional dwellings.

8.212 CIL will be used to fund such strategic infrastructure as:

- a. Strategic transport infrastructure
- b. Secondary education
- c. Post-16 education
- d. Special educational needs
- e. Library facilities
- f. Built sports facilities

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

9 CONCLUSIONS

9.1 This proposed development is on an allocated site located within the defined settlement and therefore is acceptable in principle. The delivery of up to 305 dwellings, of which up to 25% will be affordable, will contribute to the Council's housing supply, which is a material consideration, and the delivery of SALP Policy SA9.

9.2 A number of objections were received, and the report has sought to address the matters raised.

- 9.3 In terms of design parameters and means of access, the development is considered to meet planning policy and guidance objectives, and would deliver a development that would provide a sense of place that is appropriate in this location.
- 9.4 The applicant has sought to address particularly sensitive matters on and around the site, in terms of a design that considers and responds to the character of the area, its relationship with neighbouring properties, ecological sensitivities and important landscape features, such as trees and hedgerows.
- 9.5 Proposed vehicle access, and the access and movement strategy, including connectivity to the wider highway, pedestrian, cycleway and the PRoW network, are considered acceptable to the Highway Authority, subject to conditions and s106 obligations to secure on and off site works.
- 9.6 The proposal is considered to appropriately provide its part of the strategic East-West Greenway. This will retain and integrate the Hedge Lane PRoW and providing a more formal route along the spine road. The application site will also provide land required to facilitate delivery of the Warfield East primary school; which will be secured by planning obligation.
- 9.7 Biodiversity mitigation to minimise harm and the provision of enhancements that would provide an overall net gain for biodiversity are proposed. A drainage strategy is also proposed that is considered acceptable to the LLFA.
- 9.8 It is concluded that the proposal would provide for a quantum of development, access and set of design parameters that would make an important contribution to the delivery of the Warfield SA9 strategic site and contribute towards the borough's housing supply. This would be achieved without unacceptably compromising the character and appearance of the area, residential amenity or highway safety. The applicant has developed a scheme that is considered to secure the comprehensive development of this part of the Warfield allocation, both in terms of design and infrastructure delivery to the satisfaction of the Council. The application is therefore recommended for approval, subject to appropriate conditions and the completion of a Section 106 legal agreement to secure the provisions referred to in Section 10.

10 RECOMMENDATION

- 10.1 Following the completion of planning obligations under Section 106 of the Town and Country Planning Act 1990 relating to:-**
- i. The provision of an appropriate level of affordable housing.**
 - ii. Measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath SPA, including the provision of SANG and contribution towards SAMM.**
 - iii. Securing the timely provision of, and contributions to, local facilities and services including:**
 - a) a comprehensive package of on and off-site transport measures (either through provision in kind or a financial contribution towards provision by others) to mitigate the development's impact on roads and encourage sustainable modes of transport;**
 - b) on-site provision of land and access to secure delivery of up to a 2FE primary school;**
 - c) financial contributions towards the provision of primary school places;**
 - d) financial contributions towards the provision of a multi-functional community hub;**
 - e) a comprehensive package of on and off-site measures to provide OSPV, in accordance with standards;**

- iv. **Travel plan implementation and monitoring.**
- v. **Safeguarding of future access to adjoining land.**
- vi. **Provision of SuDS.**
- vii. **Biodiversity mitigation and enhancements.**
- viii. **Monitoring, management and maintenance costs.**

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

1. Prior to the submission of the first reserved matters application, a Phasing Strategy shall have been submitted to and approved by the Local Planning Authority, providing details of the proposed phased provision of the following details:
 - i. Details of the location of each Phase and Sub-phase of the development; and
 - ii. A list of the land use components (including number of dwellings) and details of the areas of passive and active Open Space of Public Value, utility and highway works to be provided for each Phase and Sub Phase; and
 - iii. A Construction Programme setting out the anticipated sequence in which the following works will be carried out:
 - a) Construction of buildings and areas of Open Space of Public Value in each Phases and Sub Phase;
 - b) Highway works (including pedestrian/cyclist routes, access construction, off-site highway works, temporary construction access)
 - c) Surface water drainage works
 - d) Landscaping works
 - e) Utility works

The development shall thereafter be carried out in full accordance with the approved details.
 REASON: In order that the Local Planning Authority retains control over the development in the interests of the proper planning of the area.

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

2. Applications for approval of the reserved matters pursuant to the development hereby approved shall be submitted in accordance with the following timescales:
 - a) Phase 1 of the approved Phasing Strategy Plan (Plan ref. RG-M-50 Rev M) shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
 'Phase 1' refers to Parcels 1a – 2d on the approved Phasing Strategy Plan (Plan ref. RG-M-50 Rev M).
 - b) Application for approval of the reserved matters for Phase 2 of the approved Phasing Strategy Plan shall be made to the Local Planning Authority before the expiration of eleven years from the date of this permission.
 'Phase 2' refers to Parcels 3 – 4 on the approved Phasing Strategy Plan (Plan ref. RG-M-50 Rev M).

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. The development hereby permitted within Phase 1 of the approved Phasing Strategy Plan shall be begun not later than the expiration of two years from the final approval of the reserved matters for Phase 1, or, in the case of approval on different dates, the final approval of the last such matter to be approved; and
 The development hereby permitted within Phase 2 of the approved Phasing Strategy Plan shall be begun not later than the expiration of two years from the final approval of the reserved

matters for Phase 2, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

4. Phase 1 of the development hereby permitted shall not exceed 270 dwellings and Phase 2 of the development hereby permitted shall not exceed 35 dwellings.

REASON: In the interests of the proper planning of the area.

5. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority: -

Drawings/documents for Approval

- Site Boundary Plan - RG-M-02 Rev. P (received 12.4.20)
- Application Masterplan - RG-M-44 Rev Q (received 26.10.20)
- Design and Access Statement (October 2020) (received 26.10.20)
- Landscape and Biodiversity Management Strategy (October 2020) (received 29.10.20)
- Landscape and Biodiversity Management Strategy Plan - L8 Rev K (received 29.10.20)
- Ecology Assessment (October 2020) - J20191_P9_Rev G (received 19.10.20)
- Biodiversity Net Gain Assessment (October 2020) (received 23.10.20)
- Flood Risk and Drainage Strategy - 5489.FRA Issue 06 (July 2019)

Site access plans:

- Proposed Access Arrangements Old Priory Lane Harvest Ride Staggered Junction - 5489.011 Rev B (received 16.10.20)
- Proposed Treatment to Maize Lane - 5489.SK34 Rev N (received 16.10.20)
- Proposed Treatment of Old Priory Lane - 5489.SK55 Rev D (received 16.10.20)

Parameter plans:

- Land Use Parameter Plan - RG-M-24-1 Rev V (received 26.10.20)
- Urban Design Strategy Plan - RG-M-24-1 Rev C (received 26.8.20)
- Access and Movement Strategy Plan - RG-M-33 Rev Q (received 26.10.20)
- Density Parameter Plan - RG-M-37 Rev K (received 26.8.20)
- Building Heights Parameter Plan - Plan ref. RG-M-38-1 Rev N (received 26.10.20)
- Phasing Strategy Plan - RG-M-50 Rev M (received 16.10.20)
- Green Infrastructure / Landscape Strategy Plan - L9 Rev G (received 27.10.20)

Supporting drawings / documents

- Illustrative Layout – ref. RG-M-52-1 Rev R (received 26.10.20)
- Cross Sections – Sheet 1 - RG-M-PS-29 Rev C (received 26.10.20)
- Cross Sections – Sheet 2 - RG-M-PS-30 Rev C (received 26.10.20)
- Cross Sections – Sheet 3 - RG-M-PS-31 Rev C (received 26.10.20)
- Planning Statement
- Statement of Community Involvement
- Transport Assessment
- Interim Travel Plan
- Stuart Michael Associates Technical Note (24th September 2020)
- Utilities Statement

- Update Grassland Habitat and Badger Activity Survey Note (25th September 2020) (received 2.10.20)
- Heritage Assessment
- Archaeological Desk-Based Assessment
- Landscape and Visual Impact Appraisal
- Arboricultural Survey and Impact Assessment (October 2020) (received 23.10.20)
- Geo-Environmental Site Investigation
- Infrastructure Delivery Plan

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

6. Notwithstanding the detail shown on approved site access plans:
- i. Proposed Access Arrangements Old Priory Lane Harvest Ride Staggered Junction (Drawing No. 5489.011 Rev B)
 - ii. Proposed Treatment to Maize Lane (Plan ref. 5489.SK34 Rev N)
 - iii. Proposed Treatment of Old Priory Lane (Plan ref. 5489.SK55 Rev D)

no development shall take place until details of the vehicle accesses have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out strictly in accordance with the approved details.

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

7. No Phase or Sub-phase of the development (including site clearance) shall be begun until the following details have been submitted to and approved in writing by the Local Planning Authority:
- a) a comprehensive land (topographical) survey in accordance with Section 4 of British Standard 5837:2012 'Trees In Relation to Construction Recommendations' (or any subsequent revision) showing:
 - i. Spot levels at the base of trees and throughout the site at an interval appropriate to meet design requirement, recorded as a grid and interpolated as contour, ensuring that any abrupt changes, embankments, ditch inverts and retaining features are recorded; and
 - ii. The position of all trees within the site with a stem diameter of 75 mm. or more, measured at 1.5 metres above highest adjacent ground level; and
 - iii. The position of trees with an estimated stem diameter of 75 mm. or more that overhang the site or are located beyond the site boundaries within a distance of up to 12 times their estimated stem diameter; and
 - iv. For individual trees, the crown spread taken at four cardinal points; for woodlands or substantial tree group, the overall extent of the canopy; and
 - v. The extent, basal ground levels and height of shrub masses, hedges, hedgerows and stumps; and
 - vi. Other relevant landscape features and artefacts, such as streams, buildings and other structures, trenching scars near to trees; also any overhead and underground utility apparatus, including drainage runs with manholes and invert levels; and
 - vii. Hard surfaced areas of any description; and
 - viii. Existing boundary treatment and means of enclosure.
 - b) Detailed works schedule for any trees, hedgerows or shrubbery shown.
 - c) Details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site.

REASON: In order to assess the impact of the development upon existing vegetation, landform and other site landscape features.

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

8. All trees, hedgerows and groups of mature shrubs shown to be retained on the survey approved by the Local Planning Authority pursuant to condition 7 shall be protected by 2.3m high (minimum) protective barriers, supported by a metal scaffold framework, constructed in accordance with Section 9 (Figure 2) of British Standard 5837:2012, or any subsequent revision. The protective fencing shall be erected in the locations to be agreed in writing by the Local Planning Authority prior to the commencement of that Phase or Sub-Phase and shall be retained until the completion of all building operations on that Phase or Sub-Phase.

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

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

9. The approved tree protective fencing and other protection measures specified by condition 8 shall be erected in the locations agreed in writing by the Local Planning Authority prior to the commencement of each Phase or Sub-phase of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on that Phase of the site. No activity of any description must occur at any time within these areas including but not restricted to the following: -

- a) No mixing of cement or any other materials;
- b) No storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description;
- c) No installation of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, portable-toilets, storage compounds or hard standing areas of any other description;
- d) No soil/turf-stripping; raising or lowering of existing levels; excavation or alterations to the existing surfaces/ground conditions of any other description;
- e) No installation of any underground services, temporary or otherwise, including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting;
- f) No parking or use of tracked or wheeled machinery or vehicles of any description;
- g) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained;
- h) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

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

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

10. If any tree or hedgerow shown to be retained pursuant to condition 7 is removed, uprooted, destroyed or dies within 5 years of the completion of a Phase or Sub Phase, another tree shall be planted at the same location and the replacement tree shall be of such size and species (and shall be planted at such time) as may be agreed in writing with the Local Planning Authority.

REASON: - In the interests of safeguarding visual amenity.

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

11. No dwelling/ building within a Phase or Sub-phase of development hereby permitted shall be commenced until hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme 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; and
- b) details of semi mature tree planting; and
- c) comprehensive 5 year post planting maintenance schedule; and
- d) underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both existing reused and proposed new routes; and
- e) means of enclosure (walls and fences etc); and
- f) paving including open spaces, paths, steps and ramps, patios, cycle routes, driveways, parking courts, play areas etc. with details of proposed materials and construction methods; and
- g) recycling/refuse or other storage units; and
- h) play equipment; and
- i) other landscape features (water features, seating, trellis and pergolas etc).

For each Phase or Sub-phase of development, a landscaping scheme shall be submitted which, in addition to those items listed above, shall include details of the landscaping to be provided within that phase, including structural landscaping and landscaping for communal areas. No dwelling shall be occupied within a Phase until all the structural and communal landscaping for that Phase has been completed in addition to the landscaping associated with that dwelling.

All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme. As a minimum, the quality of all 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 next planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design and the visual amenity of the area.
[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]

12. Notwithstanding the detail shown in the approved Landscape and Biodiversity Management Strategy, a Landscape Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of each Phase or Sub-phase to demonstrate compliance with the approved plan. A Landscape Management Plan, shall include:

- (a) long term design objectives;
- (b) management responsibilities; and
- (c) maintenance schedules

for all landscape areas within that Phase or Sub Phase of the development (other than large open space areas to be transferred to the Council by agreement and domestic gardens). The Landscape Management Plan shall be carried out as approved.

REASON: To ensure that the landscaping is maintained in the interests of the visual amenities of the area.

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

13. No Phase or Sub-phase of the development (including site clearance) shall be begun until an access suitable for construction vehicles has been implemented in accordance with an approved Construction Environmental Management Plan (CEMP).

REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

14. No demolition or construction work shall take place on any Phase or Sub-phase outside the hours of 08:00hrs and 18:00hrs Monday to Friday; 08:00hrs and 13:00hrs on Saturday and not at all on Sundays and Public Holidays.

REASON: In the interests of the amenities of the area.
[Relevant Policies: SEP NRM10, BFBLP EN25]

15. No development including demolition and site clearance within any Phase or Sub-phase shall commence until a site-wide CEMP, including all Phases or Sub-phases of development, has been submitted to and approved in writing by the Local Planning Authority.

REASON: To mitigate and control environmental effects during the demolition and construction phases.

Relevant Policies: BFBLP EN20, EN25; Core Strategy DPD CS1, CS7

16. No development including demolition and site clearance within any Phase or Sub-phase shall commence until a detailed CEMP, that accords with the site-wide CEMP as required by condition 15, for that Phase or Sub-phase has been submitted to and approved in writing by the Local Planning Authority.

Each CEMP shall include as a minimum:

- i. Location of the access for demolition and construction vehicles;
- ii. Routing of construction and demolition traffic (including directional signage and appropriate traffic management measures);
- iii. Details of the parking of vehicles of site operatives and visitors;
- iv. Areas for loading and unloading of plant and materials;
- v. Areas for the storage of plant and materials used in constructing the development;
- vi. Location of any temporary portacabins and welfare buildings for site operatives;
- vii. Details of any security hoarding;
- viii. Details of any external lighting of the site;
- ix. Details of the method of piling for foundations;
- x. Measures to control the emission of dust, dirt, odour and other effluvia;
- xi. Measures to control noise (including noise from any piling and permitted working hours);
- xii. Measures to control rats and other vermin (particularly during site clearance);
- xiii. Measures to control surface water run-off during demolition and construction;
- xiv. Measures to control noise from delivery vehicles, and times when deliveries are accepted and when materials can be removed from the site;
- xv. Measures to prevent ground and water pollution from contaminants on-site;
- xvi. Construction and demolition working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site;
- xvii. Details of wheel-washing facilities during both demolition and construction phases;
- xviii. Measures to minimise, re-use and re-cycle materials and waste arising from demolition;
- xix. Measures to minimise the pollution potential of unavoidable waste;
- xx. Measures to dispose of unavoidable waste in an environmentally acceptable manner;
- xxi. Details of measures to mitigate the impact of demolition and construction activities on ecology, which should cover:
 - a) Risk assessment of potentially damaging development activities
 - b) identification of "biodiversity protection zones".
 - c) practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during development (may be provided as a set of method statements).
 - d) the location and timing of sensitive works to avoid harm to biodiversity features
 - e) the times during development when specialist ecologists need to be present on site to oversee works.
 - f) responsible persons and lines of communication.

g) the role and responsibilities on site of an ecological clerk of works or similarly competent person.

h) the use of protective fences, exclusion barriers and warning signs.

xxii. Details of a monitoring regime to demonstrate compliance with the CEMP including timings for reports to be submitted to the Local Planning Authority.

The approved Construction Environmental Management Plan shall be adhered to throughout the demolition and construction period.

REASON: To mitigate and control environmental effects during the demolition and construction phases.

Relevant Policies: BFBLP EN20, EN25; Core Strategy DPD CS1, CS7

17. No site clearance shall take place on any Phase or Sub-phase during the main bird-nesting period of 1st March to 31st August inclusive, unless in accordance with a scheme to minimise the impact on nesting birds which has been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of nature conservation.

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

18. Prior to the determination of reserved matters applications, the applicant, their agents or successors in title, shall implement a programme of field evaluation in each Phase or Sub-phase of the development in accordance with a written scheme of investigation (WSI) which has been submitted to and approved in writing by the Local Planning Authority. The results of the evaluation shall inform the preparation of a mitigation strategy which will be submitted to and approved in writing by the Local Planning Authority. The mitigation strategy shall provide for:

a) a programme of site investigation and recording, or alternative mitigation, within any areas of archaeological interest identified. Development will not commence within the area of archaeological interest until the site investigation has satisfactorily been completed.

b) a programme of post-investigation assessment, analysis, publication, dissemination and archiving. This part of the condition shall not be discharged until these elements of the programme have been fulfilled in accordance with the programme set out in the WSI.

REASON: The site lies within an area of archaeological potential. A programme of works is required to mitigate the impact of development and to record any surviving remains so as to advance our understanding of their significance.

[Relevant Policies: Paragraph 141 of the NPPF, BFBLP EN7]

19. No building shall be occupied until:

(a) means of vehicular access;

(b) means of pedestrian and cycle access; and

(c) vehicle and cycle parking spaces;

associated with that particular building have been constructed in accordance with details to be submitted to and approved by the Local Planning Authority. Such accesses and parking spaces shall thereafter be retained.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking and in the interests of the accessibility of the site to pedestrians, cyclists and vehicles.

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

20. No buildings within any Phase or Sub-phase of the development hereby permitted shall be occupied until a plan showing visibility splays within that Phase or Sub-phase 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. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.

REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

21. 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 of that dwelling and the adjacent footway/carrageway. The dimensions shall be measured along the edge of the drive and the back of the footway/ edge of the carrageway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carrageway.

REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

22. No residential development in any Phase or Sub-phase hereby permitted shall commence until:

- a) details of the location of visitor car parking spaces, and
- b) details of the signing for the spaces

have been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be provided and signed in accordance with the approved details and the spaces and signage shall thereafter be retained.

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]

23. The development hereby permitted shall not commence until a scheme for that particular Phase has been submitted to and approved in writing by the Local Planning Authority for secure and covered cycle parking facilities. The Phase shall not be occupied until the approved cycle parking facilities have been implemented. The cycle parking facilities shall thereafter be retained.

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

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

24. Prior to the commencement of any new building, an Energy Demand Assessment for that particular building or buildings shall be submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that before taking into account of any onsite renewable energy production the proposed development will reduce carbon dioxide emissions by at least 10% against the Target Emission Rate as set out in Part L of the Building Regulations (2006) and that a proportion of the development's energy requirements will be provided from on-site renewable energy production which shall be at least 20%.

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

REASON in the interests of sustainability and the efficient use of resources.

25. The development hereby permitted shall not be begun until a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day, has been submitted to and approved 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: CSDPD CS10]

26. Any reserved matters submission shall be accompanied by a supplementary Biodiversity Net Gain report identifying any changes to the predicted biodiversity credits of the development phase(s) stated in the approved Biodiversity Net Gain Assessment (October 2020).

REASON: In the interests of biodiversity.

[Relevant Policies: BFBLP EN20 and EN25, Core Strategy DPD CS1 and CS7]

27. If more than 2 years elapse between the previous ecological survey and the due commencement date of each phase of the development, an updated ecological 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. Updated ecological surveys should be timed to coincide and be submitted with the Reserve Matters applications.
REASON: To ensure the status of protected species and habitats on site has not changed since the last survey.
28. No Phase or Sub-phase of the development hereby permitted shall be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for external site lighting, including details of lighting units, levels of illumination and hours of use. No lighting (other than domestic security or garden lighting installed in individual dwellings) shall be provided at the site other than in accordance with the approved details. The development shall be carried out in accordance with the approved scheme.
REASON: In the interests of biodiversity.
[Relevant Policies: BFBLP EN20 and EN25, Core Strategy DPD CS1 and CS7]
29. The development hereby permitted shall be carried out in accordance with the ecological mitigation measures and/or works specified in the GES Ecology Ecological Assessment October 2020 as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination. An Ecological Site Inspection report shall be submitted within three months of the first occupation of each phase of the development hereby approved.
REASON: In the interests of nature conservation.
[Relevant Plans and Policies: Core Strategy DPD CS1, CS7]
30. No part of the development shall be occupied until a scheme for informing buyers and residents about great crested newts in gardens and the surrounding area and their importance has been submitted to the Local Planning Authority and approved in writing. The development shall be implemented in accordance with the scheme.
REASON: In the interests of nature conservation.
[Relevant Plans and Policies: CSDPD CS1 CS7]
31. No Phase or Sub-phase of the development shall commence until a scheme for the provision of biodiversity enhancements (not mitigation), including a plan or drawing showing the location of these enhancements, has been submitted to and approved in writing by the Local Planning Authority. An Ecological Site Inspection report shall be submitted within three months of the first occupation (major).
REASON: In the interests of nature conservation.
[Relevant Plans and Policies: CSDPD CS1 CS7]
32. No Phase or Sub-phase of the development shall take place before there has been submitted to, and approved in writing by the Local Planning Authority, details of a scheme for monitoring impacts on great crested newts, and measures that will be implemented to avoid and mitigate any significant impacts. In particular the details shall include:
- Species to be subject to monitoring
 - Frequency, seasons and duration of monitoring
 - Methods to be used for monitoring
 - Persons responsible for undertaking the monitoring
 - Any training or guidance that may be necessary
 - Reporting of the results of monitoring
 - Remedial measures that will be implemented for avoidance and mitigation of impacts

- Determination of threshold of impact (or significance) above which implementation of mitigation measures will be required (i.e. 'triggered')
- Timescales for implementation of mitigation measures

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

REASON: In the interests of nature conservation.

[Relevant Plans and Policies: CSDPD CS1 CS7]

33. Prior to commencement of development a fully integrated surface water model for the whole site will be provided demonstrating that betterment is provided in terms of downstream flows and volumes for all events from the 1 in 1 year storm to the 1 in 100 year event including the most recent climate change allowances, in accordance with the principles set out in the Flood Risk and Drainage Strategy (Ref. 5489.FRA Issue 06) (July 2019) and subsequent modelling notes. It shall be demonstrated that the integrated surface water model considers the interaction of both on and off-site flows (including the potential for exceedance of the Thames Water balancing pond), water levels present in the central watercourse, provision of low flows to the great crested newt pond and include a 10% increase in impermeable area to allow for urban creep. The submitted surface water model will demonstrate that the greenfield runoff rate of 4.4l/s/ha (applied to impermeable area only) is met for each development Phase and Sub-phase and that at no point during the phased delivery of the scheme will flows be increased off-site.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

34. No Phase or Sub-phase of the development shall take place until calculations have been submitted to and approved in writing by the Local Planning Authority demonstrating that the drainage strategy achieves a minimum of 80% compliance of no runoff from the first 5mm of a rainfall event during the summer rainfall events, and 50% compliance during winter rainfall events from all impermeable surfaces

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

35. No Phase or Sub-phase of the development hereby permitted shall commence until full details of the design, implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Those details shall include:

- a) Information about the design storm period and intensity, discharge rates and volumes (both pre and post development), temporary storage facilities, means of access for maintenance, the methods employed to delay and control surface water discharged from the site, and the measures taken to prevent flooding and pollution of the receiving groundwater and/or surface waters in accordance with the submitted Integrated Surface Water Model;
- b) The drainage strategy must include details of the connection to allow controlled flow into the great crested newt pond from the SuDS. The drainage scheme must also include sensitive drainage design to protect amphibians from road gullies, catchpits and culverts;
- c) Any works required on or off-site to ensure adequate discharge of surface water without causing flooding or pollution (which should include refurbishment of existing culverts and headwalls or removal of unused culverts where relevant);
- d) Flood water exceedance routes, both on and off site;
- e) A timetable for implementation; and
- f) A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any

other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved drainage scheme shall thereafter be implemented, retained, managed and maintained in accordance with the approved details.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

36. No Phase or Sub-phase of development shall take place until full details of the Drainage System(s) have been submitted to and approved in writing by the Local Planning Authority.

These shall include:

Results of further groundwater monitoring over the winter months (November-March) demonstrating the depth of the seasonally high groundwater table.

Full details of all components of the proposed drainage system including dimensions, locations, gradients, invert and cover levels, headwall details, planting (if necessary) and drawings as appropriate taking into account the groundwater table demonstrating that the SuDS features do not intercept the groundwater table in accordance with Mr Tim Wood's email dated 27th July 2020.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

37. The development hereby permitted shall not commence until a drainage strategy detailing on- and off-site drainage works has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. Such strategy may include the phasing of works. No discharge of foul or surface water from the site shall be accepted into the public system until the relevant phase of the drainage works set out in the approved strategy has been completed. The drainage strategy shall include a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by a statutory undertaker, management and maintenance by a Resident's Management Company or any other arrangements to secure the ongoing operation of the drainage strategy. The strategy shall be implemented in accordance with the approved details prior to first occupation of any of the approved dwellings, or completion of the development, whichever is the sooner. Thereafter the strategy shall be retained, managed and maintained in accordance with the approved details.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

38. The affected phase of development shall not commence until details of the dedicated overflow route from the Thames Water Balancing pond has been provided demonstrating that it is sufficiently sized to ensure no properties are at risk during a 1 in 100 year storm event including the most up to date allowance for Climate change.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

39. Prior to occupation of any Phase or Sub-phase of development a verification report, appended with substantiating evidence demonstrating the agreed/approved construction details and specifications have been implemented, will need to be submitted and approved (in writing) by the Local Planning Authority. This will include photos of excavations (demonstrating depths) and soil profiles, as-built surveys of SuDS and any placement of tanking, crating, connecting pipe work, hydrobrakes and control mechanisms, cover systems.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

40. Prior to commencement of development on Maize Lane calculations shall be provided demonstrating that the proposed crossings are capable of conveying the 1 in 100 year +

climate change event and that the invert level of the proposed crossing is in line with the bed levels of the ditches. The calculations shall demonstrate that works to the ditches provide a betterment to the wider area and to the drainage of Maize Lane.

Reason: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

41. Prior to commencement of development on Old Priory Lane calculations shall be provided demonstrating that the proposed crossings are capable of conveying the 1 in 100 year + climate change event and that the invert level of the proposed crossing is in line with the bed levels of the ditches. The calculations shall demonstrate that works to the ditches provide a betterment to the wider area and to the drainage of Old Priory Lane.

Reason: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

42. Development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 43 to 48 (below) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until conditions 43 to 48 (below) have been complied with in relation to that contamination.

43. The development hereby permitted shall not commence until a report has been submitted by a competent person to and approved in writing by the Local Planning Authority; the report findings must include a desktop study and a survey of the extent, scale and nature of contamination; this should include as a minimum a site walkover.

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.

44. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be 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.

45. 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 must be prepared, and is subject to the approval 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.

46. 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. 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.

47. A monitoring and maintenance scheme, to include monitoring the long-term effectiveness of the proposed remediation over a period to be agreed with LPA, and the reports on the same must be prepared 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.

48. The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority verification report by the competent person approved under the provisions of condition 44 & 45 that any remediation scheme required and approved under the provisions of condition 46 and monitoring (under condition 48) has been implemented fully in accordance with the approved details.

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.

49. 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 44, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 45, 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 46.

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.

50. A Site Completion Report shall be submitted to, and approved in writing by, the Local Planning Authority upon completion of the remediation/mitigation work in accordance with the agreed implementation timetables. The report shall include confirmation that all remediation measures have been carried out fully in accordance with the approved remediation scheme and detail the action taken and verification methodology used (including details of the sampling and analysis programme) at each stage of the remediation/mitigation works to confirm the adequacy of decontamination. The Site Completion Report must also include details of future monitoring and reporting if this is deemed necessary, or a statement to the effect that no future monitoring is required, with an explanation as to why future monitoring is not necessary

If no contamination is encountered during the development, a written statement confirming this fact shall be submitted to the Local Planning Authority upon completion of the development.

REASON: To enable to the Local Planning Authority to ensure that appropriate measures are taken to avoid any threat which the proposed development might pose to health and safety and/or the environment. The proposed development is located on a potentially contaminated site, due to its historic land use. To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas.

Informative(s)

1. 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.
2. Definition of 'Phase' – A parcel of land which is the subject of a Reserved Matters Application. A 'Sub-phase' means a parcel of land which may form part of a Phase.
3. The developer is advised that a section 278 Agreement will be required for works within the highway.
4. Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the LLFA is required for any proposed works or structures, in the watercourses.
5. The applicant is advised to enter early discussions with the LLFA with respect to requirements and information to be submitted pursuant to conditions 33 to 41.

6. The applicant is advised to enter early discussions with the Local Planning Authority with regards to the detailed design and layout of the on-site active open space.
7. The granting of planning approval does not constitute permission to close or divert a public right of way affected by development, including temporary obstruction, closure and diversion during construction. During the construction period, the right of way must not be obstructed or closed to use by pedestrians, cyclists and horse riders unless an appropriate Temporary Traffic Regulation Order has been applied for and the Order made by the Authority.

In the event of the s106 planning obligations not being completed by 12.05.2021 the Head of Planning be authorised to either extend the deadline or REFUSE the application for the following reasons:

1. The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the proposal would not satisfactorily mitigate its impacts in this respect. In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Policy NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policies CS5 and CS14 of the Core Strategy Development Plan Document, Policy SA9 of the Site Allocations Local Plan, the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (2012) and the Planning Obligations Supplementary Planning Document (2015).
2. In the absence of a planning obligation to secure affordable housing in terms that are satisfactory to the Local Planning Authority, the proposal is contrary to Policy H8 of the Bracknell Forest Borough Local Plan, Policies CS16 and CS17 of the Core Strategy Development Plan Document, the Planning Obligations SPD and the resolution on affordable housing made by BFC Executive on 29 March 2011.
3. The proposed development would unacceptably increase the pressure on highways and transportation infrastructure, public open space, community, and educational facilities. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway safety measures, a travel plan, open space, community and educational facilities, the proposal is contrary to Policies R5 and M4 of the Bracknell Forest Borough Local Plan, Policies CS6, CS8, and CS24 of the Core Strategy Development Plan Document, Policy SA9 of the Site Allocations Local Plan, the Warfield Supplementary Planning Document (2012) and the Planning Obligations Supplementary Planning Document (2015).