

## Unrestricted Report

### ITEM NO: 5

Application No.  
**13/00858/FUL**

Site Address:

Ward:  
Ascot

Date Registered:  
3 October 2013

Target Decision Date:  
2 January 2014

**Kingswood Kings Ride Ascot Berkshire**

Proposal:

**Demolition of existing office buildings and redevelopment to provide 38no. residential units (Class C3) together with garages, associated internal estate road, car parking, landscaping, open space and ancillary gym and swimming pool.**

Applicant:

Hindscarth Estates Limited

Agent:

Blue Sky Planning Ltd

Case Officer:

Margaret McEvit, 01344 352000

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



## **OFFICER REPORT**

### **1. REASON FOR REPORTING APPLICATION TO COMMITTEE**

The application is being reported to Committee because more than 3 objections to the application have been received.

### **2. SITE DESCRIPTION**

The site measures approximately 9.2ha and is located some 1.7km to the south west of Ascot town centre. The site comprises three office buildings set within areas of landscaping. A total of 452 car parking spaces are available on site to serve the three buildings with parking split into 3 areas, to serve the individual buildings. Vehicular access to the site is provided from one access onto Kings Ride and this road forms the south eastern boundary of the site. The Reading/Waterloo rail line forms the northern boundary of the site. There are 3 detached houses east of the site which are accessed separately off Kings Ride. South of the site, on the opposite side of Kings Ride, is a residential area accessed through Prince Consort Drive. A small light industrial development opposite the site is also accessed off Kings Ride. Swinley Road forms the western boundary of the site.

The site is roughly triangular in shape, with the 3 office buildings and parking areas positioned in the central and eastern parts of the site, and areas of woodland around the boundaries and western part of the site. Trees on the site are predominantly deciduous with significant numbers of Oak and Birch but with Scots Pine in parts of the site.

### **3. RELEVANT SITE HISTORY**

612824

Erection of a part two storey, part three storey building forming 98,000 sq.ft of office floorspace (Class B1 use) associated parking service area and access road on land known as the Staravia site.

Appeal allowed - approved by Secretary of State.

621211

Erection three B1 buildings with associated plant/escape stairs and gatehouse, access road and car parking including demolition of existing industrial building at Blackbushe Engineering.

Called in by Secretary of State. Approved.

13/00017/SCR

Request for screening opinion under Regulation 5 of The Town and Country Planning (Environment Impact Assessment) Regulation 2011

EIA not required.

12/00137/FUL

Change of use of Building C from office (B1a use) to 86 bed hotel (C1 use) with ancillary cafe and gym, and associated minor alterations to the elevations and landscaping.

The application was reported to the Planning Committee on 24th May 2012. The resolution was to approve the application subject to the completion of a S106 Agreement to secure a Travel Plan and any highway contributions required following the submission of information on vehicle trip rates. The application was subsequently refused.

#### **4. THE PROPOSAL**

This full application proposes the demolition of the office buildings on the site and the erection of 27 detached houses and a three storey block containing 10 x 2 bedroom flats and 1 x 1 bedroom flat. The apartment block also contains a gym and swimming pool for use by residents.

Access to the site is from the existing access onto Kings Ride with the line of the existing internal road structure maintained but a new carriageway constructed within the site. In addition to garages and parking on the drives of the houses, 6 visitor parking spaces are provided on the carriageway, with 25 parking spaces provided around the village green to serve the apartment block. A total of 101 parking spaces/garage spaces are to be provided to serve the development.

Houses are brick built with pitched, tiled roofs with 4 house design types used to differentiate the character of the different parts of the site. Within each house type, 2 options have been given with differing materials and tile hanging used to add variety within each area of development.

The apartment building is 3 storeys in height, located close to the northern boundary of the site. The apartments are built within 2 wings with a single storey reception between the wings. The apartment building is of brick construction with elements of timber cladding at second floor level. Balconies are provided on the front elevation. A swimming pool and gym/sports hall are provided within the building for residents.

#### **5. REPRESENTATIONS RECEIVED**

Five letters have been received, one of which supports the application and four raise concerns. The letter of support raises the lack of upkeep of the current buildings on the site and the concern that there will be further decline in the future. The existing car park lights are seen as being a source of light pollution likely to be reduced by the proposed development. The proposed residential units are also considered to be more in keeping with the area than the current use of the site.

The four letters objecting to the application raise the following material considerations:

- The proposed apartment block is considered to be inappropriate development and to be out of character with other properties in the area and also that of the proposed development. Approval would set a precedent for the redevelopment of other large properties in the surrounding area. The bulk and mass of the apartment block is also considered to undermine the open nature of the Green Belt.

- The current offices are a prestigious Norman Foster design and are unobtrusive and virtually invisible from both Kings Ride and Swinley Road.

- Although the NPPF permits the redevelopment of offices for residential purposes in some circumstances, policies GB1 and GB2 of the Bracknell Forest Borough Local Plan seek to protect the Green Belt. Proposed houses adjacent to Kings Ride would be clearly visible through the trees, particularly at night.

- The extent of development and the likely increase in traffic is inappropriate in the Green Belt
- The development would result in an increase of 50% in the built footprint and result in houses being built on parts of the site currently used as open car parking.
- Proposal would result in light pollution of the area
- The proposal pays little regard to the needs of pedestrians and cyclists, contrary to advice in the NPPF. There are no proposals to link the development into the Bracknell/Ascot cycle network. The application should include proposals for the creation of a sustainable cycle/pedestrian track up Kings Ride to link in with Bracknell/Ascot network at Heatherwood hospital roundabout, where bus stops and school pickup points are located.

## **6. SUMMARY OF CONSULTATION RESPONSES**

Warfield Parish Council recommends refusal on the grounds that although the change of use is agreed in principle, there are concerns over the impact on the infrastructure, in particular on schools, highways and local doctors.

The Environment Agency has no objections to the proposal subject to a conditions requiring surface water drainage details to be submitted prior to works commencing.

Natural England – no objection to the proposal subject to the completion of an Agreement to secure appropriate SPA mitigation measures.

Environmental Health – no objection subject to conditions including securing mitigation measures outlined in the submitted noise report to protect residents from noise from the railway north of the site.

Biodiversity officer – no objection subject to conditions to secure ecological mitigation measures submitted with the application.

Transportation officer – no objection subject to conditions.

Landscaping officer – no objection.

## **7. DEVELOPMENT PLAN**

The Development Plan comprises the following:-

- 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)

## **8. PRINCIPLE OF DEVELOPMENT**

Site Allocations Local Plan (SALP)

At a meeting on 17 July 2013, the Council resolved to adopt the SALP and Policies Map. Policy CP1 set out the presumption in favour of sustainable development. This requires that development proposals should be approved that accord with the development plan. Where this is absent, silent or relevant policies out of date, development proposals 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 taken as a whole; or where specific policies in the NPPF indicate development should be restricted.

Core Strategy Development Plan Document (CSDPD)

Policy CS1 of the CSDPD refers to the need to locate development in locations that reduce the need to travel, supporting the economic well being of the population and protecting and enhancing the character and quality of local landscapes and the wider countryside.

Policy CS2 sets out the sequence for allocating land for development in the Borough and for identifying where development will be permitted within defined settlements and on Allocated Sites. Although not in accordance with policy CS2, as the application site is not within a settlement and is not an allocated site, other development plan policies and guidance in the NPPF consider how sites within the Green Belt may be developed.

Policy CS9 seeks to protect land outside of settlement for its own sake, particularly from development that would adversely affect the character, appearance or function of the land; and

- i) protect the defined gaps within or adjoining the Borough from development that would harm the physical and visual separation of settlements either within or adjoining the Borough; or
- ii) maintain the Green Belt boundary within Bracknell Forest and protect the Green Belt from inappropriate development.

Policy CS9 is considered to be consistent with the NPPF as although the NPPF has changed the definition of buildings that might not be inappropriate, policy CS9 does not go into detail on what comprises inappropriate development.

The site is within the Green Belt where saved policies GB1 and GB2 apply. Policy GB1 of the BFBLP states that approval will not be given, except in very special circumstances, for any new building in the Green Belt unless it is acceptable in scale, form, effect, character and siting, would not cause road safety or traffic generation problems and is for one of the following purposes:

- i) construction of buildings for agriculture or forestry or
- ii) construction of buildings essential for outdoor sport and recreation or other uses of land which preserve the openness of the Green Belt or
- iii) construction of buildings essential for cemeteries or
- iv) replacement, alterations or limited extension of existing buildings or
- v) construction of domestic outbuildings incidental to the enjoyment of an existing dwelling.

Policy GB1 is not considered to be consistent with the NPPF as the exceptions to inappropriate buildings in the NPPF differ to those listed under policy GB1. Under the NPPF guidance, redevelopment of previously developed sites which would not have a greater impact on the openness of the Green Belt would not be inappropriate.

Policy GB2 of the BFBLP states a general presumption against changes of use of land in the Green Belt unless for the following uses:

- i) outdoor sport and recreation; or
- ii) cemeteries; or
- iii) other uses which protect the open, rural and undeveloped character of the Green Belt.

Provided that the change of use would not cause material permanent or temporary harm to the living conditions of those people residing in or close to the Green Belt.

The proposed residential use does not fall within one of the categories of development within policy GB2 but the policy is not considered to be consistent with the NPPF in its inclusion of uses that would not be inappropriate within the Green Belt.

Saved policy H5 states that outside the defined settlements the erection of a new dwelling will not be permitted unless

- i) there is a need for it in connection with an acceptable use listed in policy EN8 and Policy GB1 and which cannot be met within the settlement; and
- ii) it would cause no harm to the character of the area, to neighbouring land uses, or to the relationship between the settlement and the surrounding landscape; and
- iii) it would result in no environmental damage, or any inconvenience or danger in the public highway.

Policy H5 is considered to have only a medium level of consistency with the NPPF. The NPPF has a more flexible approach to the provision of new dwellings outside of settlements by encouraging the effective use of land by re-using land that has been previously developed.

### **National Planning Policy Framework (NPPF).**

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development. Policies in the NPPF as a whole constitute the Government's view of what sustainable development means in practice for the planning system. Sustainable development comprises three aspects; an economic role, a social role and an environmental role with the roles being mutually dependent.

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Planning proposals that accord with the Development Plan should be approved without delay. Where the Development Plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse effects of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole or specific policies in the framework indicate development should be restricted. This requirement is also enshrined within policy CP1 of the SALP.

In this instance, saved policy GB1 of the BFBLP is considered to carry only limited weight as it is not consistent with the NPPF. Policy GB1 does not include within its list of types of new development that would not be inappropriate in the Green Belt the redevelopment of previously developed sites which would not have a greater impact on the openness of the Green Belt. Para. 215 in Annex 1 of the Framework states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework. As the saved policy is not consistent with the NPPF, then the NPPF should be looked at for guidance on when proposed development in the Green Belt would not be inappropriate.

Para. 89 states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this include:

\* Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings),

which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The extent to which the proposed development falls within this category will be assessed according to the extent to which the proposal would have a greater impact on the openness of the Green Belt and the purpose of including land within the Green Belt than the current use of the site. In considering this impact, factors such as the massing, location and height of the proposed buildings, together with any increases in traffic to the site and changes to the patterns of traffic will be considered. The extent to which the proposed residential use would differ to the existing use in terms of everyday noise and general activity, lighting of the buildings and site is also considered to be important. Although the current use could be said to encroach into the countryside, the proposed use will be assessed by considering whether any change in impact would amount to an increased degree of encroachment with a greater impact on the openness of the Green Belt.

The NPPF does not specifically deal with changes of use of land within the Green Belt. Saved policy GB2 of the BFBLP seeks to define changes of use within the Green Belt that could be acceptable, subject to their being no material permanent or temporary harm to the living conditions of those people residing in the Green Belt. As the NPPF does not specifically deal with changes of use, saved policy GB2 is not consistent with the NPPF so guidance in para. 89 of the NPPF should be used to assess whether development is inappropriate.

In terms of assessing the proposal against the NPPF, the proposal would appear to fulfil the economic role of sustainable development in providing required housing. The site is currently occupied by largely vacant buildings and the proposal would assist in encouraging the reuse of land that is previously developed. The proposed housing would also meet the social role of sustainable development by helping to provide the supply of housing needed to meet the economic needs of the community. The development would not provide affordable housing on site but provides for some mix in types of housing, being 2 bedroom flats and 3,4 and 5 bedroom houses. The environmental role of sustainable development would be met by enhancing or protecting the natural environment. The extent to which this role is fulfilled in the proposal depends upon the impact the proposal would have on the openness of the Green Belt and the impact of the proposal on ecology and trees on the site.

The Bracknell Forest Employment Land Review (Dec. 2009) concludes that there is a significant over supply of office sites in both Bracknell and the wider region. The site is not within a defined employment area so there is no concern over the loss of office use in employment policy terms. The NPPF at para. 22 indicates that if there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merit, having regard to market signals and the relative need for different land uses to support sustainable local communities. Para. 51 of the NPPF states that local planning authorities should normally approve planning applications for changes to residential use and any associated development from commercial buildings where there is an identified need for additional housing in that area, provided that there are not strong economic reasons why such development would be inappropriate. This site has been largely unoccupied since the current buildings were constructed indicating that there is little demand for commercial occupation of the site.

The proposed gym and swimming pool are leisure uses included within Annex 2 of the NPPF as being main town centre uses. Para. 24 of the NPPF requires a sequential test to be applied for planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. The proposed uses are intended to be ancillary to the proposed residential use and will not be available to the general public. A condition on any planning consent will restrict their use to residents of the development only.

Without such a condition it would be expected that a sequential test would be carried out as the leisure uses would be considered to be main town centre uses which should be located in town centres, then in edge of centre locations and only if suitable sites were not available should out of centre sites be considered.

## **CONCLUSION**

The site is located within the Green Belt, where Development Plan policies seek to protect land from inappropriate development. Building will generally only be permitted in very special circumstances within the Green Belt. Policy GB1 of the BFBLP defined these very special circumstances and does not consider the development of previously developed land to be such a very special circumstance. However para. 79 of the NPPF does include the partial or complete redevelopment of previously developed sites as a category that may not be inappropriate development in the Green Belt subject to the proposed development not having a greater impact on the openness of the Green Belt and the purpose of including land within the Green Belt than the existing development. Policy GB1 is therefore not considered to be in full conformity with the NPPF. The NPPF does state that where policies are not fully consistent with the NPPF, due weight should be given to those policies. The application is considered to fulfil the economic, social roles of sustainable development and to fulfil the environmental role of sustainable development to the extent that the proposal would not impact on the openness of the Green Belt.

## **8. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

Policy EN20 of the BFBLP and Policy CS7 of the CSDPD are considered to have significant weight in relation to para. 215 of the NPPF, as they are consistent with Chapter 7 of the NPPF. The site contains many trees, and therefore Policy EN1 of the BFBLP is also relevant. This policy is considered to be consistent with the NPPF, in particular para. 118, and can therefore be afforded significant weight.

NPPF para. 57 refers to the need to plan positively for the achievement of high quality and inclusive design for all development. Para. 58 refers to the need for planning decisions to ensure that development optimises the potential of a site to accommodate development and refers to the functioning and overall quality of the area.

The site currently contains three office buildings located centrally within the site and positioned set back within the site towards the railway line on the northern boundary. The existing buildings are three storeys in height and are set within large grounds that include areas of woodland. Three car parking areas are provided within the site. The existing buildings are well screened from Kings Ride, but can be glimpsed from the railway line and are viewed through landscaping from the adjacent properties of Inglewood, Yasin and Fawn Coppice.

The proposed development is of predominantly two storied houses, with a 3 storey apartment block close to the northern boundary. Units have been positioned largely within the central part of the site, maintaining areas of landscaping along boundaries. The application is accompanied by an existing and proposed site plan overlay that shows the extent of existing buildings and hardstanding on the site and replicates the proposed site layout. The proposed development is largely contained within the footprint of existing buildings and hardstanding. The main divergence is plots 4 and 5 close to the southern boundary of the site with Kings Ride. Although outside the existing footprint of development, these houses are screened by existing mature landscaping along Kings Ride and are set back approximately 25m within the site.



In general, the proposed development represents a reduction in height of buildings across the site. The existing buildings have a parapet height of 11.8m as compared to a maximum height of 8.32m for the proposed houses. The apartment block is a three storey building, with a height of 9.5m. This general reduction of height across the site represents a reduction in the impact of the development of the site on the Green Belt. The site is also largely screened across its boundaries.

Houses are designed to provide variety within the site with four styles of property to differentiate the character of different parts of the site. However, although a mix of designs is to be provided, all varieties are traditionally designed using brick, tile hanging and tiled roofs. Houses are all detached and are three, four and five bedroomed houses set within generous gardens. The design of the proposed houses is considered to be appropriate and to reflect the houses within the area, which are detached houses within generous plots.

The development largely maintains the existing road structure of the site with access onto Kings Ride maintained. A new carriageway is provided within the site following the route of the existing internal roads. The carriageway will be tarmac from the entrance to the crossing tables on each of the spur roads and block paved from those points. Areas of internal road in the northern part of the site and to the east close to the boundary with adjacent residential properties have been removed and additional landscaping is provided in the eastern part of the site to provide a 10m landscaped buffer between the site boundary and rear gardens of plots 20-23. Grassed verges have also been provided within the inner road looping round from plots 1-12.

A village green area is provided in the north west area of the site where heathland plants, trees and grass will be provided to enhance the area. Currently this area includes a spiral paving area set at a lower ground level. Parking around the village green will be screened from the village green along the rear of the parking area.

The form of development in providing detached houses with one apartment block reduces the mass of development on site by breaking development into smaller units that allow for views between properties of landscaping around the site boundaries.

The western part of the site is comprised of relic lowland heath and woodland and is to be retained as an open area for the benefit of residents.

The provision of open space and landscaped areas within the site is considered to be consistent with policies EN20 and CS7 in terms of enhancing landscape features and providing adequate space for private use and for visual amenity that contribute towards the aim of requiring high quality design within the Borough. By restricting development to areas of the site previously developed in the form of buildings and hardstanding, it is considered that the proposed development will not have a greater impact on the openness of the Green Belt and will therefore be in accordance with para. 89 of the NPPF.

## **CONCLUSION**

The proposed development is considered to be acceptable in terms of its impact on the character and appearance of the area. The proposed development largely follows the footprint of buildings and hardstanding of the existing development on the site. Houses and apartments will be lower in height than the existing buildings and development will be distributed across the site in lower buildings, with spaces between properties where views of trees and landscaping can be obtained. Houses and the apartments are traditionally designed and will be constructed from bricks, tile hanging and tiled pitched roofs. Houses are set out using the existing road layout and a village green area has been created in the north western part of the site, framed by houses. The design of properties is considered to

be appropriate to the area, where residential properties east of the site and in Prince Consort Drive are detached houses within generous gardens.

The design of buildings and provision of landscaping and open space within the site are considered to be in accordance with para. 89 of the NPPF and policy EN20 of the BFBLP and policy CS7 of the CSDPD.

## **9. RESIDENTIAL AMENITY**

Saved policy EN20 of the BFBLP 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 areas. This is consistent with the NPPF.

The closest properties to the application site are the three detached houses east of the site, Inglewood, Yasin and Fawn Coppice. These are approximately 25-40m from the eastern boundary of the site and between 45-60m from the closest houses on plots 20, 21 and 22.

Proposed houses to the Kings Ride boundary are positioned approximately 45—50m back from the site frontage. Houses in Prince Consort Drive accessed from the south side of Kings Ride are the closest residential properties to the access and southern boundary of the site. These properties are positioned over 100m from the proposed houses.

The proposed landscaping strip on the eastern part of the site behind the gardens to plots 20-22 will provide additional screening to residents in addition to existing landscaping already found on this boundary.

Although the levels of activity on the site will be reduced overall in terms of the number of people and vehicles likely to be visiting the site when compared to the potential activity if the current buildings were fully occupied, houses are proposed within areas currently used for car parking. Activity levels will change in terms of householders occupying the site at evenings and weekends, not typically times when offices are occupied. However, traffic levels on the site will be reduced significantly and although houses will be lit up and this lighting will be dispersed throughout the site.

A Lighting Impact Appraisal has been submitted as part of the application. This assessed the impact of the existing development, the parties likely to be susceptible to changes in light levels from the existing position and new sources of lighting if the proposed development went ahead.

The existing site includes internal lighting of the office buildings, security lighting attached to the buildings and pole mounted flood lighting within the car parks. In addition, the security building at the site entrance is externally lit. Those affected by lighting of the site include existing local residents east of the site and on Prince Consort Drive. Rail passengers on the Reading-London Waterloo line behind the site and motorists, cyclists and pedestrians will also be affected by light from the site.

Floodlights around the buildings were observed to cause glare for residents east of the site and road users.

The conclusions of the Lighting Impact Appraisal were that the proposed development would introduce new sources of light into the area due to the construction of new internal roads and the construction of new homes. The potential for significant impacts to affected parties from changes to lighting were considered to be likely to be beneficial. The report recommended that a lighting design should be prepared indicating the groups likely to be affected by

potentially obtrusive lighting and including mitigation measures to ensure that the new lighting design results in less light trespass and light spill than the current position. A condition could be included on any planning approval requiring details of the lighting design to be submitted, taking account of the mitigation measures proposed in the Lighting Impact Appraisal to be approved before development commences.

## **CONCLUSION**

Nearby residential properties are located between 25-40m (eastern boundary) and over 100m (southern boundary) from the proposed development, and the site is screened by existing trees and vegetation and an enhanced landscaping strip on the eastern boundary of the site. Lighting levels are considered to be acceptable and are not considered to be obtrusive on the Green Belt site, particularly when compared to lighting already in place to serve the office buildings. The proposal is considered to be acceptable in terms of its impact on the residential amenities of existing residents in the area and to be in accordance with policy EN20 of the BFBLP.

## **10. 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 provisions, thus avoiding highway safety implications. This is consistent with the objectives of the NPPF.

The access to the site already exists and is in the form of a ghost island junction which ensures that right turning traffic does not restrict the free flow of traffic passing the site. Visibility from the site access is adequate in both directions.

As part of the redesign of the internal roads minor alterations are proposed to the existing traffic island to the south of the access and this will create a pedestrian refuge and crossing point to safely cross the road. A new section of footway is also proposed to replace the verge on the northern side of the site access. This new footway will link up to the existing traffic island and this too will need to be improved slightly to make it acceptable as a pedestrian refuge. These works would be undertaken under a S278 agreement.

The footway provision along Kings Ride varies on either side of the road but there is no continuous route on one side and for this reason a dropped kerb should be provided on either side of the road near to the junction with Prince Albert Drive. The road is not very wide at this point and there is good visibility in both directions for pedestrian. It is felt that such a scheme would provide adequate facilities for pedestrians which will assist residents to make local trips on foot or to access nearby public transport.

Internal roads are considered to have been designed adequately as they predominantly follow the existing roads within the site. The roads are a minimum of 4.8m wide with the width at the access considerably wider. Footways are provided from the entrance into the main part of the site.

### **Parking Requirements**

The Parking Standards (July 2007) Supplementary Planning Document sets a requirement for two car parking spaces for 3 bedroom dwellings and 3 spaces for properties with 4 or more bedrooms together with the provision of 1 visitor space per 5 new dwellings.

Each dwelling has parking in accordance with standards and conditions relating to garage retention and visitor parking are recommended. Cycle parking can be provided in garages. The flats have an internal cycle store to cater for their demand.

### **Vehicle Movements / per day:**

The applicant has provided a transport statement for the proposal and this pays regard to the traffic generation potential of the existing use of the site. The proposal will reduce peak hour and daily levels of traffic considerably. It is expected that in the AM and PM peak around 26 two way movements and 28 two way movements respectively will be expected, this is a reduction of around 200 movements in the AM peak hour and just over 150 trips in the PM peak hour.

### **CONCLUSION**

The proposal is acceptable in terms of access and parking arrangements. Vehicle trip rates are likely to be significantly lower than in the existing office use was fully occupied. Off site highway works to improve pedestrian crossing of Kings Ride by providing further dropped kerbs can be secured through a S278 Agreement and conditions.

### **11. AFFORDABLE HOUSING**

Policies CS16 and CS17 of the CSDPD (in relation to housing needs and affordable housing) can be afforded full weight (in relation to para. 215 of the NPPF) as they are consistent with para. 50 of the NPPF which relates to delivering a wider choice of homes, a mix of housing and affordable housing. The Council's affordable housing policy currently applies to proposals involving 15 net dwellings or more.

The application was submitted with a Viability Assessment that assessed the economic viability of the proposed development and the capacity of the development to support affordable housing and other S 106 requirements associated with the Limiting the Impact of Development SPD. The amount of affordable housing contributed by a proposal will depend on market conditions and the size and character of the site. The Council's Executive determined in March 2011 to seek 25% affordable housing on qualifying sites of a net increase of 15 units. On the application sites, a total of 10 affordable dwellings would be sought to meet the policy requirements of the BFBLP and CSDPD in line with the Executive decision of March 2011.

The NPPF at para. 173 states that:

"To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for 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."

The Viability Assessment sets out to compare the residual profit generated by the appraisal of the scheme to the benchmark profit percentage. If the residual profit exceeds the benchmark profit the scheme is viable. Where the residual profit is less than benchmark profit the development is considered unviable. The report sets out that in the current market banks are requiring a return of 20% Gross Development Value (GDV). The benchmark profit is therefore set at 20% on GDV. The Viability Assessment concludes that the application scheme generates a residual profit of 18% on GDV, below the benchmark profit level. This includes required S106 contributions in line with the Limiting the Impact of Development SPD. The application scheme does not include any on site affordable housing, but does include a contribution towards the provision of off site affordable housing.

As part of the viability assessment process, the applicants also assessed a development proposal for the site including 10 affordable units and increasing the total number of units to 46. The Viability Assessment has been independently assessed as part of the determination of this application and the applicants' findings that a scheme including affordable housing would result in a deficit and not be viable to pursue is supported. In addition, a scheme of 38 units with 10 affordable units was appraised by the Council's independent assessors who concluded that such a policy compliant scheme would result in a deficit and would not be viable to pursue.

The submitted application includes a commuted sum in lieu of affordable housing of £875,000. On the basis that a scheme including affordable housing units would result in a deficit, it is recommended by the Council's assessors that the application scheme together with a commuted sum towards off site affordable housing be accepted, together with an agreed timetable for delivery which if not met would trigger a viability review.

## **12. BIODIVERSITY ISSUES**

Policies CS1 and CS7 of the CSDPD seek to protect and enhance the quality of natural resources including biodiversity. This is consistent with the objectives of the NPPF, in particular to para. 109 and para. 118.

A phase 1 habitat Survey was submitted with the application to provide a base line assessment of the ecological value of the site. The site is situated on an area of relic heathland and is surrounded by areas of woodland and heathland, with areas of grassland. Englemere Pond, a SSSI is located north of the site, separated by the railway line. Further survey work was carried out in a Phase 2 survey that concluded that the site supported populations of slow worms and grass snakes around the periphery in areas of rough grassland. The majority of the grassland populated by reptiles is to be retained in the future landscape scheme but there will be some areas of habitat that will be modified or lost.

Five species of bats were identified in the surveys. Most of these species will readily roost in trees and are considered to be highly likely to roost within the trees on site. Some trees on site scheduled for removal have features with bat roosting potential. It is proposed that all trees to be removed be inspected by a bat ecologist prior to removal.

The highest quality existing heathland areas will be retained and enhanced through management to control scrub and tree succession to increase the size of these areas.

A mitigation plan has been prepared to be secured by conditions including the creation of a wildlife pond created on the western side of the site within the retained woodland.

## **13. REES AND LANDSCAPING ISSUES**

Policy CS7 of the CSDPD seek to enhance the landscape and policy EN1 of the BFBLP seeks prevent the destruction of trees and hedgerows that are important to the retention of the character and appearance of the landscape. This is consistent with the objectives of the NPPF.

The site contains a significant number of trees and woodland areas. An Arboricultural Report has been submitted that indicates that no Grade A trees are to be removed and that with the proposed tree planting as part of the landscape proposals, the arboricultural impact of the proposed scheme is relatively minor.

## **14. SUSTAINABILITY ISSUES**

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, Local Planning Authorities 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.

CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, i.e. Code for Sustainable Homes Level 3. A Pre-assessment Estimator representing a Sustainability Statement has been provided demonstrating that Code for Sustainable Homes compliance is likely. A condition is recommended to be imposed to ensure that this is implemented.

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

A sustainability Statement has been submitted with the application. The Statement concludes that the proposals achieve a Code level 3 rating.

The applicant has submitted an 'Energy & Carbon Emissions Reduction Options Appraisal' demonstrating that by applying Part L 2010 calculations instead of Part L 2006 a far greater reduction in carbon emissions would be achieved. Therefore even with 10% of the renewable energy offset proposed compared to the required 20%, overall the applicant's approach would have a far greater carbon footprint reduction. For this reason this applicant's approach is considered acceptable subject to conditions to secure sustainability and energy reduction measures.

## **15. PLANNING OBLIGATIONS**

Policy CS6 of the CSDPD expects development to contribute towards the delivery of infrastructure needed to support growth in the Borough and to mitigate adverse impacts on communities, transport and the environment. In order to comply with requirements in the adopted SPD "Limiting the Impact of Development", contributions are required towards, built sports facilities, open space and recreational facilities, and educational facilities to be secured through a S106 Agreement.

## **16. THAMES BASIN HEATHS SPA**

SEP Policy NRM6, CSDPD Policy CS14 and the Thames Basin Heath Avoidance and Mitigation Supplementary Planning Document seek to ensure that the development will not adversely affect the integrity of the Thames Basin Heath SPA.

The site is located approximately 2.58km from the boundary of the SPA. Any net increase in residential development between 400m and 5km of the Thames Basin Heath SPA is likely to have a significant effect on the SPA, either alone or in combination with other plans or projects.

The development is likely to result in an adverse effect on the SPA unless it is carried out together with appropriate avoidance and mitigation measures in line with the Council's adopted SPA SPD (March 2012) and secured through a S106 Agreement.

## **17. OTHER RELEVANT CONSIDERATIONS**

Para. 103 of the NPPF seeks to ensure that when determining planning applications local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas of risk of flooding where informed by a site specific flood risk assessment.

The site is within flood zone 1. Due to the size of the site a Flood Risk Assessment has been prepared that concluded that the proposed development is not at significant flood risk subject to flood mitigation strategies being implemented. Including raising finished floor levels to a height above surrounding finished land levels. The submitted report recommends that a SUDS treatment drain be incorporated into the development. The Environment Agency has no objection to the development subject to a condition requiring details of a surface water drainage scheme based on the submitted Flood Risk Assessment to be submitted and approved.

## **18. CONCLUSIONS**

The proposed development is considered to be appropriate in terms of its impact on the Green Belt. The site represents previously developed land and development is shown to be largely within parts of the site currently developed as office buildings or car parking areas. The overall height of development is reduced across the site and the form of development results in a reduced mass of buildings with separate smaller buildings spread across a wider site area but with opportunities for views between houses.

In highway terms the proposed development would result in a reduction in vehicular trip rates. Off site works to provide dropped kerbs to aid pedestrians crossing Kings Ride to walk to local services can be secured through condition. Although the development would be predominantly served by cars, this is also true of the current office use of the site.

Trees would be lost as a result of the development, but no Grade A trees would be removed and areas of woodland within the site and along boundaries would be retained. Landscaping would be provided within the site, including a 10m landscaped buffer between houses and adjacent residential properties east of the site.

Biodiversity mitigation measures are included within a submitted Management Plan and include the creation of a pond in the west of the site.

The application was accompanied by a Viability Report that concluded that the development would not be viable if on site affordable housing was provided in line with Development Plan policies. This Viability Report has been independently assessed by consultants on behalf of the Council who agreed with the Report's conclusions that the inclusion of affordable housing on site would result in a deficit being produced. It is recommended that a contribution be secured towards off site affordable housing.

Subject to the completion of a S106 Agreement to secure a contribution towards affordable housing and a timetable for delivery of the development including a review of the Viability Report if not delivered within an agreed timescale, SPA mitigation measures and contributions towards built sports facilities, open space and recreational facilities, and educational facilities and suitable conditions the application is recommended for approval.

## **RECOMMENDATION**

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

01. SPA mitigation measures.

Contributions towards off site affordable housing together with a timetable for the delivery of the development including a review of the Viability Report if not delivered within an agreed timescale,

Contributions towards built sports facilities, open space and recreational facilities, and educational facilities

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

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details received by the Local Planning Authority on 3.10.13, 18.12.13 \_ 16.12.13]:

705-PL-1.002, 1.100, 1.203, 1.401, 1.701,

705-PL- 2.702, 2-100 Rev B, 2.001, 2.100, 2.10 , 2.100b, 2.301, 2.302, 2.401, 2.402, 2.501, 2.601, 2.602, 2.701-A, 2.801,

705-PL-4.101, 4.101-A, 4.102,

705-PL-5.101,

705-PL-7.100-A,

1356-01/C, 1356-02/1/A, 1356-02/2/A, 1356-02/3/A, 1356-02/4/A, 1356-02/C, 1356-05/B

Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement Rev B 04.09.13

Landscape Management Manual Rev C 19.12.13

Landscaping Specification Rev A 03.09.13

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

03. No development shall take place until samples of the materials to include bricks, tiles, timber, paving materials, and balcony screens to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in



writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: In the interests of the visual amenities of the area.

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

04. The development hereby permitted shall not be begun until details showing the finished floor levels of the buildings hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

REASON: In the interests of the character of the area.

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

05. No dwelling shall be occupied until a means of vehicular access has been constructed in accordance with details which have been submitted to and approved by the Local Planning Authority.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

06. No dwelling shall be occupied until a means of access for pedestrians and cyclists has been constructed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of accessibility and to facilitate access by cyclists and pedestrians.

[Relevant Policies: BFBLP M6, Core Strategy DPD CS23]

07. No dwellings shall be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

08. The gradient of private drives shall not exceed 1 in 12.

REASON: To ensure that adequate access to parking spaces and garages is provided.

[Relevant Policies: Core Strategy DPD CS23]

09. No dwelling shall be occupied until the areas shown as being for car parking on the approved plan have been drained and surfaced in accordance with details submitted to and approved by the Local Planning Authority and those areas shall not thereafter be used for any purpose other than the parking of vehicles.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.

[Relevant Policies: BSP T1, BFBLP M9, Core Strategy DPD CS23]

10. The garage accommodation shall be retained for the use of the parking of vehicles at all times.

REASON: To ensure that the Local Planning Authority's vehicle parking standards are met.

[Relevant Policy: BFBLP M9]

11. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. No dwelling shall be occupied until the approved scheme has been implemented. The facilities shall be retained at all times.

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

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

12. No gates shall be provided by the vehicular access to the site.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

13. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following footway and island works along Kings Ride

The development shall not be occupied/open for trade until the off site highway works have been completed in accordance with the scheme.

REASON: In the interests of highway safety.

[Relevant Policy: BFBLP M4]

14. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:

(a) Parking of vehicles of site personnel, operatives and visitors

(b) Loading and unloading of plant and vehicles

(c) Storage of plant and materials used in constructing the development

(d) Wheel cleaning facilities

(f) Temporary portacabins and welfare for site operatives

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (d) above without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

15. The development hereby permitted (including any demolition) shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

(i) control of noise (including piling noise)

(ii) control of dust, smell and other effluvia

(iii) control of surface water run off

(iv) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site

The development shall be carried out in accordance with the approved scheme..

REASON: In the interests of the amenities of the area.

16. No noisy demolition or construction work shall take place outside the hours of 08:00 and 18:00 Monday to Friday; 08:00 and 13:00 Saturday and not at all on Sundays and Bank Holidays.

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

Relevant Policies: BFBLP EN25

17. No development shall take place until a contaminated land Phase I report (Desk Top Study) has been carried out by a competent person to identify and evaluate all potential sources and impacts of land and/or groundwater contamination relevant to the site. The Desk Top Study shall be submitted to, and approved in writing by, the local planning authority.

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

Following approval of the Desk Top Study, a Phase II report (Site investigation) may be carried out as required by a competent person to fully and effectively characterise the nature and extent of any land and/or groundwater contamination and its implications. The method

and extent of this site investigation shall be agreed with the local planning authority prior to commencement of the work and shall then proceed in strict accordance with the measures approved.

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

Any remedial or mitigating measures recommended by the findings from the Phase II report shall be approved by the local planning authority and implemented before the premises are inhabited.

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

REASON: The proposed development is located near a potentially contaminated site, due to its historic land use. To ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas.

18. No development shall take place until a scheme for protecting the proposed dwellings/gardens from noise from the railway line north of the site has been implemented in accordance with the mitigation measures outlined in the Peter Brett Assocs. Noise and Vibration Assessment September 2013.

REASON: To ensure that the amenities of the future residents is not adversely affected by noise.

[Relevant Policies: BFBLP EN25]

19. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority.

REASON: In the interests of nature conservation

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

20. The development (including site clearance and demolition) shall not be begun until:-

(i) any trees to be felled have been further surveyed for the presence of bats, (in accordance with the biodiversity mitigation strategy and the bat tree assessment survey report) and  
(ii) the further survey has been submitted to and approved by the Local Planning Authority, and

(iii) either the Local Planning Authority have agreed that no relocation of bats is necessary or a scheme for the relocation of an bats has been submitted and approved by the Local Planning Authority. The scheme shall be performed, observed and complied with.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1]

21. The scheme hereby permitted shall be carried out in accordance with the mitigation measures outlined in the biodiversity mitigation strategy (Viewpoint Associates LLP) unless otherwise agreed in writing by the Local Planning Authority . An ecological site inspection report shall be submitted for approval within three months of the first occupation of any dwelling hereby approved.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1)

22. The demolition shall not be begun until a scheme for the installation of bird and bat boxes, including a plan or drawing showing the location of the boxes, has been submitted to and approved in writing by the local planning authority.

The approved scheme shall be performed, observed and complied with.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site except in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

[Relevant Policies: BFBLP EN15, EN20 and EN25]

24. No development shall take place before there has been submitted to, and approved in writing by the Local Planning Authority, details of a scheme for monitoring impacts on reptiles, and measures that will be implemented to avoid and mitigate any significant impacts. In particular the details shall include:

- o Species to be subject to monitoring
- o Frequency, seasons and duration of monitoring
- o Methods to be used for monitoring
- o Persons responsible for undertaking the monitoring
- o Any training or guidance that may be necessary
- o Reporting of the results of monitoring
- o Remedial measures that will be implemented for avoidance and mitigation of impacts
- o Determination of threshold of impact (or significance) above which implementation of mitigation measures will be required (i.e. 'triggered')
- o Timescales for implementation of mitigation measures

The monitoring and mitigation scheme shall be implemented in accordance with the approved details, unless otherwise approved in writing by the local planning authority.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

25. The areas shown for ecological mitigation/bat roost purposes on the approved plans shall thereafter be retained as such and shall not be used for any other purpose.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

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

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

27. Development shall not begin until a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment by BWB Consultancy, reference BMW/2168/FRA, Rev C dated September 2013, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details prior to first occupation of any dwelling.

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

28. The development shall not be begun until a Sustainability Statement demonstrating how the development meets current best practice standards in the sustainable use of natural resources has been submitted to and approved in writing by the Local Planning Authority. The Statement shall include either a Design Stage Report and BRE Interim Certificate or a pre-assessment estimator carried out by an independent assessor licensed by the Building Research Establishment demonstrating that the development meets a minimum standard of Level 3 of the Code for Sustainable Homes. The development shall be implemented in accordance with the Sustainability Statement and shall be retained in accordance therewith.

REASON: In the interests of sustainability and the efficient use of resources.  
[Relevant Policy: Core Strategy DPD CS10]

29. Within one month of the first occupation of any dwelling hereby permitted (or, where the development is phased, within one month of the first occupation of the final phase of that development), a Post Construction Review Report shall be carried out by an independent assessor licensed by the Building Research Establishment and a Final Code Certificate shall be submitted to the Local Planning Authority which demonstrates that the development has been constructed to meet a minimum standard of level 3 of the Code for Sustainable Homes.  
REASON: In the interests of sustainability and the efficient use of resources.  
[Relevant Policy: Core Strategy DPD CS10]

30. The development hereby permitted shall be implemented in accordance with the submitted 'Energy & Carbon Emissions Reduction Options Appraisal' and thereafter the buildings constructed by the carrying out of the development shall be operated in accordance with the submitted Energy Demand Assessment.  
REASON: In the interests of sustainability and the efficient use of resources.  
[Relevant Policy: Core Strategy DPD CS12]

31. The swimming pool and gym/sports hall shown within the apartment building are to be for the use of residents of the development only and shall not be for the use of non residents.  
REASON: The site is located within the designated Green Belt where strict controls over the form, scale and nature of development apply.  
[Relevant Policies: BFBLP GB1, Core Strategy DPD CS9]

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.

**In the event of the S106 planning obligation(s) not being completed by 30/04/14 the Head of Development Management be authorised to REFUSE the application on the grounds of:-**

01. In the absence of a planning obligation to secure contributions towards affordable housing in terms that are satisfactory to the Local Planning Authority, the proposal is contrary to Policy H8 of the Bracknell Forest Borough Local Plan, Policy CS16 of the Core Strategy Development Plan Document and to Supplementary Planning Guidance on Affordable Housing (adopted September 2003),

02. The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the applicants have not satisfactorily mitigated the development to comply with the Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD (29 March 2012). In the absence of a section 106 planning obligation to secure suitable mitigation measures, the proposal would therefore be contrary to Policy

NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan and Policy CS14 of the Core Strategy Development Plan Document.

03. The proposed development would unacceptably increase the pressure on built sports facilities, open space and recreational facilities, and educational facilities. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards built sports facilities, open space and recreational facilities, and educational facilities the proposal is contrary to Policy R5 of the Bracknell Forest Borough Local Plan and CS6 and CS8, of the Core Strategy Development Plan Document and to Supplementary Planning Document Limiting the Impact of Development (adopted July 2007).

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)