

## Unrestricted Report

### ITEM NO: 8

Application No.  
**13/01007/OUT**  
Site Address:

Ward:  
Binfield With Warfield

Date Registered:  
5 December 2013

Target Decision Date:  
6 March 2014

**Land North Of Harvest Ride and South Of Forest Road and East Of West End Lane, Warfield**

Proposal:

**Hybrid planning application for a residential-led mixed-use development comprising:**

**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.**

Applicant:

Berkeley Homes (Oxford & Chiltern) Ltd

Agent:

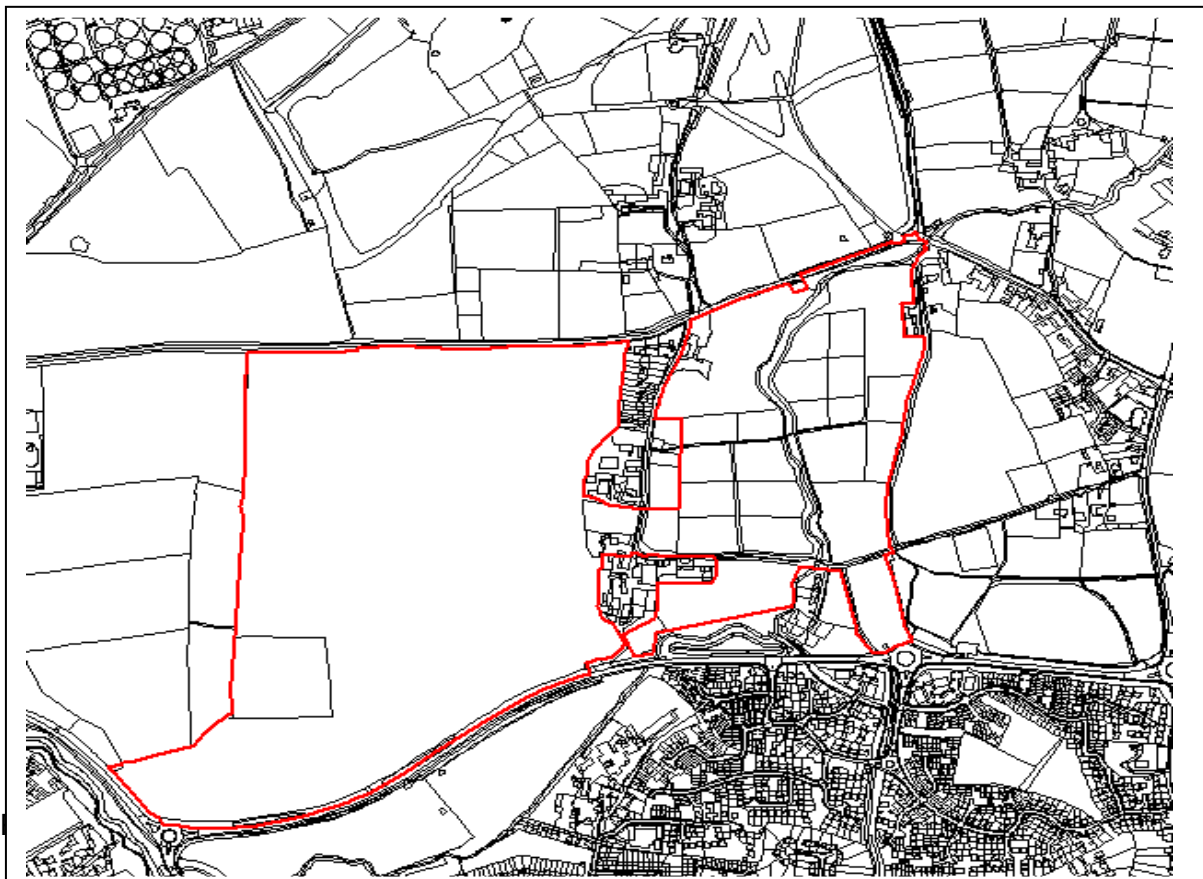
Kemp & Kemp Property Consultants

Case Officer:

Elaine Bailey, 01344 352000

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

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



## **OFFICER REPORT**

### **(1) INTRODUCTION/BACKGROUND**

This application has been submitted in the form of a 'hybrid' planning application.

To clarify, a 'hybrid' application is one that seeks *outline* planning permission for one part of the development and *full* planning permission for another part of the same site, all within one application. This is a common approach to seeking planning permission on particularly large sites and it enables the developer to commence the first phase of the development whilst they continue to work on subsequent reserved matters relating to later phases.

In order to achieve the required level of flexibility, the outline part of this hybrid application reserves certain matters such as layout, scale, appearance, and landscape for future determination. This enables the detailed design to evolve but confines it to a series of agreed development parameters such as location of land use, height and density. For this particular application, only the principle of development and access to the site are for consideration at this stage. All other matters are reserved.

The detailed element of this hybrid application includes all of the details one would expect for a full planning application. One of the benefits of a hybrid application when compared to an outline application is that an element of detail is provided which gives officers certainty about the quality of the development coming forward in later phases, as well as the applicant's approach to matters relating to detailed design, dwelling mix, parking and landscaping.

As a means of background, the submission of this planning application by the developer follows a lengthy period of pre-application consultation, which is described in Section 5 of this report. The Council also carried out extensive consultation in the preparation and adoption of the Warfield SPD (2011-2012). Following the submission of a comprehensive package of pre-application material in 2013, the applicant engaged with local communities, the Parish Council and officers of the Council in attempt to demonstrate how their development proposals conform with the objectives of the adopted SPD for Warfield. As such, a formal planning application was submitted in November 2013 in the form of a hybrid application.

In accordance with the Council's constitution, this application is reported to committee as more than three objections have been received.

### **(2) SITE DESCRIPTION**

The application site comprises 57ha of primarily green field land and is located approximately 1km north of Bracknell town centre, east of Temple Way and west of Newell Green. Whilst the application site itself is primarily a green field site, there are also a number of small existing settlements, isolated homes and farms within the general site, but not within the application site.

West End Lane runs through the site in a north-south direction.

The western part of the land parcel (west of West End Lane) is bounded by Long Copse. Forest Road bounds the site to the north and Harvest Ride bounds the site to the south. The eastern aspect of the land parcel (east of West End Lane) is bounded by Avery Lane (a 'Byway Open to all Traffic', a BOAT).

### **(3) RELEVANT SITE HISTORY**

Whilst there is no relevant planning history for the application site, there are a number of planning applications which have been made in the nearby vicinity, one of which (Fairclough Farm) falls within the wider Warfield site allocation. These are summarised below:

Ref: 13/0037/OUT – Fairclough Farm, Newell Green.

Outline application was refused in August 2012 for the erection of 40no. dwellings and a 70 bedroom care home, with access from Warfield Road, landscaping and parking (all matters reserved) This application is currently undergoing an appeal, the outcome of which has not been determined at the time of writing this report. The hearing took place on 26<sup>th</sup> and 27<sup>th</sup> Feb 2014.

The council's reasons for refusal centre on how the proposal prejudices the delivery of a comprehensive development for the wider Warfield area, which undermines the Council's strategic housing target.

Ref: 13/00831/FUL – Manor Farm, Binfield Road

On 31<sup>st</sup> January 2014, the planning committee resolved to grant full planning permission for the 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. This decision is dependent on the resolution of a s106 agreement.

This application follows a previous application (ref: 12/01008/FUL) where planning permission was approved for 24 units).

### **(4) THE PROPOSAL**

In summary, this hybrid application proposes a residential-led mixed-use development and seeks the following:

- Outline permission for up to 750 residential dwellings (with a minimum of 675 dwellings) including a 60-bed senior living scheme; a new two form-entry primary school; formal and informal open space; associated landscaping; works to the existing River Cut and provision of new north-south link road. (All matters are to be reserved except for means of access to the development);
- Full planning permission for the development of Phase 1 (south west 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; the creation of two new access points off Harvest Ride.

The proposed development also falls under Schedule 2, Part 10b (Infrastructure Projects) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (i.e. 'EIA Regulations 2011') and as such comprises EIA development. An Environmental Statement has therefore been submitted in support of this application.

In terms of timing and delivery, it is anticipated that the development proposed in this application would be built out over a number of years, from 2015 in a series of five to six phases. Subject to S106 agreement and any necessary prior to commencement conditions, the applicant anticipates starting work on site at the end of this year (2014), with a view to completing the first phase of development (87 units) by November 2015. Work would then commence on the construction of the primary school in 2016. Gradually, the remaining development parcels would be constructed in phases between 2016 and 2026. Officer

anticipate that subject to market demand, and a seamless construction plan, half of the total 750 homes, would be completed by 2020.

#### Drawings for Approval:

A full list of application plans is set out in the recommendation section of this report.

#### Documents for Approval:

In addition to the application drawings, this application has been supported by the following documents:

- Design & Access Statement
- Environmental Statement
- Environmental Statement Chapter 15 Addendum Number 1
- Utilities and Drainage Statement
- Flood Risk Assessment Issue 4
- Flood Risk Assessment Issue 4 Addendum Number 1
- Transport Assessment including Travel Plan, & Addendum Transport Statement
- Addendum Transport Statement Number 2
- Construction Environmental Management Plan
- Waste Management Plan
- Energy Statement
- Arboricultural Method Statement
- Landscape Management Plan
- Draft SANG Management Plan
- Lighting Strategy
- Archaeology Mitigation Statement

#### Background Papers:

Background papers comprise the relevant planning application file and any document therein with the exception of any document which would lead to disclosure of confidential or exempt information as defined in section 100A of the Local Government Act 1972 as amended.

In the case of the viability report submitted by the applicants titled 'Report on Financial Viability of the Provision of Infrastructure & S106 Contributions' dated June 2013 and other documentation relating thereto, (including the review by BNP Paribas on behalf of the Council titled 'Warfield Viability Appraisal' dated January 2014) are exempt information under section 100A of the Local Government Act 1972 as amended and are not available on the published application file relating to this application.

### **(5) CONSULTATION & REPRESENTATIONS RECEIVED**

#### *Background Context:*

In line with Bracknell Forest Council's Statement of Community Involvement (SCI), a press notice was placed in the local paper, 9 no. site notices were displayed around the perimeter of the site and 538 no. notification letters were sent to neighbours who were considered to be most directly affected by the development. Warfield Parish Council was also notified of the application.

It is also worth noting that the applicant carried out a number of consultation exercises, prior to the submission of this planning application, in order to seek local views and to help shape

their development proposal. A number of community consultation exercises and exhibitions took place. According to the applicant's own SCI, 1,850 letters were sent to homes within 1km of the site inviting them to each event; adverts were also published for two consecutive weeks prior to the event in the Bracknell Standard, Bracknell Midweek and Bracknell News; and four public exhibitions were then held in the Whitegrove Youth and Community Centre in Warfield from July and October 2013:

The applicants own SCI which accompanies this application outlines what issues were raised by local groups and what concerns were taken on board in the development of their scheme.

Following the adoption of the Warfield SPD, which underwent considerable engagement with local groups, pre-application dialogue commenced between officers at Bracknell Forest Council and the applicant (Berkeley Homes). These pre-application discussions and negotiations have been crucial to the determination of the planning application.

Following the notification of this hybrid planning application, 18 representations were received, however, 3 separate comments were made by the same resident, therefore 16 responses have been received in total. These include letters of support, objection and letters seeking clarification, and can be summarised as follows:

*Comments in Support:*

The comments made in support of the proposal, make reference to how the overall plan and design is appreciated and looks good and how the provision of the new north-south link road is welcomed.

*Comments in Objection:*

The comments made in objection include comment making observations. They can be grouped into particular categories and summarised as follows:

Lack of Consultation /Method of Consultation

- Such a large scale application should be supported by a council-led presentation to the public;
- Too many documents makes it impossible for public to make an informed judgement;
- Comments to applicant during pre-application exhibitions have been ignored;

Principle of Development

- No justification for building on greenfield site;
- In line with government guidance, brownfield sites should be explored first;
- New housing should be built on vacant office sites and not greenfield sites;
- Phase 1 proposes 87 units 'outside' the Warfield site allocation, contrary to SPD;
- No justification for senior living accommodation as it is not prescribed by the SPD;

Overdevelopment

- Proposal represents overdevelopment of the site and is out of character with the area;
- Some documents refers to 750 or 'approx 800' units. Such inconsistencies lead to confusion and concern over extent of development proposed.

Design/Density/Scale

- Development will be an eyesore;
- Should be limited to 2 storeys due to topography and impact;
- Too many terraced properties proposed in Phase 1 (out of context, out of character);
- Parking design should be designed at each plot, and not separated;
- Applicant's reference to areas such as 'plaza' and 'hub' make no sense to residents;

### Transport Concerns

- Concerns regarding impact on local narrow road network;
- Associated noise pollution;
- Harvest Ride is already a race track;
- Right turn lanes onto Harvest Ride inadequate;
- Proposed roundabout too close to Forest Road;
- Insufficient parking at the school;
- Insufficient improvements proposed to Three Legged Cross;
- Inadequate parking for Phase 1 and insufficient road width and no room for delivery vehicles;
- Access to proposed senior living accommodation inadequate, no buses etc;
- Bus service in the area inadequate to serve the development;
- Lack of improvements to pedestrian connectivity on Forest Road and Maidenhead Road;
- New link road should allow for free-flowing traffic to limit impact on adjoining narrow road networks;
- No meaningful provisions for pedestrian and cycle connections to north side of A3095;
- Delay in flow of traffic and congestion will result in rat running in country roads;
- Proposed uses adjacent to the link road must now slow down the flow of traffic;
- School location will cause congestion on the link road and slow flow of traffic;
- It has not been convincingly demonstrated that signalling and the roundabout at Three Legged Cross will alleviate congestion;
- Existing congestion problems at Plough & Harrow and Forest Road will increase;
- Bridge at Three Legged Cross fails to propose any pedestrian crossing;
- BFC should consider CPO and S106 to find a better transport solution at Three Legged Cross;
- Northern roundabout to proposed link road is too close to Three Legged Cross junction;
- Additional signage need to ensure link road is read as a through route into Bracknell and Maidenhead, and not just an access road to the development;

### Residential Amenity Concerns

- Orientation of properties is poor;
- Overlooking issues within as Phase 1/Properties too close together;
- Overlooking to properties in Priestwood;
- Noise pollution

### Lack of GP/Doctors Surgeries

- Local GP surgeries should be provided for in the proposal.

### Affordable Housing Concerns

- Refuse application unless affordable housing is secured;
- Level of affordable housing should be subject to a viability study;
- PPA suggests pre-app discussions on S106 and viability matters have taken place. If so, does this include affordable housing? In the interest of public openness, this should be made available as part of the planning application and be made available prior to committee;
- Suggests the senior living scheme could deliver a chunk of affordable housing;

### Flooding Concerns

- Concerns raised regarding impact on proposal on the flooding on the Cut;
- Current flooding problems at Three Legged Cross bridge will worsen;
- Existing drainage issues along Watersplash Lane will worsen;
- Proposal will result in flood water damage to properties;
- Concerns that applicant's FRA model isn't using up to date EA data;
- Run-off from the proposed houses needs to be adequately dealt with;
- Widening the River Cut will increase flooding lower down the Cut;
- Concerns regarding design of the balancing ponds and applicants approach to SUDs.

### Archaeologically Concerns

- Insufficient information provided. Field evaluations should be provided.

### Wildlife & Protected Species

- Application fails to have sufficient regard to the impact on wildlife and local habitats;
- Loss of trees;
- Loss of hedgerows and associated impact on habitats;
- Impact on protected species Great Crested Newts and Bats;
- Loss of lizards, kingfishers, damsel flies, other insects.

### Impact of School Places

- Application for Phase 1 makes no provision for school places;
- Outline application proposes a primary school but secondary school is more in need;
- Application should not assume Blue Mountain will provide for Warfield residents;
- School site in outline application fails to allow for future expansion from a 2FE to a 3FE school.

### Open Space/Impact of SPA

- Larks Hill will be overrun;
- Concerns regarding extra pressure on the SPA;
- How will Cabbage Hill be treated/ protected? Will it have another S.52 type agreement in the same way Blue Mountain had?
- Application demonstrates insufficient long term plans for the maintenance of Cabbage Hill and general the open space;
- Suggestion that Cabbage Hill be purchased by the Council and run by the Council for the use of local residents;

### Impact of Warfield Memorial Ground

- No specific enhancement proposed to Warfield Memorial Ground as prescribed by SPD

## **(6) SUMMARY OF INTERNAL AND EXTERNAL CONSULTATION RESPONSES**

Set out below is a summary of the main comments and issues raised during the consultation response. Where considered appropriate, officer comment is provided; however, the majority of the issues raised are addressed in the body of the material considerations.

## **INTERNAL CONSULTEES**

### BFC – Biodiversity

The Council's Biodiversity Officer has confirmed that the ES submitted is comprehensive and subject to conditions requiring compliance with the proposed mitigation and enhancement measures outlined, is satisfied that the proposal will not have an adverse impact on the biodiversity quality of the existing or proposed site. Suggested conditions include:

- Formal planting plans to include species with pollen and nectar sources and also trees and shrubs which bear fruit or nuts;
- An ecological monitoring programme;
- Lighting strategy to assess impact of lighting on wildlife aiming to reduce light spill and direct lighting of important ecological corridors, particularly the Cut;
- Submission of a wildlife protection plan (which can form part of the Environmental Construction Management Plan).
- Number of standard conditions relating to bird nesting periods;

### BFC - Environmental Health

- With regards to Noise and Vibration, the EHO has reviewed the ES and is satisfied with the proposed mitigation measures, subject to condition requiring separate method statements for each part of the development on a phase by phase basis.
- With regards to contamination, the EHO has reviewed the ES and confirmed satisfaction that sufficient investigative work has been carried out, the site is suitable for residential use.
- The EHO has commented that the plans do not appear to offer a detailed plan of the proposed layout of the primary school, specifically concerning the kitchen facilities at the school (with the relevant food hygiene legislation)

*(Officer Response: the application seeks permission for the principle of the school in land use terms only and such detail will come forward at reserved matters stage).*

### BFC – Landscape, Parks and Countryside

Landscape Officer and Parks Officer have been involved since the pre-application stage and have attended a number of pre-application and application workshops, where their comments have shaped the design and layout of the application. With respect to the Landscape Framework Plan submitted, comments were made in relation to the key legibility; preferred location for native hedges; importance of habitat connectivity; preferred species; preferred type of tree planting for streets and meadows.

*(Officer Response: a revised planting framework has been submitted by the applicant. Whilst no further comments have been raised by the landscape officer, it is recommended that a condition be imposed ensuring the submission of a detailed landscaping plan that accords with the planting framework agreed at outline stage).*

### BFC – Trees

Tree Officer sought amendments and further information to the submitted Landscape Planting Framework. These includes use of native species; spaces for trees; approach to



planting strategy and native hierarchy, including climax and companion species and a suggestion that the tree planting plans include trees for individual gardens where possible.

*(Officer Response: A revised planting framework has been submitted. Whilst no further comments have been raised by the tree officer, it is recommended that a condition be imposed ensuring the detailed landscaping detail and tree planting scheme accords with the planting framework agreed at outline stage).*

### BFC – Housing

Comments from the Housing Officer can be summarised as follows:

- 25% of the total of 750 dwelling proposed should be affordable;
- Tenure split should be 70% for Affordable Rent and 30% for Intermediate Housing;
- Affordable Housing should be tenure blind;
- Type and size of the affordable housing should generally reflect the type and size of market housing;
- A small proportion ie. no more than 5% of the affordable dwellings should be designed to full wheelchair standards;
- Standards of Construction;
- Homes should be Code for Sustainable Homes Level 3;
- Meet Minimum Housing Quality Indicator (HQI) scores for unit size, layout and noise;
- Meet Building for Life criteria;
- One or more of the Council's Preferred Partner Registered Providers will need to pay a price to the developer at a level which ensures the proposal will deliver the affordable housing as stated above;
- The tenure of the units (private, rent or shared ownership) and the nature of any care home (residential care, extra care or sheltered housing) will need to be discussed in light of the Council's Older Persons' Accommodation and Support Strategy 2011-2026.

### BFC – Adult Social Care

Clarification was sought as to the precise use of the proposed senior living scheme. It was confirmed that the scheme would constitute a C3 residential use and not a C2 use. Adult Social Care had no further comment to make.

### BFC – Education

Detailed response from the LEA was provided for this application, a copy of which is provided on the file. Below is a summary of the main comments raised:

As the application is in outline form, comments made are based on the indicative mix outlined in the viability appraisal. Based on this mix, the development is estimated as likely to generate the following demand for school places:

- 273 children of primary school age which is equivalent to 1.3 forms of entry (FE), based on a class size of 30 children;
- 110 children of secondary school age;
- 36 children of post 16 age;
- 5.97 children with a dedicated SEN requirement;

As new schools need to be built to whole forms of entry (i.e. 1FE or 2FE) it is not possible to build a 1.3FE school). The LEA is of the view that the construction of a new 2FE primary school would be required.

In terms of demand for secondary and SEN school places, the SALP identifies that a new 9FE secondary school, with a 240 place post-16 element (i.e. 1,590 places in total) will be provided at Blue Mountain. The LEA estimates that the cost of this school has been estimated to be £31.7m. On a pro-rata basis this equates to a cost of £19,937 per pupil (i.e. 1590/31,700,000). On the basis that the development would generate demand for up to 146 pupils of secondary age, the LEA recommend a contribution of £2,910,802 (i.e. £19,937 x 146) is sought towards the provision of a new secondary school at Blue Mountain.

With regards to SEN facility for up to 100 pupils, the LEA estimate that the cost of this facility to be £11.875m. On a pro-rata basis this equates to a cost of £120k per pupil. On the basis that the development would generate demand for up to 5.97 pupils with a requirement to be educated at a specialist SEN facility, the LEA recommends that a contribution of £716,400 is sought towards the provision of a new SEN school at Blue Mountain.

The LEA note that the developer has made 1.9ha of land available in the outline application for the construct the school and has raised no objections. However, some general principles are suggested in relation to preferred location for school (central location, playing field conditions (flat and well drained; site hazards, noise control and mitigation; ensuring timely delivery; construction criteria and post construction liabilities).

#### BFC – Drainage and Adoptions

With regards to Foul Drainage for the Outline Application - Officer concludes that the flood risk assessment for the site includes adequate reference to a foul drainage strategy (3.41 & 3.42) and a suitable condition is suggested which can be included for use phase by phase through the development.

With regards to Surface Water on the Outline Application – Officer defers comments to the Environment Agency on this matter due to the complex hydrology of the site together with the flooding issues.

With regards to Surface Water on the Phase 1 Detailed Application – Officer has raised a number of concerns regarding the applicant's approach to a SUDs versus conventional drainage strategy. These concerns are expressed and considered in the Flooding Section of this report.

#### BFC – Highway Authority

Following the submission of the application initially (December 2013), the Highways Authority sought further information relating to junction design, capacity assessments, visibility splays, and detailed design issues. Further information was submitted from the applicant between January and February 2014, in the form of addendum transport assessment and amended drawings and figures, which have enabled the Highways Officer to confirm that subject to a number of conditions and S106 clauses, the application is now acceptable in highway terms. The majority of these issues are outlined and discussed in Section 12 (Highway) of this report.

#### BFC – Waste

Waste officer has confirmed satisfaction with the application proposal.

### BFC – Legal

The Borough Solicitor has been consulted and will commence discussions on the pending S106 imminently following further work on the proposed Heads of Terms.

### BFC – Valuation/ Corporate Property

No comments received.

### BFC - Lighting

No comments received, however, appropriate lighting conditions recommended.

## **EXTERNAL CONSULTEES**

### Environment Agency

At the request of officers, an initial interim response was obtained from the EA, dated 24 January 2014, setting out what further information would be required to support the applicant's Flood Risk Assessment. This additional information related primarily to the need for:

#### Outline Matters:

- Drainage attenuation storage calculations;
- Evidence that sufficient space and capacity has been provided on site for the attenuation of surface water runoff;
- Clarification of modelling assumptions;
- Improvements to bridge design to increase capacity and reduce the afflux upstream;
- Details on the proposed reprofiling of the Cut channel during and after the diversion, clearly showing the channel course, gradient and profile sections along its full length, including margins and associate features.

#### Phase 1 Matters:

- Microdrainage calculations for runoff from Cabbage Hill;
- Attenuation calculations to include surface water drainage from the interceptor swale;
- Evidence that the attenuation basin has been designed with sufficient capacity for all runoff for phase 1;
- Further detail on the calculations for the attenuation pond in relation to plots 53 and 54;
- Further clarification sought on drainage system for Phase 1.

Following the submission of this further information, the EA confirmed in writing on 3<sup>rd</sup> March that they have no objection to the application as the proposal would not cause any adverse environmental impacts which cannot be adequately managed or mitigated for. The additional plans and drawings demonstrate that the development is feasible without increasing flood risk off-site and that surface water can be adequately managed within the site. Furthermore, the EA has confirmed that the additional information for the diversion and re-profiling of the River Cut will be achievable without causing unacceptable detriment to the ecological status of the watercourse. A number of bespoke conditions relating to flood risk and biodiversity are currently being discussed between the EA, Bracknell Forest Council and the applicant and will be outlined in the Supplementary Committee Report.

*(Officer Response: Please see Section 23 of this report for a full assessment the flooding and drainage considerations).*

## Natural England

A detailed response was received from Natural England (NE) confirming that the site lies approximately 4.6km from the nearest part of the boundary of the Thames Basin Heaths Special Protection Area (SPA). NE confirmed their satisfaction with proposal subject to compliant with a number of factors. These include:

- the adequate provision of Suitable Alternative Natural Greenspace (SANG);
- Strategic Access Management and Monitoring (SAMM) being met by the applicant;
- The SANG being transferred to Bracknell Borough Council (BFC) and will thus be both secured and managed for in perpetuity;
- Adequate car parking provision at the SANG;
- The SANG to be in place before first occupancy of dwellings;
- Dogs are not required to be kept on a lead within the SANG, and are free to roam across the entire SANG;
- The final SANG Management Plan (SMP) details will be subject to full agreement by BFC;
- Further screening where necessary.

With respect to SSSI, NE have raised no objection.

With respect to protected species, NE confirms that they have not assessed this aspect of the proposal and state that they expect the Local Planning Authority to assess and consider the other possible impacts such as local biodiversity and geodiversity sites, e.g. Long Copse; Local Wildlife Site (LWS); Local landscape character and local or national biodiversity priority habitats and species.

NE notes that the application provides opportunities to incorporate features into the design which are beneficial to wildlife and that the authority should consider securing measures to enhance the biodiversity of the site from the applicant.

*(Officer Response: Please see SANG Section of this report for the consideration of these issues).*

## Berkshire Archaeology

Berkshire Archaeology (BA) is satisfied with the application subject to the submission of a programme of archaeological works in accordance with a phase-specific written scheme of investigation. BA requested the submission of an Archaeological Mitigation Strategy.

*(Officer Response: Archaeological Mitigation Strategy was subsequently submitted by the applicant (27<sup>th</sup> Jan 2013). This accords with the mitigation measures outlined in the ES and elaborated further on the ES content. BA request that the recommended condition makes reference to the proposed archaeological mitigation set out in the ES as amplified by the revised mitigation strategy document submitted as part of this application).*

## Wokingham Borough Council

WBC confirmed that the only implications for Wokingham were likely to be to the highway related. Requests that the development needs to consider the impacts on the wider network in particular the A329(M), London Road (A329) and other local roads such as Forest Road (B3034) / Twyford Road (A321) within Wokingham borough. The main impacts are likely to be on the A329 / B3408 / A329(M) Coppid Beech junction and on the A329 (London Rd) corridor into Wokingham and A329(M) into Reading.

The Transport Assessment and traffic modelling should take account the cumulative impacts of all developments locally on the highway network. The assessment should also identify what measures are required to mitigate the impacts (if any) within the Wokingham Borough Council area which may include highway improvements, traffic management and demand management and may include cycle and pedestrian routes and public transport improvements.

*(Officer Response: BFC Highway Authority has confirmed that the modelling exercise already captures both BFC and WBC transport models).*

### Warfield Parish Council

Two separate comments were received from Warfield Parish Council in response to the application. The first recommends refusal and makes several observations in relation to the status of the masterplan, link road, flooding issues and concerns regarding the school. These are summarised below:

#### Masterplan Issue:

- The SALP (July 2013) states that "Prior to the submission of a planning application for any part of the site, masterplans will be prepared by the developer(s) and agreed with the Council in accordance with the requirements of Policy SA9". Warfield Parish Council is not aware that a masterplan has been formally agreed, and therefore feels that this planning application is premature.

*(Officer Response: a comprehensive site-wide masterplan for the western part of the Warfield site was prepared by the applicant and presented to Members on two occasions in 2013, in the form of public meetings, (September and November 2013). Finally the Masterplan was endorsed by the Local Plan Member Work Group (LPMWG) on the 24th February 2014.*

#### Link Road /Flooding Issues:

- Warfield Parish Council does not believe that the traffic will be balanced between the existing A3095 (Newell Green) and the proposed A3095 link road. The traffic flows through the existing Plough & Harrow junction, coupled with a potential requirement to keep clear access areas to the entrances to businesses close to the new Bott Bridge junction has the potential to cause congestion between the two. At certain peak times the planning application shows green light times for traffic coming from this direction as low as 5 to 7 seconds at Bott Bridge. This appears contrary to the expected peak traffic flow modelled down Newell Green.
- The area around Bott Bridge is subject to flooding, most recently at the beginning of January 2014, and Warfield Parish Council can see no proposals in place to alleviate the flood risk.

*(Officer Response: issues relating to transport and flooding are addressed in Sections 12 and 23 of this report. It should be noted that a full Flood Risk Assessment has been submitted and detailed discussions have taken place between the applicant, BFC and the Environment Agency regarding the flood alleviation measures proposed).*

#### School Issues:

- The siting of vehicular access to the proposed primary school on the new A3095 link road will cause congestion at the start and end of the school day, and so will be detrimental to the safety and flow of traffic on the link road and will be detrimental to the safety of pedestrians (including children) in the vicinity of the proposed school.

- The Preliminary Link Road General Arrangement (drawing 4120647/SK20 rev. N) provides an illustrative layout of the school car park, and shows a shared school car park and drop-off/pick-up zone. This will be detrimental to the safety of pedestrians and vehicles on the school site.

*(Officer Response: the application seeks permission for the principle of the school in this location. Any reference to access arrangements to the school on the Preliminary Link Road General Arrangement plan are for illustrative purposes only and the precise operation and design of the school access and car parking will be subject to reserved matters applications of this outline application. The Local Highways Authority and the Local Education Authority are satisfied that sufficient land (1.9ha) has been provided for the school and associated facilities, such as playing fields and parking).*

#### Phase 1 Issues:

- Terraced dwellings should not be uniform in appearance. Would like to see some variation in the height/depth/style of the individual dwellings within plots 15-20 (as per other terraces proposed for this site)
- Parking associated with a dwelling should be as close as possible to that dwelling in order to minimise on-street parking. Parking for plots 3, 4 and 84 is too far away from their associated dwelling.
- Visitor parking bays should be positioned throughout the site in order to minimise on-street parking. The proposed visitor parking bays appear to be concentrated in one area of the site, and could be better dispersed especially towards higher density housing. The visitor parking bays opposite plots 48 and 50 are located in a small cul-de-sac and do not serve the majority of the site.
- Plot 21 is a 3-bedroom house which also has a playroom. The playroom might easily be used as additional bedroom, making the property 4-bedroomed. However the plot does not have associated parking for 3 vehicles, and so it does not comply with current parking standards.

*(Officer Response: officers have made raised similar concerns with the detailed design of Phase 1 and requested a number of amendments, echoing many of the concerns raised by the Parish Council. Much of this is now reflected in the amended plans for Phase 1).*

The Parish Council concluded their initial comments by noting that if any future planning permission is given, it should be subject to:

1. Appropriate precautions and mitigation strategies, as detailed in each of the ES, must be implemented eg. for badgers, nesting birds, bats etc.
2. Permitted developments rights for householders must be removed.
3. Garage conversions to habitable accommodation must not be permitted.

*(Officer Response: officers support a recommendation to impose conditions to ensure compliance with the ES mitigation strategies and further conditions to control permitted development rights).*

A second response was received from the Parish Council on 12<sup>th</sup> March raising additional comments and observations which were primarily in response to the minor amendments made to Phase 1. These comments can be summarised as follows:

- Amendments made to front elevation of plots 15-20 in Phase 1 and are now welcomed.
- The relocation of parking plot 84 closer to the dwelling is welcomed. However the parking for plots 3 and 4 remain a concern.

- The number of visitor parking bays has now been increased, and bays moved to more suitable locations, and so the proposed visitor parking is now acceptable.
- It has been confirmed that the proposed playroom in plot 21 is unsuitable for use as a bedroom given that there is no suitable location for a bed due to limited head height in the room, and therefore the Parish Council no longer has any objection to the proposed plans for this dwelling.

Two further comments were made by the Parish Council as follows:

- Disappointed that the bowling green has been omitted from the masterplan, but understands that it will be moved to Area 1 and closer to the proposed Community Hub;
- Disappointed that the land allocated to allotments has been reduced in size by the introduction of a formal play area, but understands that this reduced size is still likely to equate to approximately 20 full plots (40 half plots), and that other allotment sites will be located in other areas of the development in order to provide a total of 50 full plots as identified in the Warfield Supplementary Planning Document.

*(Officer comment: officers are satisfied that the wider Warfield site will have sufficient space to accommodate the Warfield SPD's open space requirements (including allotments and a bowling green)).*

#### Crime Prevention Design Officer (CPDO)

The CPDO raised a number of concerns with the application as submitted. However, following minor alterations to the scheme and further discussion between the applicant and the CPDO on Thursday 9th January 2014, the CPDO has confirmed satisfaction with the scheme from a crime prevention perspective and has withdrawn any objections. Some of the main issues related to:

- Type and location of lighting;
- Alley connections and gates;
- Design and lighting around remote parking areas (ensuring good natural surveillance);
- Type, form and height of boundary treatment and planting in sensitive areas such as the green corridor and along Harvest Ride;
- Secured by Design to be conditioned;
- Concerns regarding car barns versus garages.

#### Outstanding Consultees

To date, no comments have been received from the following consultees:

- Highways Agency
- NHS/CCG
- Royal Berkshire Fire Service
- BBOWT
- The Woodlands Trust
- Thames Water
- The Ramblers Association
- Royal Borough of Windsor & Maidenhead

## OTHER RESPONSES

### Thames Valley Police

Whilst not consulted on the planning application, representations were made by Thames Valley Police requesting an on-site police facility and S106 contributions towards the following:

- ANPR Cameras x 3
- Bicycles x 2 (including necessary kit)
- Remote IT facilities x 2
- Police & Community Safety Officer (PCSO)
- Patrol Car (pooled contribution)

*(Officer Response: It is the view of officers that there is insufficient justification to meet the tests set out in Community Infrastructure Levy (CIL) Regulation 122 for financial contributions towards Police Community Support Officers (PCSOs) and other equipment from particular development sites, including a mechanism to secure, administrate and monitor. It is considered reasonable however to co-locate a new police point within the proposed new multi-functional community hub in the later phase of the wider Warfield development. Justification for contributions Thames Valley Police have received to date will provide supporting evidence in the preparation of Bracknell Forest Council's CIL charging schedule, and will be reflected in future versions of the Infrastructure Delivery Plan (IDP).*

### Berkshire Design Panel

Whilst not consulted on the planning application, it is worth noting that the Berkshire Design Panel reviewed the scheme at pre-application stage. On 12th Nov 2013, prior to the submission of the formal planning application, the Panel wrote to Berkeley Home outlining their comments on the emerging plans. BFC were copied into this response.

In general terms, the Panel confirmed their support for the landscape approach to the proposal and noted their support for the broad location and distribution of homes on the site. Improvements to the Cut, and the creation of an east-west green link were also applauded. Suggestions include consideration for increased connections; Phase 1 needing less of a highway approach; character of the north-south link road needing definition and how this may divide development uses. Issues relating to the location of the non-residential uses were also raised and the Panel suggest such uses be located together to form a community hub/focal point. The lack of affordable housing; need for integrated local play and the need for character areas to be established were also recommended.

The applicant took some of these issues on board. However, the applicant together with BFC officers, felt that it was not appropriate to take all of the suggestions on board. Officers were of the view that many of the issues raised would be addressed through the detailed consideration of subsequent reserved matters and when subsequent development sites within the wider Warfield area, come forward for example, Area 1, where the Neighbourhood Centre is proposed.

## **(7) RELEVANT PLANNING POLICY**

Consideration has been given to the following key planning policy and guidance context:

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- Policy NRM6 of the South East Plan (May 2009)
- Core Strategy DPD (February 2008)
- Site Allocations Local Plan (July 2013)
- Bracknell Forest Borough Policies Map 2013



- Bracknell Forest Borough Local Plan (January 2002) (Saved Policies)
- Warfield SPD (2012)
- Infrastructure Delivery Plan
- Replacement Minerals Local Plan for Berkshire 2001
- Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPA SPD (March 2012)
- Affordable Housing Executive Decision (March 2011)
- Strategic Flood Risk Assessment (2010)

## **(8) PRINCIPLE OF DEVELOPMENT**

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 Policy CP1 of the Borough's Site Allocations Local Plan (SALP), which sets out that a positive approach to considering development proposals which reflect in the presumption in favour of sustainable development as set out in the NPPF should be taken, and that planning applications that accord with the Development Plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise. This policy conforms with the NPPF.

In response to this, the application site is located within a Major Location for Growth guided by Policy CS5 of the adopted Core Strategy. This identifies the wider Warfield site for a comprehensive, well designed, mixed-use development. As set out in the policy, it was intended that the development of this site be detailed through further policies. Therefore, in July 2013, the Council's Site Allocations Local Plan (SALP) was adopted and this allocated the wider Warfield area (with an associated settlement boundary). This site allocation is guided by Policy SA9 of the SALP. It is worth noting that at the time of the production of the Core Strategy (adopted in February 2008), it was not possible to allocate land for development. Therefore, whilst Policy CS5 sets out the principle for a broad area for growth, the SALP formally allocates this site, together with an associated settlement boundary, which enables Policy SA9 of the SALP to supplement Core Strategy Policy CS5. These policies are considered to be consistent with the NPPF and can be afforded full weight.

Policy SA9 of the SALP sets out the criteria for development on this site allocation. This includes:

- 2,200 residential units
- Employment
- Neighbourhood Centre
- 2 x new Primary Schools
- Multi-Functional Community Hub
- On-site Open Space and SANG

It is important to note that this policy guides the development of the wider Warfield site allocation which comprises 56ha of land, not just the application site. The current application forms one third of the wider Warfield site allocation (western parcel).

In terms of the principle of housing in land use terms, the application proposes up to 750 units on a site that is designated for a residential-led, mixed-use development through Policy SA9 of the SALP and Policy CS5 of the Core Strategy. As such, the residential aspect of this proposal is supported in land use terms. The application would deliver one third of the overall site wide allocation (2,200 units) and would provide a significant contribution towards the Council's housing requirements and its rolling 5 year land supply. The application is therefore considered acceptable in principle as it accords with the objectives of Policy CS2

and CS5 of the Core Strategy and Policy SA9 of the SALP, all of which are consistent with the objective of the NPPF.

In terms of the senior living aspect of the proposal, this is considered a form of C3 residential use that will contribute towards a mix of housing types within the development. (This is discussed in later sections of this report). This senior living concept will comprise of a 60-bed facility for a specific age category, with associated services and facilities, enabling residents to take advantage of assisted living whilst maintaining an independent lifestyle. Officers have no objections to the principle of this form of development, subject to occupancy conditions and all other material considerations which shall be considered at reserved matter stages.

In terms of the proposed primary school, the application proposes one new two-form entry school to be located at the intersection of the main east-west and north-south routes. This accords with the requirements of Core Strategy Policy CS5 and SALP Policy SA9, both of which require the provision of social and educational infrastructure in the Warfield site allocation. This is consistent with paragraph 72 of the NPPF which 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 of the SALP specifically requires the provision of *two* new primary schools across the wider site allocation for Warfield, and this application will provide one of those schools. This is therefore acceptable in principle.

However, it is of relevance to note that this particular application proposal will only generate the demand for approximately 273 children of primary school age, which is equivalent to 1.3 forms of entry (based on an average class size of 30 children). It is not practically possible to build a 1.3FE school; therefore, the applicant has committed to building a full 2FE primary school on the site and has allocated 1.9ha of land towards the construction of the school and its associated infrastructure (parking and playing fields). The implications of this overprovision of infrastructure is an important material consideration and is discussed in greater detail in the viability and infrastructure section of this report (Section 27), however, in principle, officers welcome and support the provision of this primary school in land use terms.

In terms of retail/commercial uses, the application makes reference to some *ancillary* retail and / or commercial uses. In an ancillary role, these are acceptable in principle and are likely to be located around the senior living aspect of the scheme. The SALP and the Warfield SPD requires the provision of a new 'neighbourhood centre' for the wider site allocation and it is expected that this would come forward in the central part of the development site (to the east of this application site). This is considered to be the preferred location for the neighbourhood centre in order to sustainably serve the wider development site. It is anticipated that this centre would be of a scale and nature that complements, rather than competes with, the shopping and other facilities in the vicinity (for example Whitegrove local centre). As such, this application proposal will not provide any local retail provision, but will have the flexibility to provide ancillary uses as the senior living development comes forward. This is likely to be in the form of an A1 hairdressers, and /or local convenience store. Officers have no objections to this in land use terms.

In terms of open space, Policy CS8 of the Core Strategy deals specifically with recreation and cultural uses and seeks to provide and maintain new recreational facilities. For new developments, 4.3ha of Open Space of Public Value (OSPV) is sought for every 1000 new residents, and this is expected to include both passive and active forms open space. (This can be broken down into 2ha/1000 for active open space and 2.3 ha/1000 for passive open space).

The Warfield SPD seeks an on-site in-kind provision of at least 21.85ha of open space across the entire Warfield SPD Area. The current application (Area 2 of the wider Warfield site allocation proposes 750 units (which based on an average 2.31 persons per dwelling) will generate approximately 1733 residents. As such, a minimum of 7.4ha of OSPV is required for this planning application. However, the proposal exceeds this, through the provision of around 17ha of OSPV. This is illustrated on the masterplan and parameter plans and demonstrates that over 30% of the site will comprise open space. This is welcomed by officers. This comprises active uses such as playing areas and allotments, as well as passive open space such as a central east to west greenway running across the site, and other natural and semi-natural spaces between the river park and the formal SANG area which will provide a new country park for the area. Whilst the level of open space proposed provides more passive than active open space, this is considered acceptable for this part of the development, taking into account the site's relationship with Cabbage Hill and the proposal's objective to respect the semi rural character of the site. In accordance with Policy CS5 and CS8 of the Core Strategy and the requirements of Policy SA9 of the SALP, officers welcome and raise no objections to the level of on-site OSPV provision. (As will be discussed in section 25 of this report, this open space provision of 17ha is in addition to the 13-14ha of on site SANG dedicated for Cabbage Hill to be provided by the applicant. If we include the proposed SANG area (13-14ha) with the 17ha of OSPV, this amounts to over 50% of the total application site).

In summary, this application seeks approval in principle for up to 750 units, a primary school, a senior living scheme and associated open space and SANG provision and some ancillary commercial space. Only the principle of development and access to the site is sought, with all other matters relating to scale, layout, appearance and landscaping to be reserved. Considering the site falls within a site specific allocation, found sound through the development plan examination process, this proposal for a residential-led mixed-use development, is considered to be acceptable in principle and raised no concerns in land use terms.

#### Comprehensive Development/Masterplan Context:

A further consideration as to whether this application is acceptable in principle is its ability to deliver a comprehensive development. One of the benefits of this application is the limited land ownership constraints, in that one applicant owns the land within the application site, and therefore can control delivery. Whilst this ensures that the application site can deliver a comprehensive solution, an assessment of the proposal in the context of the adjoining sites is also required, to ensure that the development does not prejudice the delivery of subsequent development parcels within the wider Warfield site allocation (Area 1, residual land in Area 2 and 3). This is a fundamental objective of the SALP and more specifically, Development Principle W1 of the Warfield SPD which requires planning applications to support the comprehensive development of Warfield having regard to the 'Implementation and Sequence Plan' (outlined in Appendix 3 of the SPD).

Development Principle W2 goes on to state that the 'Concept Plan' (shown in Figure 3 of the SPD) should guide all future planning applications across the site. It requests the preparation and submission of '*a single overall detailed masterplan or set of detailed masterplans which will fit together to cover the site in a comprehensive manner*'. The Concept Plan outlines the Council's general preferred location for the various land uses on the site, for example, where the residential land parcels will be located, where the new social and physical infrastructure, open green space and leisure routes should be.

More specifically, Policy SA9 of the SALP specifically requires the agreement of a masterplan with officers, prior to the submission of a planning application, unless otherwise agreed with the Council. In light of this, a comprehensive site-wide masterplan for the

western part of the Warfield site has been prepared by the applicant in consultation with officers prior to the submission of this application. Following the submission of the application, further improvements were made and this has now been subject to a formal pre-application consultation process, presented to Members on two occasions in the form of public meetings, in September and November 2013 and finally endorsed by the Local Plan Member Work Group (LPMWG) following a presentation on the 24<sup>th</sup> February 2014. This Masterplan will now be used to guide any redevelopment of the residual land parcels within Area 2 (i.e. land outside the current applicant's ownership). It is anticipated that a similar approach be taken with Area 1 and Area 3 of the Warfield site allocation in line with Policy SA9 of the SALP.

The agreed masterplan for Area 1 followed various revisions to improve views, permeability and legibility. It includes land within and outside the current applicant's ownership. It seeks to translate the key principles identified in the 'Concept Plan' of the adopted Warfield SPD. This plan gives officers comfort that the site can come forward comprehensively. It gives officers assurance that the western parcel can be delivered independently, but also assures officers that the site can provide sustainable links to emerging development plans for subsequent development to the east. This includes fundamental matters such as the construction of the new north-south link road, which (as discussed in Section 12 of this report) will be delivered by this applicant in full. The masterplan also ensures that later development sites to the east can access this link/access road.

Whilst the masterplan successfully illustrates how the site can be laid out to ensure a possible comprehensive approach, more secure measures and mechanisms are required to secure this. Therefore, in order ensure a seamless delivery of infrastructure, particularly the physical infrastructure (north-south link road) and social/educational infrastructure (such as the school and the new country park (SANG) and river Cut park, it is recommended that a number of carefully worded clauses are agreed in the S106 to capture the timely delivery of these necessary pieces of infrastructure.

## **(9) HOUSING ISSUES**

This section of the report assesses the housing issues facing this application proposal, in terms of housing numbers, density, tenure and mix.

In terms of housing numbers, Para 47 of the NPPF requires LPAs to identify key sites which are critical to the delivery of the housing strategy over the plan period, and also requires a 5 year supply of housing to be provided. Following the adoption of the SALP in July 2013, the Council now has a 5.6 year supply of land for housing with a requirement of 11,139 (as contained in Core Strategy Policy CS15) across the plan period until 2026. Policy SA9 of the SALP allocates 2,200 of these homes in the urban extension of Warfield.

In response to this, this application proposes up to 750 new homes, with a minimum of 675 units. This will provide approximately one third of the 2,200 site allocation and will also contribute significantly to the Council's overall housing target of 11,139 by 2026. This has been an important material consideration is the assessment of this application.

### Density

The NPPF advises (at para 47) that in order to significantly boost the supply of housing, local planning authorities should set out their own approach to housing density to reflect local circumstances.

In the production of the SPG for Warfield, a minimum average housing density of 35dph is sought across the site (Development Principle W3 of the SPD). However, the SPD guides

that densities should be informed by the character areas as set out in the SPD Concept Plan, for example, higher densities would be expected along the main routes into and out of the scheme and around key nodes. Lower density elements would be expected where housing backs onto the existing development and along sensitive edges such as open space, and the SANG. The SPD sets out in Fig 2 (Schedule of Accommodation) and Fig 6 (Density Plan) what densities should be provided across the site allocation having regard to the various character areas. For the western part of the site (application site), an average of 35dph is suggested, however it is appreciated that this will vary from parcel to parcel.

In response to this, the outline application is supported by a number of parameter plans, one of which (Parameter Plan 02) sets the residential density range for the various land parcels across the application site. The density proposed is as low as 25dph in sensitive areas such as the edge of Long Copse, along the edge of Cabbage Hill and development backing on to parts of West End Lane. These properties will comprise of detached and semi-detached dwellings informally arranged along sensitive edges. Officers view this as one way in which the proposals seeks to respect the semi-rural character of what is essentially an urban extension. Other parts of the site will have an average density of 34-36dph along the main arterial routes and will comprise a mix of semi-detached and terraced housing. Finally, some slightly higher density development of 37-45dph is proposed along key nodes and defined routes. These will comprise a mix of housing, terraced house and apartments creating a more urban character where appropriate. Considering the average density proposed remains 35dph, this is considered to be acceptable in principle. A degree of flexibility is required and as such, the parameter plans indicate a range, as opposed to a specific density. Officers support this approach and feel it is needed in order for the detailed design to emerge within a comfortable parameter. The density and dwelling type in each phase will need to response to the topography, local context and character of the emerging areas.

As this application is in hybrid form, the detailed layout for Phase 1 is provided which has enabled officers to establish the actual density proposed for this phase of development. This amounts to approximately 20dph based on 87 dwelling across 4.3ha. This falls below the average density suggested in the SPD (35dph) but as discussed above, this approach to density distribution requires each phase to be considered in the context of its surrounding. Phase 1 for example, has a number of sensitive edges (proximity to Long Copse, relationship with Cabbage Hill and views north from Binfield Road) which is more suited to a lower, semi-rural density of 20dpa. This is considered entirely appropriate for this aspect of the site.

Overall, officers are satisfied that the parameter plans accompanying the outline application propose an acceptable approach to the distribution of density, whilst facilitating an element of flexibility by proposing various ranges across the site. Officers are also comfortable that development will not compromise the density thresholds set out in the SPD and will comfortably deliver the anticipated site allocation housing numbers.

### Housing Mix & Tenure

Para. 50 of the NPPF seeks to deliver a wide choice of high quality homes, and requires LPAs to plan for a mix of housing, identifying size, tenure and range of housing required to reflect local demand, and where affordable housing is needed, set policies for meeting this need. In line with the NPPF, Policy CS16 of the Council's Core Strategy seeks to secure a mix and range of housing type, size and tenure and Policy CS17 requires residential developments to provide affordable housing that is accessible to local need. Both of these policies can be afforded full weight (with respect to para. 215 of the NPPF as they are consistent with para. 50 of the NPPF as cited above).

With respect to affordable housing Bracknell Forest Council's March 2011 Executive Decision guides that 25% affordable housing will be sought on qualifying sites (those

involving 15 net) dwellings or more) subject to viability. These policies are considered to be consistent with the NPPF.

Development Principle W3 of the Warfield SPD also seeks a housing mix in accordance with the Council's Housing Market Assessment (HMA) and a proportion of affordable housing. The HMA October 2011 states that the Borough has the greatest need for one, two and three bedroom homes alongside the provision of larger family housing. The report also recommends that 48% of Bracknell Forest's housing should be the provision of 3 bed+ houses (of which 36% should be 3 bed, 10% 4 bed and 2% 5 bedroom properties). Furthermore, 29% of housing should be 2 bed properties and 23% should be 1 bed properties.

The mix and tenure of this application proposal has been assessed in light of these policies and is discussed below:

### Housing Mix

In terms of housing mix, this application is in outline form, so the precise mix is yet to be confirmed. Officers have, however, assessed the indicative mix which has been used to inform the viability of the scheme. If we look at the indicative mix of the scheme minus the 60-bed senior living scheme, just over a third (36%) of the scheme would provide 1 and 2-bed units. Over 60% would comprises 3, 4 and 5 bed homes, with nearly half (46%) being 3-bed units and the remainder (18%) being 4 and 5-bed units. It is worth noting however that the HMA and the Warfield SPD suggest that smaller units, particularly those targeted at older people should also be provided. Therefore, if we include the 60 x senior living units into the mix (to provide 750 units in total), the scheme would comprise approximately 40% 1 & 2-bed units, 43% 3-bed and 17% 4 & 5 bed units. This is considered acceptable and gives officers comfort that the application will provide accommodation for various age ranges and house type sizes, a significant proportion of which will be family housing in accordance with the objectives of the Warfield SPD and accordance with the Council's housing needs assessment.

### Housing Tenure (Affordable Housing)

Finally, in terms of affordable housing, the Council's March 2011 Executive Decision seeks a target percentage of up to 25% affordable housing, subject to viability. Following the submission of the applicant's viability appraisal and subsequent assessment by independent consultants, the proposal has been found to be unviable. This is discussed in greater detail in the Section 27 of this report. In summary, the site faces significantly high development costs, including external works such as engineering and foundation solutions to deal with topography constraints, high quality public realm, the re-routing of underground and overground utilities in this part of the site, laying out of the SANG land, enhancement work to the River Cut. However, the major costs that make this scheme significantly unviable are associated with the cost of some of the physical infrastructure proposed. This includes the construction of the new north-south link road, diversion to the River Cut, including improvements to the Three Legged Cross junction and the provision of a new primary school on site, all of which are to be constructed and delivered by this developer. Together these costs have compromised the viability of the scheme and limited the level of affordable housing possible. However, through negotiation over the past ten months, 8% affordable housing is now proposed. This element of affordable housing would be in the form of the new senior living development which will provide 60 properties for affordable rent. The applicant has now commenced discussions with Bracknell Forest Homes and officers support this approach, particularly as it will meet an identified housing need in the borough in line with our policies.

With viability in mind, this offer of 8% affordable housing has also been considered in light of the wider Warfield site allocation of which this application forms part. Whilst this particular site is not financially capable of bringing forward the maximum amount of affordable housing sought (i.e. 25%), it does bring forward a significant proportion of the physical infrastructure needed to serve not only the application site but also the wider Warfield site allocation. As there are currently no formal arrangements in place between developers on adjacent sites, (relating to the cost of the north-south link road and the school), the applicant has accepted the cost of delivering this upfront. However, this raises issues associated with what is fair and reasonable for this development. (This is discussed in detail in Section 27 of this report).

Whilst this application would not achieve the optimum requirement for affordable housing (25%), it provides key physical infrastructure required, not only for the application site, but for the wider Warfield site allocation. With this in mind, other developments (Area 1, the residual land within Area 2 and Area 3 of the site allocation) will benefit from the infrastructure delivered by this application, such as the school and the north-south link road. As such, officers anticipate that subsequent development sites (Area 1, residual land within Area 2 and Area 3) will incur less infrastructure costs, making them more viable and having the potential to provide a higher level of affordable housing.

The applicant has also discussed with officers the merits of alternative funding sources being provided to off-set some of the overprovision of infrastructure in monetary terms, particularly the cost of the north-south link road, as this could reduce the scheme's overall deficit to a reasonable level, making the scheme less risky in financial terms and possibly more capable of providing an additional level of affordable housing above the agreed 8%. In recent months, officers have investigated possible funding streams through the Berkshire Local Enterprise Partnership (LEP) and the Homes and Communities Agency (HCA), which if secured, could contribute circa £3.5 million towards the cost of the north-south link road. However, the timing and commitment of this funding remains uncertain at the time of writing this report and as such officers have no assurance that this funding will be made available by the time the developer comes to construct the north-south link road. In order to capture this possibility, it is recommended that a suitably worded clause be incorporated into the S106 agreement, requiring additional affordable housing, if and when funding comes available. The form of the affordable housing (on-site/ off-site/ contribution in lieu remains to be discussed through the S106 negotiations.

In line with the advice set out in the NPPF and the now adopted NPPG, officers have paid careful attention viability matters as a material consideration in the assessment of this planning application, to ensure that negotiations have taken place in a positive and proactive manner.

With these factors in mind, a minimum of 8% affordable housing is considered acceptable on balance and it is recommended that the 60 no. units to delivered through the senior living scheme be secured by planning obligation (via S106 agreement).

## **(10) DESIGN ISSUES/ IMPACT ON CHARACTER AND APPEARANCE OF AREA**

Para 56 of the NPPF outlines how good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Para 57 encourages LPAs to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Para 58 goes on to state that planning policies and decisions should aim to ensure that developments will add to the overall quality of the area, establish a strong sense of place, respond to local character and history, and reflect the identity of local surroundings and materials, create safe and accessible environments and be visually attractive as a result of good architecture and appropriate landscaping.

Saved Policy EN20 of Bracknell Forest Borough Local Plan and Core Strategy Policy CS7 together seek to promote sympathetically designed development that respects its surroundings and subsequently does not result in any adverse impacts upon the character and appearance of the area. These policies are considered to have significant weight, as they are consistent with Chapter 7 of the NPPF.

Being a hybrid application, part of this proposal is in outline and part is in detail. With respect to the outline application, all matters are reserved, other than access, so assessment of the impact of the development on the character and appearance of the area is limited as detailed matters relating to appearance, landscaping, layout, scale will be assessed at the reserved matters stage. It is considered that sufficient information has been provided in the form of parameter plans, which set the framework for building height, the general location of various land uses, and the broad landscape strategy. Additional supportive illustrative plans in the Design and Access Statement have also informed officers on how a development of this scale and density could work in terms of layout, orientation, amenity areas, and detailed design.

With respect to the full application, full details have been provided with respect to the building layout and orientation, elevational details and indicative landscaping. This also gives officers a flavour of the quality of design that can be expected for other phases in the outline application and will be discussed in subsequent paragraphs.

To understand the strategy behind the applicant's outline proposals, it is important to first consider how it accords with the over-arching site-wide masterplan for Area 2, referred to in Section 8 of this report.

### Masterplan

The masterplan has been prepared in accordance with Policy SA9 of the SALP and the requirements of the Warfield SPD. This masterplan confirms a number of principles which extend from the adopted Warfield SPD and has given officers comfort that the scale of development proposed (750 units, school, open space and associated open space) can be accommodated within the site area, without prejudicing the delivery of the adjoining sites, particularly the site to the east.

In terms of layout, the masterplan illustrates how the development will be located in a number of identified residential land parcels. A central, highly-landscaped route forming part of the east to west greenway is proposed across the entire site, stretching from a large open space provision at Cabbage Hill (a new country park) and continuing in an easterly direction towards future development sites. This green link will include a number of formal and informal play opportunities along its length, as well as seating areas, footpaths, cycleways and possible water features all of which will come through at the reserved matter stage following the approval of the outline application. A further green link is proposed along the existing River Cut, in a north-south direction, to form of a new river park. The Cut is a local stream and it is proposed that this area will be enhanced and will form an attractive, accessible green gateway to the new neighbourhood for both pedestrians and cyclists. The Cut will be widened by new basins, and will provide new habitats, therefore enhancing the existing biodiversity value of the stream. It is also proposed to divert a small section of the Cut around the new roundabout at the northern end of the link road (discussed in detail Section 12 of this report).

Together these green lungs are significant in terms of their amenity and biodiversity value but also in terms of their location, as they will provide significant useable green breaks between proposed residential development. They will also provide safe leisure routes that are



sheltered from traffic-dominated routes such as Forest Road, Newell Green and Harvest Ride. These spaces are also considered to respect and draw on the qualities characteristic to the semi-rural nature of Warfield.

The masterplan also illustrates where the principal access routes to the site will be; how the secondary routes will connect between land parcels but also how it will connect towards primary access routes such as Harvest Ride. Pedestrian routes through the development and around the SANG are also identified as well as cycle connections through the site, which interestingly proposes to take cyclists off the main road, and through the proposed greenway running east-west across the site.

The plan also identifies where landmark buildings may be located, for example, entrances to each of the development parcels, which will help frame access points, and help announce and characterise this new development.

A number of improvements have been made to the masterplan over the last 4-6 months, following discussions between the applicant and officers. These include:

- Single crossing over The Cut at northern roundabout. This change was made at the request of the EA who did not want two culvert crossings beneath the roundabout.
- Introduction of a formal play area south of the school and near existing open space on Larks Hill.
- Improvements to cycleway network to ensure connectivity north-south from Harvest Ride.
- SANGS car park has been relocated further east to improve highway safety.
- Realignment of the road crossing the east-west greenway in order to minimise vehicular crossing over the landscaped greenway.
- Introduction of a tree lined character concept along the new north south link road.
- Stopping up of West End Lane.

#### Outline Application /Parameter Issues

Overall, the parameter plans submitted seek to accord with agreed principles set out in the masterplan, which in effect extend from the principles already set out in the Council's SPD for Warfield. In terms of layout, this matter is reserved but the submitted parameter plans show the broad land use distribution on site and confirm the broad location of the development parcels, where the open space and amenity areas will be and where the access to the site will be.

In terms of building height, the application proposes a mix of 1.5 storey buildings with some 2, 2.5 and 3 storey buildings. The broad scale of development proposed is considered an appropriate response to the site context. The key objective has been to balance the need for this urban extension to Bracknell to accommodate the identified demand for new homes (i.e 750 units on this site) but also to respect the semi-rural character of the areas. To do this, an element of compromise has been required by both the developer and the Council. This includes the provision of low rise, less dense buildings in the more sensitive locations such as the edge of Long Copse, areas fronting Cabbage Hill and along the SANG, and areas backing on to West End Lane but also the provision of slightly higher buildings (2-3 storeys) in appropriate locations, for example landmark entrance points to development parcels, and more central locations.

In terms of design and appearance, the applicant has provided illustrative street scenes, and computer generated images which give officers comfort that an attractive development can be achieved across this site and one that has the potential to create new character areas.

The supporting Design and Access Statement illustrates how this could be achieved. Development Principle W2 of the SPD requires the design and layout of the development to respond to the character areas detailed in the SPD. The applicant has described for example that through appropriate design, orientation, appearance and layout a number of character areas can be established. These include park edge/Cabbage Hill for example where development will need to carefully respond to and respect the setting of this open space. An informal, semi-rural edge is expected here, allowing space between buildings to protect views towards the hill. The River Cut is another character area example, whereby new development plans to respond positively to the river setting, through setbacks, informal arrangements, active frontages along the river, and appropriate biodiversity-friendly landscaping. Officers will seek to ensure these principles at reserved matters stage.

Through the production of future design codes, (to be secured via condition) it is expected that officers can ensure a high level of quality design and ensure the establishment of character areas across the application site. In line with paragraph 4.51 of the Warfield SPD, it will be expected that a design code be established for all subsequent character areas prior to the submission of any future reserved matters application. This is to ensure that the character areas are clearly defined and a clear design approach is established for each area.

It is acknowledged that the scale of development proposed will no doubt have an impact of the character and appearance of this part of the borough. This impact must be considered and weighed up against the merits of the proposal which include the provision of 750 new homes, and new physical and social infrastructure. The application is accompanied by an Environmental Statement (ES) which assesses the impact of the development from a visual impact perspective. Whilst landscaping and planting can minimise the impact of the development, it must be recognised that this application constitutes an urban extension to Bracknell which should be delivered through high quality design and not screened in attempt to hide the development.

Consideration has therefore been given to the potential impacts of the development on surrounding local and /or strategic views. The application is accompanied by a number of agreed views and a full townscape analysis in the ES which indicates that the proposal will respond sympathetically to the surrounding site context. The height of the development (no more than 2-3 storeys) will limit the extent to which the development will be visible from many views. In addition, due to existing landscape features such as hedgerows, woodlands and tree canopies, views to the site are limited to elevated local views from Harvest Ride (from the south) and Forest Road (from the north). The impact from Forest Road is not considered to be significant, considering the area of Cabbage Hill along Forest Road will be protected as SANG, and due to the topography of this part of the site, views to the residential parcel behind the SANG area, will be limited. The area next to the Three Legged Cross will be protected as open space, floodplain and the landscaping around the River Cut diversion, therefore the only real views from Forest Road into the development, will be from the section of Forest Road that lies east of West End Lane where properties will be in scale with the surrounding areas of 2-2.5 storeys in height. The development will be most visible from Harvest Ride, and the associated approaches. The potential impact of this has been considered and accepted at the site allocation and SPD stage. As discussed in subsequent paragraphs of this report, the treatment of development onto Harvest Ride will vary between active frontages and landscaped sections, with later phases having a stronger relationship with the road (where the topography lends itself to this). Therefore there is no doubt that the development will be visually dominant in parts.

It is accepted that all new development on existing greenfield sites will have some level of impact but with a sensitive approach to the scale, density and height of development and its incorporating around existing landscape features, the impact can be minimised. Characteristic features such as Cabbage Hill and Long Copse, as well as new landscape

features such as the enhancement of the River Cut and the creation of a new east to west greenway, this will ensure visual breaks within and around the development site, providing new local views that are not dominated by new built form. The ES concludes that with the retention of existing hedgerows, and woodlands, such as Long Copse, the landscape and visual impact of the overall development would be minor negative.

Consideration has also been given to the impact of the development on the character of the existing area which includes West End Lane, an informal semi-rural linear cluster of dwellings and farm houses. Considering that one of these properties is a grade II listed building ('The Old Farmhouse'), an assessment of the application in the context of this heritage asset has also been undertaken. As the reserved matters for the phase of development around West End Lane emerge, careful consideration will need to be given to the proximity of any new development backing or fronting on to these dwellings, their scale and orientation. For the purposes of the outline application, the submitted parameter plans suggest that the scale and density of dwellings in this part of the site should not adversely comprise the character and appearance of the area or that of the existing heritage asset.

In conclusion, the outline proposal is considered to incorporate positive design parameters and has the potential to provide an acceptable form development that will enhance and respect the local character and setting of the development site in accordance with Policy EN20 of the Bracknell Forest Borough Local Plan, Policy CS7 of the Core Strategy DPD, the SALP and Warfield SPD, all of which are consistent with the objectives of the National Planning Policy Framework.

#### Full Application – Phase 1

With regards to Phase 1, this has been provided in full detail similar to a full planning application, which gives officers an informed view of how this developer will approach the design of later phases of the outline application. This covers 4.3ha of the site.

With regards to the design and layout of this part of the application, 87 units are proposed with one point of vehicular access from the south off Harvest Ride. A pedestrian connection is also provided from the Frampton Bridge roundabout, which seeks to increase permeability and connectivity of the site through to Long Copse and Cabbage Hill but also into the site and towards future land parcels. Following negotiation with officers, the applicant has improved connections though the site even further which has in turn increased permeability.

The layout is designed around one central route running through the land parcel in an east-west direction, with a number of secondary routes extending off this to provide quieter less formal walks. The plots to the north of the land parcel have connections through to Long Copse and Cabbage Hill which is considered to be a significant positive feature to the design of this phase. The layout also seeks to maximise the provision of south-facing gardens where possible but also seeks to establish an informal and irregular layout in certain parts of the site, in order to achieve a semi-rural character. This is particularly evident in the northern part of Phase 1 where 12 detached houses front on to Long Copse and an area of open space referred to by the applicant as 'The Glade'.

In terms of height and scale, the bulk of the dwellings proposed in this phase are 2 storey properties, with single storey garages and car ports. Only one three-storey property is proposed, at the access point into the development, off Harvest Ride. This is considered to frame this intersection, announce the development parcel and improve the character of Harvest Ride through the provision of a strong active frontage, which it is envisaged will begin to shape and influence a changing character for Harvest Ride in subsequent phases.

One of the challenges for the developer for this part of the site, has been how the development treats Harvest Ride, whether the properties should front or back on to it, in line with the objectives of the Warfield SPD. At the pre-application stage, a number of properties fronted on to Harvest Ride. However, officers felt that this raised considerable problems due to the topography of the site, which in turn resulted in problems relating to access and amenity. It is now considered that new development along Harvest Ride should generally have dwellings fronting on to it; however, in this particular phase (Phase 1), it is felt that the topography of the site does not lend itself favourably to development which front directly onto Harvest Ride. In order to prevent the development backing on to the road entirely, the developer has proposed a mix of dwelling styles, some of which side, and back on to the Harvest Ride. With improved articulation to the elevational treatment of these properties, the design approach is now considered to be acceptable to officers. One aspect that will require careful consideration will be the boundary treatment of these properties which will need to ensure the development continues to have a presence along Harvest Ride and isn't screened as a result of mature planting. As such it is recommended that the developer enter into agreement with the Council around the responsibility of the strip of land along the northern bank of Harvest Ride.

In terms of the form of housing proposed, Phase 1 comprises detached, semi and terraced houses as, due to constraints relating to parking in this particular land parcel, it is more suited to low-rise dwelling houses. However, some flats are proposed in the forms of flats above garages. As indicated in previous sections of this report, it is expected that subsequent phases will provide a mix of flats and dwelling houses. The scheme also provides a mix of smaller character areas within the phase, which create a sense of character. This includes properties centred on squares, mews-style housing, courtyards, short terraces fronting greens and large detached dwellings fronting areas of open space and trees such as 'The Glade' and Long Copse. The design approach to house form is supported by officers.

One of the key constraints for the developer in this phase has been the need to balance the required level of car parking with a well-designed and attractive streetscene. Transport issues are discussed in more detail in Section 12 of this report; however, from the point of view of design, a mix of car parking solutions has been negotiated with the applicant. As such, a mix of garages, car ports and on-plot parking is proposed. This is considered to break up the monotony of a single form of car parking and also adds an element of visual interest to the streetscene.

In terms of connectivity, Phase 1 will provide new opportunities for connections to existing and proposed infrastructure, including a pedestrian and cycle link from the site towards Frampton Bridge Roundabout, providing access to Jocks Lane recreation ground and also towards the town centre. Furthermore, the site will connect with future land parcels within the site. Finally, through the provision of new safe pedestrian crossing at Harvest Ride, Phase 1 will connect to Garth Meadows and the existing footpath-cycleway running along Harvest Ride. These principles accords with national and local objectives and in particular the Warfield SPD which seeks to ensure this development will enhance existing connections and provide new sustainable and accessible links.

In terms of place making and urban design principles, Phase 1 also proposes a new open space ('The Glade') to the west of the site, and a small green space in the centre of the site. Through the creation of walking routes through the site and towards the proposed pedestrian route along The Copse, this phase will provide a semi-rural character that takes advantage of the existing landscape features such as Long Copse and Cabbage Hill, which will form a new country park. One of the major differences between the plans considered at the pre-application stage and the final plans being considered now is the setting back of the western

development boundary to ensure views towards Cabbage Hill and the eastern edge of Long Copse are preserved, particularly along the approach from Binfield Road.

There have been several other alterations made to the design and layout of Phase 1, all of which have been negotiated with the applicant in attempt to improve the quality of the layout. These have been relatively minor when considered in the context of the proposal, and as such have not in the case officer's view constituted the need to carry out a re-consultation exercise. Some of the amendments can be summarised as follows:

- Improved articulation in the elevational treatment to some of the terraced properties;
- Improved flank elevations to improve visual appearance and natural surveillance;
- Improved lighting strategy to ensure safer car parking areas;
- Improved connectivity from the central part of the site to wards 'The Glade';
- Improved layout to plot No 14 and the existing sub-station, which has now been relocated away from the street elevation. Building has been pulled forwards to reduce the area of hard standing;
- Improved parking layout to ensure parking is closer to relevant property where possible;
- Conversion of 'play/laundry' rooms to bedrooms, and incorporation of sufficient parking ;
- Improved elevational treatment to the properties along Harvest Ride.

In terms of external appearance, the elevational treatment of the properties shown in Phase 1 gives officers comfort that some variation across the site can be achieved in terms of detailed design whilst maintaining a consistent theme and style. The submitted plans demonstrate that a subtle mix in materials, porch design, windows and door design, will be delivered.

With respect to materials specifically, a range of brick samples were discussed with officers and out of approx six samples considered, four were considered to be preferred options by officers. These include Maplehurst Light Multi Stock, New Cavendish Stock, Western Red Multi, and Winchester Multi Stock, all of which have a weathered orange and red brick appearance and rough texture. Officers have expressed a resistance to see clean, smooth orange coloured brick types for this phase, considering the site context along the Copse. A selection of bricks that complement one another will allow for some variation across Phase 1 with the properties along the Copse for example, having a different shade of red and a different texture than other properties. This would assist in establishing character and will ensure some variation within the site. It is recommended that this is secured via condition. It is also recommended that the brick samples are assessed in the context of surface materials, so that these complement each other (to be secured via condition).

Whilst any detailed landscaping will be reserved for further assessment, via condition, the application is supported by landscape framework plan, which gives officers comfort that a quality landscaping scheme can be delivered and one which incorporates local and native species. (This is discussed in further detail in the landscaping sections of this report).

Finally, consideration has also been given to the lighting strategy on both the character of the area but also the biodiversity value of the site. A condition is recommended ensuring a more detailed lighting strategy is agreed (as per the requirements of the Warfield SPD). This will seek to ensure street lighting is sensitive to the site, (and in the case of other sites that that habitats including river habitats are not harmed by light pollution).

In conclusion, officers are satisfied that the detailed aspect of this application incorporates positive urban design principles and provides a quality form development. The detail

provided demonstrates that the design will both enhance and respect the setting of the area in accordance with Policy EN20 of the Bracknell Forest Borough Local Plan, Policy CS7 of the Core Strategy DPD, the SALP and Warfield SPD, all of which are consistent with the objectives of the National Planning Policy Framework.

## **(11) RESIDENTIAL AMENITY**

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.

Considering this is a hybrid application, the majority of the proposal is in outline form. However, from the parameter plans and illustrative material supplied, it is possible to make an assessment of the likely impact of the development on adjoining occupiers. The impact of the development on itself can only be assessed as the reserved matters are submitted and detailed layouts emerge. As part of the hybrid application, full planning permission is sought for 87 units in Phase 1. Therefore an assessment of the detail of Phase 1 is possible and set out below.

### Outline Considerations

The outline application extends to 56ha and is relatively self-contained with Harvest Ride bounding the site to the south and Forest Ride to the north. However, there are a number of individual properties within the development envelope, but which fall outside the application site. These properties are likely to be most affected by the development. These include the properties along West End Lane and cottages along Watersplash Lane. Consideration has been given to the impact of this development proposal on the residential amenity of these properties at the site allocation stage, through to the production of the Warfield SPD and this has drilled down to the pre-application consultation process between the applicant and local residents. This has enabled the design and layout of the overall masterplan to respond to the preferences of these residents.

As the site is allocated and confirmed, the principle of development at this location has already been established. One of the purposes of the site-wide masterplan has been to ensure the overall approach to the layout of the development and land uses is done in a manner which has regard to the residential amenity of local residents. As illustrated in the masterplan, a large area of open space including SANG area will back on to the western edge of West End Lane, therefore safeguarding the amenity of these properties. The eastern edge of West End Lane will have a green buffer separating the existing dwellings from the new estate to the east. Subject to design and layout at the reserved matters stage, the aim is to ensure this buffer measures at least 20m and will be transferred to the Council for maintenance. The orientation of the dwellings on this new land parcel will also require careful consideration which will be assessed at the reserved matters stage. Whilst it is inevitable that the outlook and views from these existing properties will be significantly altered following the development of this site, officers are satisfied that the residential quality of these occupiers will not be so adversely affected to warrant refusal of the application.

Finally, consideration has also been given to the main sources of noise likely to affect the site. These are considered to be the A3095 (Newell Green), Harvest Ride, the creation of the new north-south link road and the school. To ensure a reasonable level of residential amenity for future occupants, the application seeks to address sensitive noise receptors through the design of the layout. This includes set backs from the road, planting in appropriate areas (detail subject to condition), high specification glazing and ventilation measures all of which will minimise noise levels. The school is also located where it is bounded on all sides by

non-residential uses (playing fields and car park to the north, River Cut to the west, link road to the east and public plaza to the south, to minimise impact on local residents.

### Phase 1 Considerations

In terms of the full application, the main considerations relate to the proximity of the new buildings to any the adjoining neighbours, as well as the distance between the new dwellings proposed and any potential impact this may have in terms of loss of privacy, loss of light and sense of enclosure. Other considerations include potential noise nuisance from the adjoining road network, particularly Harvest Ride running along the southern boundary of the site.

There are no existing residential properties likely to be directly affected by the development of Phase 1. Some objections have been raised from properties in the wider area regarding overlooking. However, the nearest property to Phase 1 would be 120-200m away, across Harvest Ride and Binfield Road, e.g. Manor Close and Anneforde Place (south of Harvest Ride and beyond Garth Meadows) and Matthews Chase off Temple Way. With a distance of 120-200m separating the new development from existing dwelling, there will be no material overlooking. One objection has been received from a resident in this area; however, officers can confirm that the development will not result in any direct overlooking issues to this resident.

With regards to the impact of the development on itself, consideration has been given to the proximity of the proposed dwellings to one another. The units vary in terms of orientation; however, on average the majority of the properties have rear separation distances of between 20m-25m for directly facing habitable room windows. There is one aspect of the proposal (plots 32-38) where the proposed courtyard area is proposed, and a separation distance of only 16m is provided; however, this is only one area of the development and any overlooking would be limited to upper levels only, due to the design of the FOGs (Flats Over Garages). This therefore minimises the extent of overlooking between plots 32 and plot 38. The proximity of units in this part of the development is also as a result of the need for sufficient set backs from the Harvest Ride, to minimise noise nuisance.

On balance, based on the parameter plans submitted in support of the outline and based on the details layout plans for Phase 1, it is considered that the proposal will not give rise to any significantly adverse impacts in terms of residential amenity. It is accepted that the detailed design and layout of later phase (2-6) will come forward at later stage for assessment. As such, the proposal in principle broadly satisfies Policy EN20 of the Bracknell Forest Borough Local Plan, Warfield SPD and the National Planning Policy Framework.

### **(12) TRANSPORT IMPLICATIONS**

Bracknell Forest Borough Local Plan Policy M9 and Core Strategy Policies CS23 and CS24 seek to promote or retain safe highway access and suitable off-road parking provision, thus avoiding highway safety implications. This is consistent with the objectives of the NPPF.

Policy SA9 of the SALP in particular 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.

Specific transport and infrastructure objectives for the Warfield site are then provided in the Development Principles W14 and W15 of the Warfield SPD. The SPD requires the application to be supported by detailed traffic modelling and mitigation measures including:

- The new north-south link road;
- Combined pedestrian/cycle and vehicle bridge across the River Cut;

- A network of internal streets and junctions;
- Appropriate traffic calming measures;
- Works to improve existing junctions and roundabouts; and
- Financial contribution towards off-site highways and junction improvements.

Development Principle W14 also seeks to ensure the development is supported by travel plans and that the parking strategy for the development accords with the Council's parking standards.

The hybrid application as submitted, seeks permission for access to the site (with all other matters reserved). The application plans show the primary points of access to the site and provide full detail of the new north-south link road through the development. This is supported by a full Transport Assessment.

As outlined in the consultation section of this report, a number of objections from the public including the Parish Council have raised concerns regarding the potential highway implications arising from this development. In response to this, officers can confirm that careful consideration has been given to the transport matters affecting this application, which have involved the Council's Highway Authority since the pre-application stage. Officers acknowledge that the scale of the application proposed will alter the character of the existing highway network and that a proposal of this scale will affect its operation and capacity. However, it is for this reason that the site has been allocated on the condition that a range of new and improved infrastructure requirements are provided to support it. This includes a new piece of highway infrastructure in the form of a north-south link road; traffic calming measures and works to improve existing junctions and roundabouts as well as financial contribution towards off-site highways and junction improvements.

The key highway considerations are discussed under the following categories:

#### Overall Traffic Impact & Vehicle Movement

Firstly, in order to assess the overall impact of the proposed development on the wider area, the applicant has used the Council's approved Traffic Model to model the impact of the new link road and the development at large. Traffic surveys have also been undertaken to help inform this process. This work commenced prior to the submission of the planning application and Council officers have been closely involved in this work. The traffic modelling looks at a number of future scenarios which takes on board other strategic developments in the borough, inclusion of the north-south link road and also following the completion of the overall Warfield development.

It is considered that the link road has considerable benefits and is crucial to the acceptability of this application, as it will help alleviate potential capacity issues on the local road network. It will provide an additional north-south route and will also help with traffic patterns around the wider road network which in turn will relieve pressure at some existing junctions. Expected trips for all uses on the site have been included. This includes the residential and non-residential aspects, such as staff from the proposed school.

The outcome of the modelling has demonstrated that there will inevitably be an increase in traffic flow along many of the adjoining routes and as such junction capacity assessments have been required which, following the submission of further information, demonstrate the safe operation and sufficient capacity of these junctions. In particular, officers are content that with the inclusion of the new link road, and the proposed improvements along Forest Road and the A3095 Maidenhead Road, adequate mitigation is proposed to address the impact of this development.



## Access

Access to the site will primarily be from the south off Harvest Ride. However, it is important to remember that this application forms part of the wider development of the Warfield. Therefore in addition to Harvest Ride, the new proposed north-south link road will provide access to other parcels of development north of Harvest Ride.

As will be noted in subsequent paragraphs (see Phase 1 below), the first phase of development provides full details of the means of access. This will be off Harvest Ride. In terms of access to subsequent land parcels, the over arching masterplan outlines where indicative access points could be located. A number of pedestrian/cyclist linkages are also proposed through the wider site, the detail of which will be submitted at the reserved matters stage. However officers are satisfied with the principal location and these indicative routes as they provide a comprehensive network of road and pedestrian/cyclist links across the site and enable further connections with subsequent phases. These principles are crucial to the comprehensive approach to the site development.

The following paragraphs consider the access proposals for which full planning permission is sought:

### North-South Link Road

The SPD identifies the need for a new north-south link road to link Quelm Park roundabout to the Three Legged Cross junction. This new piece of highway infrastructure is needed in order to balance the flow of traffic on the A3095 which currently runs along Newell Green. It is envisaged that this will be achieved by sharing traffic along a new A3095 link road which is proposed to run from Harvest Ride north to the Three Legged Cross junction. This link road will also provide access to parcels within the development, but shall also enable access to future land parcels east of the application site, which fall within Area 1 of the wider Warfield site allocation.

The road will be at least 6m in width and includes a roundabout along its length to serve the development parcels in the middle of the site and in Area 1. A 3m cycleway is also proposed along the western side of the link road to enable connections into and out of the development and to provide links to the existing network to the south. There is also a new roundabout linking the new road to Forest Road. Further improvements are also proposed to the existing junction of Forest Road and Maidenhead Road to ensure that adequate capacity is provided and a balance of traffic flows in the area is achieved.

In terms of the character of this link road, para 4.22 of the SPD outlines how it could provide an opportunity for a tree lined boulevard space. Following lengthy discussions with the applicant, this concept has been incorporated into the masterplan, described further in the Design and Access Statement. It is envisaged that the various reserved matters applications for the individual land parcels will need to have regard to this tree lined principle along the link road. The detailed plan for the link road also includes this concept.

Clarification was sought from the applicant in the form long and cross sections to establish the levels of the road, visibility and any supporting structures or land that will be required to support the road and footway/cycleway. Sections were provided by the applicant; and these raised initial concerns for the Highways Authority regarding inadequate vertical curvature when measured against the required design standard for the speed limit on the road. Following further consideration by officers, it was concluded that at the detailed design stage, alterations to the vertical alignment of the link road could be achieved. It is recommended that this be secured through a suitably worded pre-commencement condition unless further work on this issue is submitted prior to committee.

Some specific points along the link road (working from the south of the link road north towards Forest Road) are summarised below:

*(a) Quelm Lane Roundabout*

This existing roundabout will be upgraded to provide a fourth arm with a new splitter island that will allow pedestrians and cyclists to cross over from the existing footways along Harvest Ride. Officers are satisfied that the design indicates that adequate visibility will be provided on this new approach.

*(b) Link Road Intersection with Watersplash Lane*

The proposed link road will cut through the existing alignment of Watersplash Lane as it heads northwards. It is proposed that the western section of Watersplash Lane and The Splash be served by the new link road via a new junction and the eastern section be continued to be served from the existing junction where it joins Newell Green. The eastern section (close to the new link road) of Watersplash Lane will be altered so that access for vehicles is restricted (by Traffic Regulation Order) but access for pedestrians and cyclists will be retained. This will ensure a balance of traffic flow on the network, as well as the safety of the route. Furthermore the priority for pedestrians and cyclists will help provide better access to the proposed school for such users.

The proposal also includes for a toucan crossing, which will provide a signalled controlled crossing for pedestrians and cyclists. It is recommended that this be installed prior to the opening of the school (S106 clause recommended to secure this).

*(c) Indicative School Access/Egress*

This application does not seek approval for access to the school. As described earlier in this report, only the principle of the school in land use terms is sought as well as the principle of the school in this location. However, in order to access how acceptable a school in this location would be, further indicative plans have been sought from the applicant in order to demonstrate how access could be provided. The illustrative reference to a school access on the link road drawing suggests that a potential one-way entry and exit arrangement to serve the school may be possible. It is anticipated that this access could serve as a drop-off car park for the school to ensure the link road is not compromised by school traffic. In order to ensure that traffic does not try and access from a northerly direction the road has been designed to preclude access by including traffic islands in the centre of the main carriageway at the access and egress points. As the actual layout of the school site is not yet known, (will come forward at the reserved matters stage), the carriageway will be constructed with space within the carriageway to locate the traffic islands as required. The islands are approximately 1.5m wide and this will allow for street furniture to be located within the island without compromising traffic passing on either side. Officers are satisfied with the level of information provided for the purposes of an outline application.

*(d) Mid Link Road Roundabout*

The design of the link road incorporates a roundabout approx 400m to the north of Quelm roundabout. This will primarily act as an access to land parcels within the application site, but it will also provide an access to the adjoining development site to the east (through the provision of a future fourth arm). It is recommended that the control of this land is managed through the S106 agreement to ensure that the delivery of this fourth arm is not restrained in any way so as to facilitate comprehensive development and ensure the potential delivery of

some elements of Area 1. Crossing points are also proposed on the arms of this new roundabout.

During the assessment of the application, further information was requested by the Highways Authority with respect to:

- Entry path curvature details (deflection) through the roundabout;
- Tracking diagrams to ensure safe manoeuvring of vehicles;
- Crossing point and splitter island alterations to provide safer pedestrian crossings and to ensure vehicles enter at the appropriate speed and alignment.

This information was submitted and the Highway Authority has confirmed that they are now satisfied subject to detailed design.

One particular objection raised by a local resident related to the location of the senior living scheme and its unsustainable location. Whilst there are no plans at present for public buses to service the link road, the proposed design of the link road proposes potential locations for the installation of future bus stops if required. In any event, this part of the development is located just over 350m (walking distance) to the existing bus stop along Forest Road which is considered reasonable for this form of residential use.

#### *(e) Northern Roundabout & Forest Road*

This roundabout provides the connection of the new link road to the existing road network at Forest Road. The roundabout has been designed to provide a suitable connection towards Maidenhead Road to the east. The current design provides for a short section of two lane entry on both eastern and western arms to cater for capacity demands. A two lane exit heading eastwards is also provided to ensure adequate road capacity is available for the signalled controlled junction at Maidenhead Road. The proposed roundabout also crosses the existing watercourse which therefore requires the new bridge described in earlier sections of this report.

As noted above regarding the roundabout design for the mid link road roundabout, the Highways Authority sought further clarification on similar matters (relating to splitter island deflection detail and entry path curvature for each arm of the roundabout).

Following the submission of further plans (cross sections), it was concluded that at the detailed design stage, alterations to the approaches around Forest Road roundabout could be made to improve the vertical curvature (for example, slight alterations to the height of the roundabout and/or works along Forest Road to raise road levels slightly to ensure a smoother approach). It is recommended that this be secured via condition unless further work is submitted prior to committee.

The original plans as submitted included a section of footway on the south eastern side of Forest Road that would run between the roundabout and Maidenhead Road (on the southern side of the road). Concerns have been raised by local residents as well as Highway Officers regarding the lack of connectivity for this footway as it would force pedestrians out into the road by the bridge. The Highway Authority suggested that the applicant consider the incorporation of an off-road, pedestrian-friendly link to the south of Forest Road, through the development parcel east of the Link Road. Following further consideration by the applicant, an amendment to the plans have now been provided showing a section of footway/cycleway to run through the site between the roundabout at Forest Road and the Avery Lane (adjacent to the Three Legged Cross junction). This has been a relatively minor change to the application but one that brings considerable benefits, not only from a highways safety perspective, but also from the point of view of place-making and residential amenity. It would

also benefit existing pedestrians and cyclists using Forest Road. It is recommended that this pedestrian cycle link be secured via condition and/or S106, and the detail of which will come forward at the reserved matters stage.

*(f) Traffic Signal Controlled Junction/Three Legged Cross*

The existing junction at Three Legged Cross will be upgraded to provide a new signalised junction to ensure that traffic is suitably controlled along Maidenhead Road. This is supported in principle, but will require an alteration to the existing speed limit to make it acceptable. The existing speed limit in the immediate vicinity will need to be adjusted. This will be carried out through a traffic regulation order.

Further alterations were sought by the Highways Authority with respect to the location of the proposed signal head on the bridge; however, it was considered that any minor alterations to the junction layout can be dealt with at the detailed design stage.

Harvest Ride

Harvest Ride currently performs a dual role as a strategic route and an access road for many existing homes in the area. The Council's key objective for Harvest Ride is to slow traffic along this road and to ensure that Harvest Ride, along with the north-south link road provides the majority of access points into the development.

Currently, Harvest Ride is subject to a 40mph speed limit and has a footway/cycleway located along the southern side of the road. In order to provide safe access as well as to balance the flow of traffic along the road, the application proposes to provide:

- Two priority junctions with ghost island right-turn lanes to serve the site. (This will allow pedestrian refuge islands to be included which provide for a safe place to cross for pedestrians to use the existing footway/cycleway on the southern side of the road).
- Road hatching along Harvest Ride between Quelm roundabout to Binfield Road roundabout. (This will narrow the running lanes slightly and help control traffic speeds along the route).
- A new controlled toucan crossing. (This will be provided for cyclists and pedestrians between the two new vehicular accesses).
- Bus stops along Harvest Ride (currently shown indicatively near the controlled crossing point).
- Alterations to Frampton Bridge roundabout to provide a safe crossing point for cyclists and pedestrians linked to detailed proposals of phase 1.

With respect to buses, it is envisaged that some of the planning contributions secured will fund an extension to the existing bus route along Harvest Ride to support the additional residents in the area and to ensure sustainable modes of transport to and from Bracknell town centre are attractive to residents. Officers are satisfied that these proposals accord with the Warfield SPD objectives for Harvest Ride.

SANG car park access, Forest Road

A new access point is proposed for the car park serving the new SANG area along Forest Road. Initially, this was proposed where the existing informal lay by is located but following further consideration it was suggested that this access point be relocated further east to a safer position so appropriate visibility can be achieved in both directions from the access. Furthermore the applicant proposes to reinstate the existing informal parking area on the side of the road and this will improve the existing situation.

It may be necessary to impose a condition on the car-park entrance that seeks to limit the type and scale of vehicles accessing this open natural green space, to prevent unauthorized access or permanent parking of vehicles. A height barrier may be required to facilitate this, but one that allows for maintenance vehicles.

### Phase 1

Full details for means of access to Phase 1 have been provided as full planning permission is sought for this aspect of the proposal. The Highways Authority is satisfied that Phase 1 complies with current highway guidance and is therefore acceptable. Phase 1 will be accessed off Harvest Ride. A footway on either side of the main access road is proposed and this continues into the main development parcel. Further into the site, this becomes a shared surface which reduces the amount of hard surfacing needed.

Off the main internal road within Phase 1, a number of cul-de-sac roads are proposed. A number of pedestrian-only links from the site towards Long Copse and towards the newly created green space, referred to as 'The Glade', are also proposed off these cul-de-sacs. These provide vehicle-free connectivity through the site and have been principles that officers have been negotiating with the developer since the pre-application stage. Whilst the levels across the development layout may vary, the Highways Authority is content that the indicative levels comply with current guidance and the final design of the roads will be controlled by condition.

Evidence of refuse vehicle tracking has also been provided to demonstrate that vehicles can turn safely within the site.

There is also pedestrian cycleway link proposed in the south western corner of the site and this provides a link out towards the existing residential area of Temple Park and Binfield Road.

### Parking

The parking strategy proposed for Phase 1 is primarily in the form of on-plot parking, with a mix of parking courts and some parking barns. Officers are satisfied that the proposed level of parking generally accords with the Council's parking standards set out in the adopted Parking SPD.

Visitor parking spaces are also proposed and are well spread across the development. These have been provided either within defined parking areas or within lay-bys within the adopted highway.

Concerns were raised by the Parish Council as well as officers regarding the design of some of the larger dwelling houses (3-4 beds), as the annotation of 'play rooms' and 'laundry rooms' led officers to question the actual size and intended occupation of these properties. From a highways perspective, this led to concerns regarding parking pressure. For avoidance of doubt, the applicant has subsequently increased the parking provision for the houses that have 4 bedrooms and reduced the scale of the dwellings (to 3 bedrooms) where further parking cannot be provided. This has addressed the parking concerns and is now acceptable.

Whilst the applicant has provided sufficient parking in quantitative terms, officers are of the view that the use of garages as a means of parking is gradually changing and for many this form of vehicular parking is often being used for household storage, therefore putting parking pressure on to the street. To address this issue, the applicant has provided some car ports

as these are considered to work more successfully. This is welcomed. However, officers would like to see subsequent phases of this outline application take a more favorable approach to car port provision.

### Travel Plan

The application is supported by a framework travel plan which has been agreed with the Council's Travel Plan Coordinator and will be secured in the S106 agreement along side a travel plan monitoring fee.

### Wider Benefits

As the Warfield SPD specifics, financial contributions towards transport improvements are also sought. The applicant has committed to a £17million package of S106 contributions, some of which will contribute towards local highway improvements. Contributions will also be secured towards a bus service for the area. The exact route and frequency of the service is yet to be derived but it is expected to run along Harvest Ride to provide an express service to the town centre, therefore making new development more accessible and sustainable. Other contributions will go towards the enhancement of Binfield Road, and Warfield Road/Folders Lane including junction modifications to help maintain and improve the flow of traffic along the route and enhancements to pedestrian crossings towards the town centre. These improvements will be secured via S106.

It is proposed that the construction of access roads and adoption of the relevant roads and footway/cycleways within the development will be secured under a S278 and S38 of The Highways Act 1980.

Overall, officers are satisfied that subject to a number of conditions and S106 clauses, including S38/278 agreement, the application is now acceptable in highway terms. These conditions are listed in the recommendation section of this report.

## **(13) WASTE**

With regards to waste, Policy CS13 of the Core Strategy deals with sustainable waste management and requires development to make provision for the management and treatment of waste. This broadly accords with the objectives of the NPPF and paragraph 35 and 36 of PPS10 (Planning for Sustainable Waste Management) but also the emerging Waste Management Plan for England. Policy SA9 of the Warfield SPD requires on-site in-kind waste recycling facilities are sought for the wider Warfield site and Development Principle W10 requires any application to provide sufficient space for individual and communal recycling and waste collection areas, including facilities which encourage composting in individual homes. The SPD also requires On-site Community Recycling Facilities at agreed locations to be secured by planning obligations or other means (Development Principle W10).

### Outline Waste Strategy:

The SPD seeks to secure either two underground waste recycling facilities across the wider Warfield site, or equivalent overground facilities on an area of hardstanding within the scheme, each consisting of three containers for glass recycling, a litter bin alongside and a charity textile bank.

The applicant has submitted a Waste Management Plan as part of the development proposed and this outlined how one underground recycling facility ('Iceberg') will be provided

in the general hub/school area. This will be secured via S106 agreement ensuring provision by the developer and transfer to the Council for management. This recycling facility will comprise three containers will be for the collection of clear and coloured glass. A litter bin and charity textile bank is also proposed.

With regards to the school, the detailed waste strategy will come through at the reserved matters stage and will be secure via condition. At the outline stage, the application has assessed the waste requirements of a 2 form of entry school, (0.4 tonnes per week, one collection per week, requires approved eight communal bins). This has been factored into overall land requirement for the school which amounts to 1.9ha.

With regards to the 60 bed senior living scheme, an appropriately sized area for the storage of the required waste containers for refuse and recycling will be provided associated with this facility, assessed at the reserved matters stage and secured via condition.

With regards to the outline application, the Council's waste officer is satisfied that the site can accommodate an acceptable recycling and refuse strategy on site.

### Phase 1

With regards to Phase 1, the majority of dwellings are houses, with some FOGS. This phase does not include any other flats. The waste management plan indicates that houses would be designed and kitted out with compartmentalised waste storage in kitchens to facilitate the segregation of recyclable materials. This proposed commitment would be secured via condition.

Each property has been designed to ensure 3 x 240 litre bins can be stored on site. The FOGS have inbuilt storage accommodation at ground floor level which is shown on plan. All properties, including terraced houses, will have access to the rear garden to store bins. It is recommended that the storage of refuse will be secured via condition.

### **(14) LANDSCAPING**

The NPPF requires planning policy and decisions to aim to ensure developments are visually attractive as a result of good architecture and appropriate landscaping. Section 11 requires the planning system to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Para 116 also requires the consideration of any detrimental effect on the environment, the landscape and recreational opportunities.

At a local context, Policy EN8 of the Local Plan deals with development on land outside settlements and requires development to ensure it does not adversely affect the character, appearance or function of the land or damage landscape quality. Policy CS1 and CS7 of the Core Strategy, seeks to ensure development enhances landscape (CS7, part iii) and provides high quality usable open spaces and public realm (CS7, part vi). These policies are consistent with the objectives of the NPPF.

Whilst the western edge of the application site is no longer designated as an Area of Local Landscape Importance (following a revision to the Local Plan Proposals Map), the need to preserve and enhance the Cabbage Hill has been a key theme through the Warfield SPD and SALP and requires development to be designed sensitively having regard to the landscape character of Cabbage Hill.

Policy SA9 of the SALP requires the provision of Green Infrastructure and Development Principle W5 of the SPD specifically sets out how any development within Warfield will be expected to achieve the following:

- Multi functional uses of green infrastructure;
- Wherever possible, protect and enhance Larks Hill and Priory Field;
- Provide new green infrastructure features;
- Create a distinct and green landscape character alongside the built forms of development;
- Integrate and connect the development with other landscape features.

The SPD also requires the agreement of a Landscape and Visual Impact Assessment and a Green Infrastructure Plan as part of a detailed masterplanning stage for the development. As outlined in earlier sections of this report, a site-wide masterplan has been agreed with officers which sets out the applicant's green infrastructure plan for the site.

As noted above, the treatment of Cabbage Hill has been a key theme in the formulation of the Council's guiding documents for Warfield. Likewise, the principles of the emerging masterplan for Warfield have also sought to treat Cabbage Hill sensitively. In accordance with the SPD, the applicant's proposal seeks to establish a landscape-led design approach across the development. In light of the SPD requirements and the emphasis placed on local consultation responses regarding the landscape and visual amenity merits of Cabbage Hill, the applicant has sought to design their development around the landscape opportunities as opposed to treating this as a constraint to development. This approach is welcomed and supported.

The SPD acknowledges that it will be acceptable to build on some parts of the southern and eastern lower slopes of Cabbage Hill; however, it is not envisaged that the western slopes of Cabbage Hill would be developed. The parameter plans which have been submitted in support of the outline application accord with this principle and as such, the higher parts of Cabbage Hill are entirely free of development to maintain important views towards Bracknell town centre. As discussed in Section 25 of this report, this will be in a new country park comprising on-site bespoke SANG/OSPV.

The application also proposes a central green corridor of significant width to address the objective of an east to west greenway as prescribed by the SPD. The corridor will vary between 35 and 70m in width and as such will provide considerable opportunity for active and passive open space and attractive views to and from the new country park. This provides a pedestrian friendly green link across the site from the SANG provision on Cabbage Hill, the retention of Long Copse (a Group TPO), and will link the hub area around the school. It proposed to include a number of formal and informal play opportunities along its length, as well as seating areas, footpaths, cycleways and water features including swales. The application simply seeks the approval of this in principle. The detailed design will come forward through the reserved matters stage. Details relating to surface treatment and landscaping will be secured via condition.

Some of the landscape qualities of the site include the protection of existing hedgerows on the site, and as outlined in Section 15 below (Biodiversity), these provide significant habitats for wildlife. Where possible the application seeks to retain as many existing hedgerows as possible, however, as noted on some of the objections from local residents, the application will result in the removal of some hedgerows. This is required to provide roads or cycle paths across the site. It is also worth noting that the application includes the creation of additional new habitat corridors. This is welcomed by officers.

The overall application is supported by an ES, and Chapter 10 assesses the likely significant environmental effects of the proposed development on the identified landscape and visual receptors within the identified study area. The assessment concludes that the proposed development would not be detrimental to the existing landscape resources or the local



landscape character and scenic qualities of the landscape which cover the site. The proposed development maintains and reinforces the key landscape resources such as Cabbage Hill, Long Copse, River Cut and confirms that views of the site are limited to those immediately bounding the site's northern and southern boundary. Views from Larks Hill towards Cabbage Hill were sought as part of this visual impact assessment to give officers an impression of the impact of the new development when built. Whilst the views confirm that new development will be visible, the impact is minimised due to the height of the proposal. The parameter plans restrict the height of the development to no more than 2.5-3 storeys with the majority being 2 storeys in height. Further views were also taken south from Binfield Road towards Cabbage Hill and at Frampton Bridge roundabout. Views from Larks Hill towards Cabbage Hill have also been provided and officers are satisfied that these views demonstrate that whilst the rooftops of the development will be evident, the views towards Cabbage Hill beyond and above will be retained.

With regards to Phase 1 detail - the application was supported by a Landscape Planting Framework. Following comments from officers in Parks and Countryside, amendments were sought to the Framework, to ensure native planting was included in appropriate locations. Whilst officers are now content with the broad landscape strategy for Phase 1, the details will be assessed and secured via condition.

## **(15) BIODIVERSITY ISSUES**

Chapter 11 of the NPPF seeks to conserve and enhance the natural environment and in doing so requires the planning system to contribute to and enhance the natural and local environment in a number of ways. This includes recognising the wider benefits of ecosystem services, minimising impacts on biodiversity and providing net gains in biodiversity where possible. Para 114 specifically requires LPAs to set out a strategic approach (in Local Plans) to plan positively for the creation, protection, enhancement and management of networks of biodiversity.

Policy CS1 of the Core Strategy seeks to protect and enhance the quality of natural resources including biodiversity. Policy CS7 also requires the design of new development to enhance and promote biodiversity.

Development Principles W5 & W7 of the Warfield SPD, requires the retention and creation of a range of habitats and wildlife corridors for biodiversity and requires the application to be accompanied by a detailed evidence base of ecological information and mitigation measures including guidance on what the ES should contain.

Through various surveys and investigations, the applicant's submission assesses the impact of the development on Long Copse (a Local Wildlife Corridor), the River Cut, and various existing hedgerows, all of which are to be retained as part of this application. This is supported. Consideration has also been given to the impact of the development on the Thames Basin Heath SPA and Windsor Forest and Great Park. This application proposes to include the creation of new opportunities for wildlife through habitat creation, management and enhancement, providing benefits for protected, notable and common species.

Some examples include:

### *a) Long Copse*

The ES outlines measures to retain and enhance the biodiversity value of Long Copse (the mature woodland on the western boundary and north of Phase 1). A buffer of 15m is provided from the edge of Phase 1 to the Copse. The SANG Management Plan will include enhancement measures such as the creation of new habitats and the planting of new hedgerows to improve connections with similar areas of habitat in the wider area.

*b) The Cut*

The existing River Cut provides a corridor for wildlife. The stream forms part of a network of semi-natural habitats across and around the site together with a network of hedgerows, woodland corridors, scrub lines and ditches. The Cut is to be retained and enhanced. Significant set backs from the river are proposed to minimise the impact of new development on the character of the river, but also to minimise adverse impact on this existing wildlife corridor.

*b) Hedgerows*

All hedgerows recognised as having importance value are to be retained. It is acknowledged that some hedges or sections may need to be removed to facilitate access points, cycle ways etc. However, the application also proposes a series of new hedgerows as part of the new east-west greenway and will include new hedges in the country park. This is considered to significantly enhance the overall biodiversity value of the site.

The case officer has also given consideration to the impact of lighting on the biodiversity value of the site and a condition is recommended ensuring a more detailed lighting strategy is secured (as per the requirements of the Warfield SPD). The condition will seek to ensure that river habitats are not harmed by light pollution.

The Council's Biodiversity Officer has confirmed that the ES is comprehensive and acceptable. Subject to conditions requiring compliance with the proposed mitigation and enhancement measures, officers are satisfied that the proposal will not have an adverse impact on the biodiversity quality of the existing or proposed site. In fact, the proposal is likely to result in a significant net gain in wildlife and biodiversity value.

## **(16) HEALTH FACILITIES**

Consideration has also been given to the impact of the development on existing and proposed health facilities, and some concerns have been raised by local people regarding the lack of GP surgeries and/or a health centre proposed in this application. Whilst this particular application does not make provision for an on-site health facility, the wider Warfield site allocation makes provision for a new neighbourhood centre for Warfield. This will be located to the east of the application site in what is referred to as Area 1 in the Warfield SPD. This new neighbourhood centre has the potential to accommodate a GP surgery and/or a dentist; however, the relevant health provider CCG - Clinical Commissioning Group (formerly known as PCT) was consulted on this development proposal at the pre-application stage and suggested that growth in population arising from development at Warfield is likely to be accommodated within the proposed Bracknell Healthspace (as part of Bracknell town centre). The CCG has also indicated that it is their preference to move towards centralised health facilities rather than individual community surgeries.

The CCG was notified again following the submission of the formal planning application and written to separately by the case officer; however, no written response has been received confirming whether their position has shifted. Regardless, officers are satisfied that in any event, the wider Warfield site allocation has sufficient capacity in the new neighbourhood centre to accommodate future demand for doctors and dentists if needed and in the meantime, the future residents of Area 2 (i.e. residents of the current application) could access the existing health facilities in Whitegrove Neighbourhood Centre.

## **(17) COMMUNITY FACILITIES**

A number of concerns raised by local residents note the lack of community facilities in the application proposal. Officers accept that the applicant will have an impact on existing community facilities in the area and that the future development of this site, will indeed require new facilities to serve the future community.

Whilst no on-site community facility is proposed as part of this particular planning application, a new on-site multi-functional community hub providing a flexible space for a range of uses will be provided in the new neighbourhood centre in Area 1 to the east (as described above). Development Principle W9 of the Warfield SPD requires this specifically but also requests that financial contributions be secured towards the provision of off-site library and built sports facilities. Whilst this planning application does not propose any on-site community facilities, the developer proposes a contribution towards the community hub, libraries and built sports. Officers continue to negotiate this as part of the overall S106 package.

## **(18) ARCHAEOLOGY**

Section 12 of the NPPF seeks to protect sites with heritage value and non-designated heritage sites with archaeological interest and the Council's Core Strategy recognises the need to protect sites in the Borough which have features of historic and archaeological interest. Saved Policies EN6 and EN7 of the adopted Local Plan require that development proposals which may impact on the character and appearance of important archaeological remains are accompanied by an appropriate assessment and conservation or enhancement scheme.

With respect to Warfield, Development Principle W16 of the Warfield SPD requires a programme for investigating and cataloguing important historical and archaeological finds to be undertaken prior to the development.

As part of this application, the ES Chapter 12 assesses the significant environmental effects of the proposed development on archaeological remains, mainly buried remains. It concludes that the proposed development will affect an area which is known to have produced archaeological finds based on a 2010 desktop study and a 2013 field study. Berkshire Archaeology have been consulted on the contents of the ES and requested further clarification in the form of an Archaeological Mitigation Strategy to be submitted and conditioned as part of this application so that the mitigation measures are carried out in accordance with the agreed strategy. Berkshire Archaeology has confirmed its satisfaction with the submitted information and has recommended the submission of a programme of archaeological investigation be carried out prior to each phase, prior to the commencement of development. (It is recommended that this be secured via condition).

## **(19) AIR QUALITY**

In terms of conserving and enhancing the natural environment, chapter 11 of the NPPF seeks to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of air pollution. Core Strategy Policy CS1 and Saved Policy EN25 of the adopted Local Plan broadly seek to protect and enhance the quality of natural resources including air quality. Development Principle W16 of the Warfield SPD specifically requires measures will be required to improve air quality within, or nearby, the development area.

In response to this, the applicant has addressed the impact of the development in terms of air quality in the ES. It is noted that this part of the Borough is not within an Air Quality Management Area and therefore no specific measures are required. However, the applicant

does have the potential to give rise to dust and exhausts omissions arising from construction and vehicles. It is recommended that suitably worded conditions securing the mitigation measures outlined in the ES are delivered. As with all major applications of this scale, it is recommended that a construction environmental management plan be submitted for approval, prior to construction. It should be noted that the Council's EHO was consulted on this and no objections have been received.

## **(20) NOISE NUISANCE**

In terms of conserving and enhancing the natural environment, chapter 11 of the NPPF seeks to prevent new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution. Saved Policy EN20 of the adopted Local Plan seeks to protect the amenity of surrounding properties and Saved Policy EN25 in particular seeks to ensure developments do not generate unacceptable levels of noise and vibration. Development Principle W16 of the Warfield SPD specifically requires measures to mitigate the impact of noise pollution emanating from roads within, or nearby, the development area.

In terms of the impact of the development on future residents, the A3095 (Newell Green) and Harvest Ride and the creation of the new link road are the main sources of noise affecting the site. To ensure a reasonable level of residential amenity for future occupants, the application seeks to address sensitive noise receptors through the design of the layout. This includes set backs from the road, planting in appropriate areas (detail subject to condition), high specification glazing and ventilation measures all of which will minimise noise levels.

The development may also give rise to noise affecting existing residents in the surrounding areas due to the long term construction period. The applicant has addressed this impact in the submitted ES. The Council's EHO was consulted on this and confirmed satisfaction with Phase 1 of the development; however, separate method statements are sought on the later parts of the development on a phase by phase basis. (It is recommended that this be secured via condition).

## **(21) CONTAMINATION**

Chapter 11 of the NPPF seeks to ensure that contaminated land be remediated where appropriate and Development Principle W16 of the Warfield SPD specifically requires the site to be fully investigated for contamination, prior to development as part of an Environmental Impact Assessment.

In response to this, the application is supported by a contamination statement (Ramboll's Phase 1 Study) as part of the ES. The Council's EHO was consulted on this material and requested further information and clarification as to what works had been carried out on site. It appears that baseline site investigations indicate that soil contamination is low and no sources of contamination were observed. The EHO has confirmed satisfaction that sufficient investigative work has been carried out, and that the site is suitable for residential use.

## **(22) MINERALS**

Para 144 of the NPPF states that local planning authorities should not normally permit other development proposals in mineral safeguarding areas where they might constrain potential future use for these purposes. Cabbage Hill is not identified in the Minerals Local Plan as a Preferred Area for Mineral Extraction; however, the survey data supporting the Replacements Minerals Local Plan 2001, identifies possible gravel deposits in the Cabbage Hill area. Policies 1-2 of the Plan and Development Principle W16 of the Warfield SPD require a full assessment of the mineral deposit including necessary extraction or

safeguarding measures to be put in place unless the assessment demonstrates that extraction of the minerals deposit is not commercially viable to be extracted or safeguarded. However, Policy 2(ii) also accepts that there may be an overriding case in favour of allowing a proposed development to proceed without prior extraction of the mineral.

The SPD notes that this consists of a thin outcrop of river terrace gravels comprising sand, gravel and silt. An assessment of the minerals deposit has been provided by the applicant in the form of a 2006 Geology Desktop Study. Whilst this report concludes that there are no major physical or environmental constraints preventing the working of this deposit, the applicant is not proposing to extract the deposits. It has been argued that as the deposit is very thin and would only amount to a very small proportion of the total gravel deposits in Berkshire, it would not be economically viable to extract the mineral.

It is the view of officers that in light of the site allocation; the Borough's priority for housing and the nature of the deposit, that the physical, economic and social benefits of delivering residential development on this site outweighs the benefits of extracting any mineral deposits.

### **(23) FLOODING & DRAINAGE ISSUES**

The NPPF outlines at para. 100 that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The technical guidance note to the NPPF provides more clarity on the definition of 'areas at risk of flooding', and 'flood risk' as follows:

- 'areas at risk of flooding' means land within Flood Zones 2 and 3; or land within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency;
- 'flood risk' means risk from all sources of flooding - including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems.

This has been the essence of what officers, the EA and the applicant have sought to achieve for the proposed development at Warfield. The application site is located within flood zones 1, 2 and 3 and as the site is more than 1ha, the application is required to be supported by a Flood Risk Assessment (FRA). All of Phase 1 (detailed application) falls within Flood Zone 1.

The NPPF also requires Local Plans to be supported by Strategic Flood Risk Assessments and goes on to state that Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change. In response to this, the Council has produced a Strategic Flood Risk Assessment (SFRA 2010) to inform site allocations. Through Policy CS5 of the Core Strategy and SALP Policy SA9, Warfield has already been identified as a site allocation suitable for housing. The Council's SFRA recommends controlled discharge into the watercourse and the use of SuDS to address flood risk.

The Warfield SPD also sets out how appropriate flood management and utility infrastructure must be provided to serve each phase of development for Warfield (Development Principle W11). Where necessary, the SPD requires applications to be accompanied by an FRA, demonstrating that the proposal will not increase flood risk both on and off-site. It also

requires new development to deliver appropriate drainage provision and incorporate the use of SuDS where appropriate.

In response to this, a FRA has been submitted in support of this hybrid application. The assessment supports an outline application for the whole site and a detailed application for Phase 1 (87 units). The FRA provides details of

- River Cut improvements including a diversion at the northern end of the site;
- Bridging of the River Cut for the proposed Link Road;
- Proposed surface water drainage system and foul drainage strategy.

### River Cut

The existing River Cut is a key element of the Warfield site and a key element to the flood risk strategy. It is designated as a 'Main River' and as such is the responsibility of the Environment Agency for flood risk management purposes. Whilst it could be considered a constraint to development, it in fact provides considerable opportunity for drainage and the alleviation of flood risk, as well as opportunities to increase biodiversity as outlined in previous sections of this report. Two new crossing points are proposed along The Cut, to facilitate the construction of the north-south link road and to join either side of the development to allow residents to access features such as the proposed primary school and neighbourhood centre.

A new roundabout is also proposed south of Forest Road to access a new link road. The new roundabout and connecting road requires a new free-spanning bridge to be constructed over The Cut. The application proposes to divert a section of The Cut to facilitate the smallest length of bridge possible by passing The Cut beneath a narrower section of the Link Road rather than under the proposed roundabout. Subject to condition, the EA are satisfied with this in principle.

The EA have recommended that the detailed design of the proposed bridge should be in accordance with submitted calculations and plans which ensure there will be no increase in the risk of flooding off site. This has been shown to be achievable through modeled levels and contingency floodplain storage at the link road roundabout.

The EA have also confirmed that the additional information for the diversion and re-profiling of the River Cut will be achievable without causing unacceptable detriment to the ecological status of the watercourse.

### Foul Drainage Strategy

Whilst no comments have been received from the Thames Water, the applicant's FRA outlines how Thames Water was consulted at the pre-application stage. Thames Water has confirmed that capacity improvements are required to support the new development. The applicant proposes to provide additional foul water storage within the Thames Water network either off-site or within the development. This detail will be secured via phase by phase conditions, in consultation with Thames Water, as subsequent phases come forward for development.

### Surface Water Drainage & SuDS

The application proposes to drain the development mainly using a mixture of SuDS features. As far as possible these SuDS features will be provided through a number of green corridors which form part of the green infrastructure plan for the site and are evident on the application parameter plans. Each phase of this 750 unit application will drain through a number of

SuDS features, before reaching an attenuation basin, which will in turn drain under a controlled discharge to The Cut. Detailed drainage discharge rates for each part of the site have been calculated and verified by the EA. Each subsequent phase will be developed with more detailed drainage calculations (using industry standard software) to further refine the SuDS features and to keep the development within the limiting flow rates already agreed with the EA.

To elaborate further, these SuDS features are drainage techniques developed in a series to work together and incrementally reduce flow rates and volumes. The applicant proposes a number of features in this application:

- rainwater re-cycling being designed into the scheme,
- introduction of landscape features such as balancing ponds or wetlands,
- permeable paving,
- swales and basins,
- landscaped attenuation basins.

In terms of future maintenance of the SuDS, the Government has not yet implemented Schedule 3 of the Flood and Water Management Act, which would allow for the surface water drainage system to be approved and adopted by Bracknell Forest Council. Whilst the developer can provide surface water drainage wholly in accordance with planning policy by using SuDS, they would not be able to get the SuDS adopted. This therefore leaves them with two choices: 1. to arrange for the maintenance of any SuDS by a private management company or, 2. to offer the SuDS to the Council, who would maintain the SuDS following receipt of a Commuted Sum for maintenance costs.

The first option has implications for the developer in that it may lead to problems in providing adoptable highways within the development, as there may not be a suitable outfall for the highway. Whilst the second option may lead to unexpected costs which could affect the viability of the site and hence any negotiated section 106 contributions.

As there is currently no provision for the SuDS to be publically adopted and maintained, the developer is proposing that the early phases of the development will utilise a mixture of SuDS and conventional drainage features. The SuDS would either be within public open space and transferred to the Council, or they would be within private areas maintained by a management company. The conventional drainage systems would be fully attenuated and then offered for adoption to Thames water. This is accepted by officers as being an acceptable compromise due to the relevant sections of the Flood and Water Management Act not being fully implemented.

Officers have taken on board the objections raised by local residents with regards to flood risk and appreciate the concerns raised in light of this significant development. However, officers are satisfied through the allocation of this site and its selection through the Council's Strategic Flood Risk Assessment, and furthermore, through the submitted application FRA, which the EA have now agreed that subject to conditions the development will not increase flood risk on the site or in the area.

The applicant has also engaged with the Environment Agency, prior to the submission of the application and has maintained close dialogue with the EA and Council officers to ensure the EA's satisfaction. The applicant has fully modelled the drainage characteristics, of not only the application area, but the wider catchment area of The Cut, thus ensuring that the development does not increase flood risk either on or off the site. A number of meetings have taken place in recent months following the EA's request for additional information and clarification on a number of matters.

With respect to the outline application, this additional information related to matters such as:

- Alterations to the span of the bridge to ensure capacity is increased;
- Evidence to prove there will be no increase in flood levels at Three Legged Cross due to the land either side being lowered to ensure adequate flood storage;
- Further sections of the proposed Cut diversion;
- Details of drainage attenuation storage calculations showing sufficient capacity.

The additional information related to Phase 1, includes:

- Further drainage calculations for runoff from Cabbage Hill;
- Further surface water drainage details;
- Evidence of attenuation basin capacity for runoff.

The EA are currently working up a list of suitably worded conditions to cover both the outline application and the full aspect in Phase 1. These will be discussed with officers and made available in the Supplementary Committee Report.

Some specific objections and concerns have been raised regarding specific properties along Watersplash Lane. Officers acknowledge that there are existing drainage issues along Watersplash Lane which have indeed been amplified by recent weather conditions. However, the submitted FRA accords with the NPPF in that it demonstrates that the flow paths towards The Splash will not be adversely affected as a result of the development. The impact of the new link road has also been assessed and as water is planned to drain into The Cut, overland flows are not expected to increase or change from the existing situation in this location. In order to address some specific residents' concerns along Watersplash Lane, these queries regarding existing drainage problems have been passed on to the Head of Highways Asset Management for consideration and action as necessary.

## **(24) SUSTAINABILITY STATEMENT AND ENERGY DEMAND**

A key element of delivering sustainable development is to ensure that appropriate infrastructure is provided to support new development. This includes social, economic and physical and green infrastructure.

The NPPF outlines how the impacts of climate change and the delivery of renewable and low carbon energy and associated infrastructure is central to the economic, social and environmental dimensions of sustainable development. Para 96 of the Framework states that in determining planning applications, LPAs should expect new development to comply with adopted Local Plan policies on local requirements for decentralised energy supply, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. This application has been considered against the objectives of the NPPF and in the context of the Borough's energy and sustainability policies (set out below) which are considered to be consistent with the NPPF.

Policy CS10 of the Core Strategy requires the submission of a sustainability statement demonstrating how the proposals meet current best practice standards (i.e. Code for Sustainable Homes Level 3). In response to this, an Energy Statement (dated Oct 2013 prepared by Ramboll) has been submitted in support of this application which demonstrates that the development as a whole is likely to meet with Code for Sustainable Homes Level 3 and will in fact seek to exceed Code Level 3.



In order to secure this, it is recommended that a condition be imposed requiring the submission of a Post Construction Review upon occupation of the development, as well as the submission of a Final Code Certificate, which demonstrates that the development meets Code Level 3 as a minimum. This would be required for every phase of development that incorporated residential development.

Policy CS12 of the Core Strategy requires the submission of an energy demand assessment demonstrating how the development's potential CO2 emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewables.

In response to this, the applicant's submitted Energy Statement sets out that a 'fabric first' approach is adopted for much of the Berkeley Homes product. This approach first seeks CO2 reductions through improved energy performance of the actual buildings. According to the Energy Statement, this approach would provide a reduction in CO2 emissions by 35%, which exceeds the Borough's requirement of 10% as per Policy CS12.

In terms of renewable energy measures, a number of options have been considered by the applicant. At the pre-app stage, officers encouraged the exploration of a site-wide energy strategy that could enable future development phases (outside the application site) to link up to. However, following a feasibility study, this has not been possible. What the applicant has however been asked to consider is a site-wide strategy for the application site. A number of options were explored, and a feasibility study was carried out to inform the energy options for the outline application. This included the consideration of ground source heat pumps (GSHP), Photo Voltaic panels (PVs), wind turbines, biomass and combined heat and power (CHP) systems.

Ground Source Heat Pumps (GSHP) together with PVs have been identified as the preferred form of onsite renewable technology for this part of the Warfield development. The other options (such as biomass, CHP, wind turbines) were discarded due to viability and residential amenity constraints. As this phase of the Warfield development is primarily residential led, the renewable energy solution needs to take account of the use of the buildings, and how they operate through the day and throughout the year. In this phase, a 2FE primary school is proposed alongside a senior living apartment block, with some ancillary commercial uses at ground floor level. A primary school in isolation would not have sufficient heating and domestic hot water demand due to its building footprint and variability in demand throughout the school year. However, when combined with the senior living accommodation, a considerable base load demand is possible. Through the extraction of heat from the ground, GSHPs would be used to heat radiators, underfloor or warm air heating systems and hot water in the school and senior living building.

Photo Voltaic panels (PVs) are also proposed. The applicant has confirmed that at this point in the initial feasibility assessment, PVs have been restricted to the Senior Living accommodation, but as the detailed design of the school emerges, there may also be potential opportunity for PV's to be located on the roof of the school. It is recommended that this is explored at the reserved matters stage and secured via condition.

The GSHPs together with the PVs would set a potential onsite energy reduction of just over 20% which complies with Borough's renewable energy requirements as per Policy CS12.

As the majority of this application is in outline form, a more detailed energy analysis should be carried out at a later stage. As such, it is recommended that a more detailed energy demand assessment be submitted prior to the construction of each subsequent phase of development that broadly accords with the submitted Energy Statement dated Oct 2013 to ensure the development is supplied by GSHPs and PVs.

In conclusion, subject to conditions, sustainability matters, including energy, are considered to be acceptable in principle and in accordance with Policies CS10 and CS12 of the adopted Core Strategy DPD and the objectives of the NPPF.

## **(25) THAMES BASIN HEATHS SPECIAL PROTECTION AREA (SPA)**

Relevant policy and guidance includes saved Policy NRM6 of the South East Plan, Policy CS5 and CS14 of the Core Strategy, the Thames Basin Heaths Avoidance and Mitigation SPD and the Warfield SPD. These policies seek to ensure that the development will not adversely affect the integrity of the Thames Basin Heaths SPA.

Considering the location of the development, (approximately 4.7km from the SPA) the occupants of the proposed 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 without suitable avoidance and mitigation measures and access management monitoring arrangements.

Policy SA9 of the Warfield SPD specifically requires the development of this site allocation to include on-site Suitable Alternative Natural Greenspace (SANG). The SPD goes on to state that this will include the provision in perpetuity of on-site bespoke SANG of at least 8ha per 1,000 new population and sets out that the preferred bespoke solution is for a SANG at Cabbage Hill. Further requirements also include a financial contribution towards Strategic Access Management and Monitoring and any other measures that are required to satisfy Habitats Regulations.

Consideration has been given to paragraphs 7.26 - 7.35 and Development Principle W6 of the SPD which sets out specific requirements for a SANG solution for Warfield. This includes, ensuring appropriate access and the need to ensure that any proposed bespoke SANG connects to existing/new public rights of way, open space and existing SANGs including Cut Countryside Corridor and other passive open space of public value areas. It also requires that the SANG be in place before development is occupied, contributions towards the acquisition and enhancement of the SANG and its management in perpetuity. A contribution towards delivering Strategic Access Management and Monitoring measures across the SPA is also required.

The applicant's SANG solution is summarised and assessed as follows:

Part of the application site falls within 400m–5km of the SPA which requires a bespoke SANG of at least 8ha per 1,000 new population. However, part of the site also falls within 5–7km of the SPA which requires at least 2ha per 1,000. In addition to this, 0.95ha is required for the loss of the Council's existing strategic SANG to the link road (at Larks Hill). This is estimated to be 13.83ha. In response to this, the applicant proposes the creation of a new country park, (an on-site SANG solution) on Cabbage Hill to the north western corner of the application site. This follows the objective of the Warfield SPD to protect the landscape quality of the western slopes of Cabbage Hill. The SANG amounts to 13.83ha and as such, this is supported by officers and Natural England. However, as the application is in outline form, it is difficult to confirm the precise number of dwellings proposed in each of the SPA buffer zones. As such, it is recommended that a carefully worded clause in the s106 agreement would make provision for any additional SANG if some of the dwellings fall within or beyond the 5km buffer.

The planning application was supported by a draft SANG Management Plan (dated October 2013). Officers accept that considering the situation on this site regarding the buffer uncertainty at outline stage, that a *final* SANG management plan would be difficult to produce

at this stage. The area of SANG in the draft is based on the best estimate of the number of dwellings in each of the buffer zones at this moment in time. The draft is therefore considered to be adequate for the purposes of the outline application. However it is recommended that the S106 seeks to ensure that a final SANG Management Plan be produced prior to commencement of the development and agreed in full with the Council and Natural England (NE). This will need to be in conformity with the Natural England's SANGs Quality Guidance and includes:

- SANG enhancement works (to be carried out by the developer);
- Ongoing in perpetuity maintenance works and costs; and
- Ecological monitoring.

It is expected that the SANG will need to be provided in advance of occupation of the development and appropriate conditions will be imposed to secure this.

It should also be noted that the applicant requires an area of land equivalent to that lost as a result of constructing the north-south link road across part of Lark's Hill, will be provided as extra SANG at Cabbage Hill over and above that required from the development. This land will replace the SANG capacity lost at Larks Hill and will be secured via S106.

A contribution towards SANG in perpetuity maintenance costs is also proposed by the applicant in order to ensure that the SANG is managed in perpetuity in accordance with the SANGs Management Plan. However, this remains as an estimate at this stage of the development. This will cover the cost of enhancing the land to SANG standard.

Finally, in accordance with the SPA SPD, the applicant also proposes a financial contribution towards Strategic Access Management and Monitoring (SAMM) which is calculated on a per bedroom basis.

In conclusion, subject to a detailed S106 clause securing the SANG, its enhancement works and the relevant maintenance contributions, the proposed development will not have an adverse impacts on the integrity of the Thames Basin Heaths SPA, pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species (Amendment) Regulations (2012).

## **(26) EIA ASSESSMENT**

The scale of the proposed development falls under Schedule 2, Part 10b (Infrastructure Projects) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (i.e. 'EIA Regulations 2011') and as it likely to have significant effects on the environment, the submission of an EIA has been required. Following a request from the applicant in May 2013, the Council issued a formal Screening Opinion on the 26th June 2013, prior to the application submission. This has informed the content and methodology of the submitted EIA based on the proposed development's characteristics, location and potential impacts.

Regulation 3 of the EIA Regulations precludes the grant of planning permission unless an ES have been submitted and assess. As such officers have taken the environmental information submitted into account in the assessment of this planning application. The environmental information comprises the applicant's Environmental Statement (ES) dated November 2013, any further information submitted following request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.

Whilst a Regulation 22 request was not required for this application, further clarification was sought in respect of a number of issues. These relate to matters concerning transport, parking, contamination, noise, flood risk, biodiversity and heritage (listed building clarification).

Following the submission of this additional information and officers are satisfied that the application provides a satisfactory level of information which has enabled a proper assessment of the development proposal. The ES is considered to provide a comprehensive assessment of the environmental impacts of the proposed development.

Based on the submitted parameter plans, the accompanying ES addresses the following areas of impact (in the order they appear in the ES):

- Socio-Economic Impact
- Transport
- Noise & Vibration
- Air Quality
- Nature Conservation & Ecology
- Landscape and Visual Impact
- Lighting
- Archaeology
- Heritage
- Contamination
- Flooding/Drainage
- Agriculture
- Cumulative Impacts

The various sections of the ES have been reviewed by officers, some of which has been outlined in earlier sections of this report. The various environmental impacts are identified in the relevant sections of the ES above with conclusions and various proposed mitigation measures which will be secured via conditions, and/or planning obligations as appropriate.

Finally, it must be noted that the application is in hybrid form, which includes an outline proposal. For the purposes of the assessment of environmental impacts and to comply with the requirements of the EIA Regulations and associated European Directive, the applicant has submitted parameter plans and other information to prescribe key aspects of the development. These include, plans in relation to land use, residential density, building heights, access and movement and green infrastructure. Should this scheme be approved, these parameters will be fixed in order to keep the development within those assessed in the ES and to ensure that the scheme does not give rise to significant environmental impacts which have not been assessed through the EIA process. It should be noted that if the applicant brings forward any future proposals through the reserved matters stages which alter the range of impacts identified and assessed in the ES, they may need to be reassessed and/or submit a new planning application. Officers will have regard to this following the submission of subsequent reserved matters.

In summary, having regard to the ES and other environmental information in relation to the development, officers are satisfied that the environmental impacts are acceptable in the context of the overall scheme, subject to conditions/obligations providing for appropriate mitigation measures.

## **(27) INFRASTRUCTURE & PLANNING OBLIGATIONS**

As the Council's CIL Charging Schedule is not currently in place, any necessary planning obligations and contributions will be sought via S106. The CIL Regulations (2010) bring the policy requirements for planning obligations into law, which state that the justification for requiring obligations is where they are:

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development and
- c) fairly and reasonably related in scale and kind to the development.

At a local level, Core Strategy Policy CS6 expects development to deliver the infrastructure needed to support growth and to mitigate impacts upon local infrastructure. In allocating the wider Warfield site, the Council's SALP identifies the infrastructure required to support the development of Warfield. This includes a comprehensive package of on and off-site measures to ensure a sustainable and acceptable development. Consideration has also been given to the Council's Infrastructure Delivery Plan (IDP) which identifies the key infrastructure required to support strategic sites such as Warfield to ensure that growth and housing is delivered and to ensure new development is mitigated by necessary infrastructure.

However, the application site faces considerable constraints in viability terms and this has been a key material planning consideration in the assessment of this application. This aspect of the application assessment has been given considerable scrutiny as guided by the NPPF, which states that pursuing sustainable development requires careful attention to viability and costs (Para 173). The NPPF goes on to explain that to ensure viability, the costs of any requirements likely to be applied to development, such as affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. Officers have approached the assessment of this application with this government guidance in mind.

The NPPG (National Planning Policy Guidance) now provides a helpful summary on how viability should be assessed in decision making. It advises that *'a site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken'*.

With the above in mind, the application is supported by a viability appraisal, which in summary, concludes that the scheme would have a significant deficit, if it was to provide a full package of mitigation measures including on-site and in-kind physical and social infrastructure and 25% affordable housing. This is due to considerable infrastructure costs associated with this development which are primarily related to the delivery of the new north-south link road, the diversion of the River Cut and the construction of a new bridge. The provision of a 2FE primary school on site to be constructed by the developer is also a significant cost. The site is also faced with abnormally high build costs, including engineering and foundation solutions to deal with topography constraints, and the re-routing of underground utilities.

The application proposes a comprehensive package of mitigation, valued at approximately £17 million, along with a minimum of 8% affordable housing, which would be in the form of 60 affordable rented units. (This is described in Section 9 of this report which deals specifically with affordable housing). With respect to the financial obligations, the application commits to a package that accords with the key infrastructure requirements set out in the Council's IDP for Warfield. This includes:

- Secondary Education
- Post 16 Education
- Special Educational Needs
- Libraries Facilities
- Community Hub
- Recycling Facilities
- Built Sports
- Transport
- Travel Plan
- SAMM

(As outlined in previous sections of this report, the primary school, public art, open space and SANG requirements are to be delivered in-kind and on-site by the developer).

Due to the level of affordable housing proposed and in accordance with national policy guidance, the applicant's viability position has been rigorously tested by an independent consultant, on behalf of the Council, in order to verify the soundness of the applicant's proposal. This independent review (using consistent methodology applied to all strategic sites) advises that based on current costs and values, the application does not generate a target level of profit that the market requires to make the scheme viable. This position was tested at a further level whereby officers questioned whether other factors such as future sales values (i.e. future growth) could improve the viability of the scheme, considering the long term build programme for the development. However, in light of anticipated cost of inflation, and taking into account developer risk, this exercise indicated that a growth in sales would not reduce the overall deficit of the scheme to a level that enabled the scheme to provide any additional affordable housing. As such the scheme remained unviable.

In light of the NPPF's guidance on viability considerations, officers have therefore accepted that a) the application site is unviable as verified by the independent consultant, but also that b) the scheme provides physical infrastructure which is required not only to mitigate against its own impact, but would also mitigate against the impact from other future developments in the wider Warfield site allocation.

This issue of 'over-provision' relates primarily to the costs associated with the construction of the proposed north-south link road and also the provision of the primary school on site by the developer. To explain this further, the total cost of building the north-south link road is estimated to cost circa £4.8m. However, based on a pro-rata share of the link road, only £1.3m (approx) should be apportioned to this developer. As such, if the entire link road is built and funded by this developer, they would be over providing by £3.5m and contribution eventually to other sites. This is neither fair nor reasonable for this application site in scale and kind.

Secondly, a 2FE primary school is required for the site, but the developer's scheme (750units) only generates a requirement for a 1.3 form of entry (based on 750 units requiring 273 children of primary school age). As it is not physically possible to build 1.3 forms of entry, the developer needs to build 2 full forms of entry. Preliminary feasibility work by the developer has indicated that they would be able to construct the school for significantly less money than the Council.

Once the school is built there is currently no mechanism in place to allow the Council to capture this 'over-provision' or pass it on to other developers from subsequent developments in Warfield. It is therefore acknowledged that the scale of infrastructure proposed in this application needs to be addressed. In the interest of delivering a comprehensive scheme including a complete new primary school and to enable further development, not to be

overburdened financially, officers feel that a sound, proactive and positive approach has been taken in line with the NPPF, so to accept the scale of on-site and in-kind infrastructure provision for this development, and to find flexibility within the S106 to ensure viability and delivery.

On balance, it is considered that a S106 package of almost £17million together with 8% affordable housing, on-site provision of a school and new north-south link road fairly and reasonably mitigates against the impacts of this development, whilst delivering a comprehensive start to the implementation of the Warfield site allocation. Officers have arrived at this view following independent scrutiny of the applicant's viability appraisal, and consideration of the objectives and infrastructure requirements of the wider Warfield site, and through scrutiny of our own evidence base to justify the infrastructure being sought by the Council. The comprehensive approach to the development of this site, its potential contribution towards the Council's 5 year housing land supply, the knock-on effects of stimulating growth in the area and unlocking the development potential of this site allocation have also influenced this conclusion.

As such, it is recommended that this permission is subject to the completion of a s106 agreement and that the negotiation and final agreement be delegated to the Head of Development Management to secure as a minimum, the heads of terms outlined in the recommendation section of this report.

## **(28) CONCLUSIONS**

In the form of a hybrid planning application, this proposal seeks approval for the first overall phase of the wider Warfield development. The proposal comprises a residential-led mixed-use development comprising up to 750 residential dwellings, a 60-bed senior living scheme; a new two form-entry primary school; the provision of new north-south link road, a new country park, east to west greenway and an enhanced River Cut to be built over a period of approximately ten years, and which is likely to come forward in a series of five-six phases. The outline aspect of this application seeks approval solely for the *principle* of the development and with *access* being the only other matter for determination. The development proposal also seeks full planning permission for a small portion (87 of the 750 units) to be delivered as phase 1 (south west corner of the application boundary).

The application and supporting Environmental Statement has been considered in light of the NPPF and Policy CP1 of the SALP in particular, which sets out the presumption in favour of sustainable development. This requires that development that accords with the Development Plan should be approved, and where this is absent, silent or relevant policies out of date, the proposal should be approved unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF. Para. 49 of the NPPF sets out that proposals for housing in particular should be considered in the context of the presumption in favour of sustainable development.

The assessment of this application concludes that the relevant Development Plan policies relating to the principle of development are up to date and consistent with the NPPF and as such carry substantial weight. In light of all the material planning considerations outlined in this report, the application is considered to provide substantial benefits which are considered to outweigh any harm resulting from the impact of this application proposal. It is acknowledged that this is a significant development proposal that will undoubtedly change the character and appearance of the existing site and surrounding area, but officers are satisfied that this will not be to a scale that warrants a resistance to the proposal. The landscape-led approach to the broad location of housing and the amount of open space and

SANG proposed, significantly reduces the impact of this development in terms of visual impact, density, character of the area and impact on local people.

One of the other major benefits of this application is the delivery of the 750 new homes for the Borough, which will contribute significantly towards the Council's overall housing requirement, therefore putting the Council in a stronger position to resist developments that are contrary to policy such as housing developments outside of settlement. This delivery includes a proportion of affordable housing specifically for the over 55's which meets a specific need identified in the Council's housing needs assessment. Furthermore, this application will bring financial benefits to the Council's own funding stream in the form of New Homes Bonus.

The on-site in-kind physical infrastructure proposed not only delivers and sustains the application site, but also unlocks the adjoining land parcels enabling the delivery of future phases of the wider Warfield site allocation. This has been a major consideration in the assessment of this application. This includes an essential new north-south link road which will benefit all of the wider Warfield site as well as existing residents in the area. The provision of a new primary school to be delivered on site, by the developer, not only mitigates against the impact of this development but will also works towards addressing existing and future capacity issues for schools in the area.

The provision of quality open space on site, including the creation of a new country park (SANG) n Cabbage Hill, a significant proportion of the new east to west greenway and the creation of a river park around the Cut, also establishes attractive and sustainable place making principles for the site, improving the biodiversity value of the area and enhancing connections to existing quality open spaces and paths in the area (Garth Meadows, Jocks Lane, Larks Hill).

The development will also enhance connectivity and permeability of the area through the provision of new pedestrian and cycle routes through the site linking to existing pedestrian and cycle networks, therefore connecting the site with existing infrastructure in Bracknell including the town centre.

Consideration has been given to the objections and concerns raised by local residents and consultees during the assessment of this planning application. Through the allocation of this site and detailed masterplanning exercise, residents and Warfield Parish Council have helped shape and improve the proposal. It is acknowledged that the proposal will not be supported by all residents but it is not considered that there are any material considerations that would outweigh the presumption in favour of sustainable development on this allocated site.

Taking these factors into account, alongside national and local guidance which emphasise a presumption in favour of sustainable development (NPPF and SALP Policy CP1), the application is recommended for approval, subject to conditions and the prior completion of a s106 agreement, to secure the matters referred to in the recommendation section below, including the deliverability of an appropriate level of affordable housing, the mitigation of off-site impacts including the SPA, and securing contributions to local facilities and services.



## RECOMMENDATION

**That the Head of Development Management be authorised to:**

**A) APPROVE the application upon the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act 1990 broadly relating, but not restricted to:-**

- 1) The provision of 8% affordable housing;
- 2) Appropriate clause to enable additional affordable housing if and when LEP funding is confirmed.
- 3) Provision of avoidance and mitigation measures to address the impact of residential development upon the Thames Basins Heath Special Protection Area (SPA), which includes on-site in-kind bespoke SANG, replacements SANG land and a financial contribution towards Strategic Access Management and Monitoring (SAMM).
- 4) Securing the timely provision of, and contributions to, local facilities, services and infrastructure including:
  - a) A comprehensive package of on and off-site transport measures including junction improvements and the delivery of a new north-south link road and separate financial contribution to mitigate the development's impact on the adjoining road network;
  - b) On-site in-kind provision of a 2FE Primary School;
  - c) Financial contributions towards the provision by others of Secondary education, post-16 education and Special Educational Needs places;
  - d) Financial contribution towards of a multi-functional community hub;
  - e) Financial contribution towards the provision by others of improvements to existing libraries and built sport facilities;
  - f) A comprehensive package of on-site in-kind Open Space of Public Value, in accordance with standards;
  - g) On-site in-kind waste recycling facilities.
  - h) Travel Plan
- 5) The applicant to enter into a S278/S38 of the Highways Act 1980 for the construction of access roads and adoption of the relevant roads and footway/cycleways within the development.

Where on-site and in kind provision is made for infrastructure or services where the intention is that the responsibility for long term management is to be transferred to the Council or other body, in addition a financial contribution towards commuted maintenance and management costs will be sought.

**and B) subject to the following conditions or such amendments, additions and deletions thereto as may be necessary:**

### Site Wide 'Compliance' Conditions

- Approval of the reserved matters details
- Application for approval of the reserved matters shall be made before the expiration of 10 years from the date of this permission
- Development shall be begun no later than the expiration of 5 years from the final approval of the reserved matters
- Development is to be carried out in accordance with the parameters documents
- Development to provide a minimum no. of units (675)
- A minimum of 17ha of Open Space of Public Value to be provided on site (including active and passive open space, but excluding SANG)
- Compliance with Ramboll Energy Strategy dated Oct 2013
- Compliance with ES mitigation measures
- Compliance with approved FRA measures
- Compliance with EA flooding conditions
- In accordance with Waste Management Strategy
- Regards to appropriate bird nesting periods
- In accordance with ES Air Quality mitigation measures
- Regard to planting season
- Removal of householder PD rights
- Occupancy /age restriction on senior living scheme
- Other than ancillary community use functions, the primary school shall be used for no other purpose in Use Class D1
- Garage (remove PD)
- Car ports to be retained for the use of parking of vehicles and for no other purpose.
- No gates to be constructed any vehicular access, including driveways (HW051)
- Retention of Soft Landscaped Areas (TR018a)
- Compliance with waste and recycling provision

### Site Wide 'Prior to Construction' Conditions:

- Submission of construction and phasing programme
- Design code
- Public art details to be submitted and approved in writing
- Archaeology
- Ecological monitoring programme
- Submission of Construction Environmental Management Plan including wildlife protection plan)
- Site Organisation Details– (to include construction management plan indicating how traffic will be routed and a scheme of signage directing traffic to the site from the wider area). (HW056)
- Details of highways works to Quelm roundabout/ Harvest Ride with the new link road
- Details of works to Forest Road with the new Link Road (including the bridge structure)
- Details of works to Forest Road/A3095 Maidenhead Road to provide a new traffic signalise junction (and to include any Traffic Regulation Order associated with providing this junction).
- Details of works along Harvest Ride to provide access including ghost island right-turn lanes and the provision of a new toucan crossing.
- Details of proposed bus stops along Harvest Ride and Link Road (HW049)

### Site Wide 'Prior to Occupation' Conditions:

- Landscape management plan including management plan for any communal amenity areas (flatted developments) and plan for Harvest Ride

### Phase 1 Conditions

- Details of materials (in the form of manufacturers specifications, photos, illustrative information and supporting textual documentation) to be submitted and approved in writing and sample boards, to be made available on site for inspection.
- Details of finished floor levels for all buildings
- Details of any temp marketing suite to be constructed in phase 1
- Details of all external site lighting including design, location, levels of illumination and hours of use including roads (adopted and unadopted), parking courts and other private areas. (LI001a)
- Details of foul water drainage plans for all phases (in consultation with EA & Thames Water)
- Details of surface water drainage (in consultation with EA & Thames Water)
- Details of fire and emergency access (including compliant with travel distances)
- Code for Sustain Homes Level 3 certification
- Energy details
- Secured by Design standards
- Submission of noise method statements
- Details of enclosures, walls and fencing (TR019a)
- Details of Harvest ride boundary treatment including landscaping
- Details of facilities for the separation and collection of waste (including details of any screening)
- Detailed noise mitigation scheme for protecting the proposed dwellings/gardens from noise from Harvest Road (Noise insulation and ventilation measures)
- Submission of noise method statements to control the environmental effects of the demolition and construction work
- HW007 Provision of access before development (details approved)
- HW013 Forward visibility
- HW016 Visibility (aimed at major road works and connections to existing highways)
- HW017 Visibility (aimed at roads within development parcels)
- HW018 Pedestrian visibility
- HW019 Pedestrian visibility
- HW029 Vehicle Parking (no space occupied until the associated vehicle parking has been surfaced and marked out in accordance with a scheme)
- HW033 Visitor parking (details of the location and signage details)
- HW034 Parking works (drained and surfaced in accordance with details)
- HW035 Garage drive length (at least 6m between garage door (when shut) and highway boundary.
- HW037 Garage retention (for the use of the parking of vehicles at all times)
- HW038 Car port retention (retained for the use of the parking of vehicles at all times and removal of PD rights)
- HW040 Scheme for covered and secure cycle parking facilities
- HW048 Access for people with disabilities
- HW052 Off site highway works
- TR005a – Details of Protection of Trees and other Vegetation (along Long Copse)
- TR006a – Compliance with protective area (identified in TR005a)
- TR008a - Retention of Existing Trees and Vegetation
- TR016a – Comprehensive hard and soft landscaping scheme (phase by phase)

- TR017a - Detailed tree planting scheme

### Subsequent Phasing Conditions

- Details of materials (in the form of manufacturers specifications, photos, illustrative information and supporting textual documentation) to be submitted and approved in writing and sample boards, to be made available on site for inspection (for each phase)
- Finished floor levels of the buildings (for each phase)
- Shop front and signage detail (as part of senior living block)
- Details of all external site lighting including design, location, levels of illumination and hours of use including roads (adopted and unadopted), parking courts and other private areas. (LI001a) (for each phase)
- Detail of any plant extract equipment for the school
- Scheme of air ventilation for the school
- Waste and recycling compliance
- Ground surface materials
- Details of foul water drainage plans for all phases (in consultation with EA & Thames Water)
- Details of surface water drainage (in consultation with EA & Thames Water)
- Details of fire and emergency access (including compliance with travel distances)
- Access strategy including details of all public access ramps
- Code for Sustain Homes Level 3 (for each phase)
- Energy details (for each phase)
- Secured by Design standards (for each phase)
- BREEAM rating (for the school)
- Details of PVs for the school and senior living
- Details of enclosures, walls and fencing (TR019a) (for each phase)
- Details of lighting strategy to assess impact of lighting on all habitats aiming to reduce light spill and direct lighting of important ecological corridors, particularly the Cut;
- Submission of noise method statements to control the environmental effects of the demolition and construction work (for each phase)
- Details of car park SANG car park access
- Details of school waste provision and arrangements
- Details of senior living waste provision and arrangements
- EA's Phase specific FRA conditions
- Cycle parking (phase by phase) HW039
- Details car parking plan for the senior living scheme including cycle parking
- Details of car-park off Forest Road to SANG on Cabbage Hill
- details of enclosures, walls and fencing TR019a
- details of facilities for the separation and collection of waste (including details of screening)
- detailed noise mitigation scheme for protecting the proposed dwellings/gardens from noise from Harvest Road (Noise insulation and ventilation measures)
- scheme (Site Organisation)
- details of air ventilation system for school details of air ventilation systems for senior living
- access details for the school
- access details for senior living block, including any ancillary retail units
- school shall not be occupied until school travel plan has been submitted and agreed
- HW007 Provision of access before development (details approved)
- HW013 Forward visibility
- HW016 Visibility (aimed at major road works and connections to existing highways)

- HW017 Visibility (aimed at roads within development parcels)
- HW018 Pedestrian visibility
- HW019 Pedestrian visibility
- HW029 Vehicle Parking (no space occupied until the associated vehicle parking has been surfaced and marked out in accordance with a scheme)
- HW033 Visitor parking (details of the location and signage details)
- HW034 Parking works (drained and surfaced in accordance with details)
- HW035 Garage drive length (at least 6m between garage door (when shut) and highway boundary.
- HW037 Garage retention (for the use of the parking of vehicles at all times)
- HW038 Car port retention (retained for the use of the parking of vehicles at all times and removal of PD rights)
- HW040 Scheme for covered and secure cycle parking facilities
- HW048 Access for people with disabilities
- HW052 Off-site highway works (for each phase)
- TR005a – Details of Protection of Trees and other Vegetation (along Long Copse)
- TR006a – Compliance with protective area (identified in TR005a)
- TR008a - Retention of Existing Trees and Vegetation
- TR016a – Comprehensive hard and soft landscaping scheme (each phase)
- TR017a - Detailed tree planting scheme (each phase)

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. The applicant should be aware of the need to enter into a Section 278 Agreement under the 1980 Highway Act before any work can be undertaken within the public highway.
03. As part of the reserved matters submission, materials samples should be provided and made available on site for inspection. The details of the materials in the form of manufacturer's specifications, photos, illustrative information and supporting textual documentation shall be submitted in writing in support of the relevant reserved matters application.
04. You are advised that separate advert consent will be required for any signage or advertisement on the school and any retail uses in the senior living building.

## Documents and Plans for Approval:

### Documents:

- Design & Access Statement
- Environmental Statement
- Environmental Statement Chapter 15 Addendum Number 1
- Utilities and Drainage Statement
- Flood Risk Assessment Issue 4
- Flood Risk Assessment Issue 4 Addendum Number 1
- Transport Assessment including Travel Plan, & Addendum Transport Statement
- Addendum Transport Statement Number 2
- Construction Environmental Management Plan
- Waste Management Plan
- Energy Statement
- Arboricultural Method Statement
- Landscape Management Plan
- Draft SANG Management Plan
- Lighting Strategy
- Archaeology Mitigation Statement

### Plans for Approval:

#### Outline Parameter Plans:

- 4120647-SK32D Application Boundary
- 2634.P01F Parameter Plan - Land Use Mix
- 2634.P02E Parameter Plan - Residential Density
- 2634.P03E Parameter Plan - Maximum Building Heights
- 2634.P04G Parameter Plan - Access and Movement
- 2634.P05G Parameter Plan - Green Infrastructure
- 2634.MP06K Masterplan - Site
- 2634.MP07K Illustrative Layout
- 2634.MP08G Illustrative Landscape Masterplan

#### Detailed Phase 1 Plans:

- 2634.102 Phase 1 Existing Site Sections
- 2634.103F Phase 1 Site Plan
- 2634.104D Phase 1 Colour Site Plan
- 2634.107 Phase 1 Proposed Site Sections
- 2634.108C Phase 1 Draft Levels and Enclosures Plan
- 2634.109D Phase 1 Parking Plan
- 00534.00021.16.GA.003D Phase 1 Planting Framework
- 00534.00021.16.GA.005C Phase 1 Illustrative Landscape Plan
- 1423-V3-04 Photomontage
- 2634.105B Contextual Site Sections 1 of 3
- 2634.106C Contextual Site Sections 2 of 3
- 2634.110D Contextual Site Sections 3 of 3
- 2634.111D Harvest Ride Contextual Elevations
- 1676-1300-001A Phase 1 Lighting Scheme
- 2634.200 Plot 1

- 2634.201A Plot 2-8 Plans
- 2634.202A Plot 2-8 Elevations
- 2634.203A Plot 9-13
- 2634.204C Plot 14
- 2634.205A Plot 15-20
- 2634.206 Plot 21
- 2634.207A Plot 22-24
- 2634.208A Plot 25-28
- 2634.209 Plot 29-30
- 2634.210A Plot 31-32
- 2634.211D Plot 53-54
- 2634.212A Plot 35-40 Plans
- 2634.213A Plot 35-40 Elevations
- 2634.214A Plot 41-44
- 2634.215 Plot 45-46
- 2634.216A Plot 47-50
- 2634.217A Plot 51-52
- 2634.218A Plot 55
- 2634.219A Plot 57
- 2634.220B Plot 58
- 2634.221 Plot 59&60
- 2634.222 Plot 61
- 2634.223B Plot 62
- 2634.224 Plot 63
- 2634.225B Plot 65
- 2634.226 Plot 66&72
- 2634.227 Plot 67-70
- 2634.228A Plot 71
- 2634.229A Plot 73
- 2634.230C Plot 74-78 Plans
- 2634.231C Plot 74-78 Elevations
- 2634.232A Plot 79-80
- 2634.233C Plot 81-87 Plans
- 2634.234C Plot 81-87 Elevations
- 2634.235B Plots 33-34
- 2634.236A Plot 56
- 2634.237 Plot 64
- 2634.238A Plot 72
- 2634.239A Garages & Carports
- 2634.240B Plot 63
- 2635.241A Garages and Car Ports 3 of 3

Detailed Access Plans:

- 4120647/SK49C Phase 1 – General Access Arrangement & Visibility Splays
- 4120647/SK50E Phase 1 – Swept Paths
- 4120647/SK80B Phase 1 - Typical Highway Sections
- 4120647/SK81C Phase 1 – SUDS Layout

Means of Access & Link Road Plans:

- 4120647/SK20Q Preliminary Link Road General Arrangement

- 4120647/SK55B General Arrangement and Visibility splays for New Northern Roundabout
- 4120647/SK56C General Arrangement for Senior Living Square
- 4120647/SK57D General Arrangement for Hub
- 4120647/SK34G General Arrangement for Harvest Ride Access Junctions (Sheet 1 & 2)
- 4120647/SK36G Harvest Ride, s.278 Proposals (2 of 2)
- 4120647/SK40B Proposed SANGS Car Park Sheet 1
- 4120647/SK41A Proposed SANGS Car Park Access Sections
- 4120647/SK44C Swept Paths for Harvest Ride Junctions
- 4120647/SK45B General Arrangement of 3 Legged Cross
- 4120647/SK55A General Arrangement and Visibility splays for New Northern Roundabout
- 4120647/SK56B General Arrangement for Senior Living Square
- 4120647/SK57D General Arrangement for Hub
- 4120647/SK60A Swept Path for 3 Legged Cross
- 4120647/SK61E Swept Path for Link Road
- 4120647/SK62B Swept Path for Northern Roundabout Link Road
- 4120647/SK63C Swept Paths for Hub
- 4120647/SK66C Swept Paths for Senior Living Roundabout
- 1676-1300-002B New Northern roundabout Indicative Lighting Location Plan
- 1676-1300-003B Link Road Indicative Lighting Location Plan
- 4120647/SK90A Road Chainages and Banks
- 4120647/SK91A Road Long Sections Sheet 1 of 2
- 4120647/SK92A Road Long Sections Sheet 2 of 2
- 4120647/SK93 Road 1 Cross Section Sheet 1 of 2
- 4120647/SK94 Road 1 Cross Section Sheet 2 of 2
- 4120647/SK95 Road 2 Cross Section
- 4120647/SK96 Road 3 Cross Section
- 4120647/SK97D Road Geometry

Doc. Ref: Uniform 7/DC/Agenda

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at [www.bracknell-forest.gov.uk](http://www.bracknell-forest.gov.uk)