

Unrestricted Report

ITEM NO: 5

Application No.
12/00993/OUT
Site Address:

Ward:
Binfield With Warfield

Date Registered:
10 January 2013

Target Decision Date:
11 April 2013

Land At Amen Corner West Of Beehive Road Between The Reading-Waterloo Railway Line and London Road London Road Binfield Bracknell Berkshire

Proposal:

Outline application with means of access to be determined, for the development of approximately 30 hectares of land at Amen Corner to provide up to 550 dwellings; a neighbourhood centre of up to 2,500 sq. metres (comprising accommodation within use classes A1, A2, A3, A4, D1 or D2); the construction of a new road between London Road and Cain Road; the construction of new junctions with the existing local road network at London Road, North View, South View and Beehive Road to provide vehicular access to the site; the creation of new accesses to the Coppid Beech Hotel/Ski Centre from the site together with replacement car parking spaces and the reconfiguration of existing car parks; the provision of associated public open space; children's play areas; Suitable Alternative Natural Greenspace (SANG); Sustainable Drainage systems; internal roads, paths, car parking and landscaping.

Applicant:

The Nike Group Of Companies

Agent:

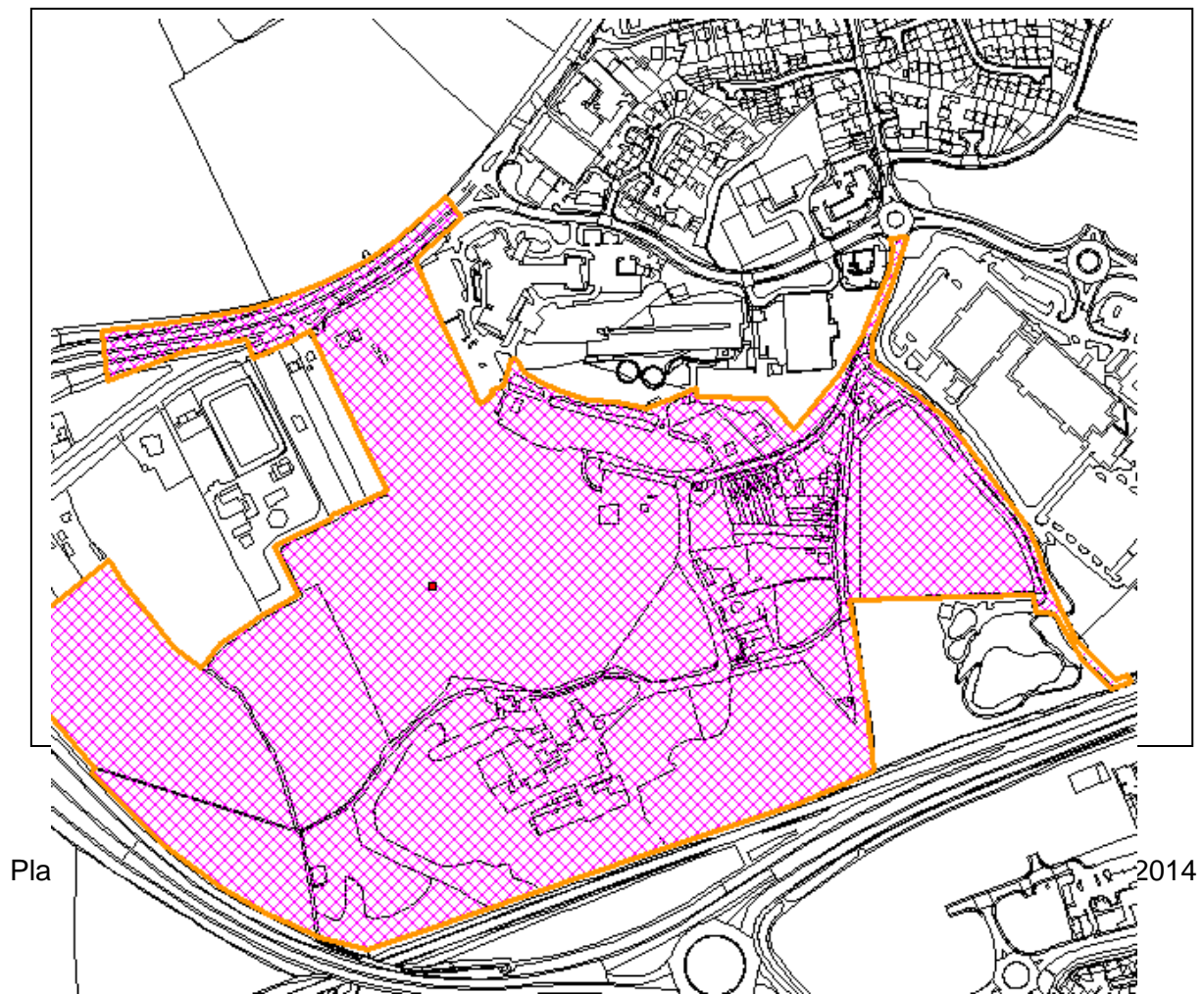
Nike Design

Case Officer:

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



OFFICER REPORT

1. INTRODUCTION

This joint report deals with two related applications for Amen Corner (South), applications 12/00993/OUT and 14/00472/OUT. Taken together the two applications form a comprehensive package of proposals which raise similar planning issues, and would be linked together within the same s106 Agreement. It is considered helpful to present them together within a single overarching report. However a decision will still have to be made on each application individually and, although the Officers' recommendation for each application is to approve subject to a s106 agreement, there is no restriction upon Members taking a different approach to each application, resolving to approve one and not the other. However the complete package as tied together by a s106 Agreement is being recommended for approval subject to completion of the s106 agreement.

Application 12/00993/OUT seeks outline planning permission for a mixed use development at Amen Corner. It forms the majority part of the Land at Amen Corner (South) urban extension formally allocated under Policy SA8 of the recently adopted Site Allocations Local Plan (SALP). The application site lies partly within Wokingham Borough Council. As Bracknell Forest Borough Council (BFBC) is the Local Planning Authority (LPA) only for land within Bracknell Forest it can only grant planning permission for that part of the development which is within Bracknell Forest. A duplicate application has therefore been submitted to Wokingham Borough Council to determine for that part of the site within its jurisdiction. Only the principle of development, including the proposed land uses, the amount of development and access to the site are for consideration at this stage. All other matters are reserved for later consideration.

The application is supported by an Environmental Statement (ES); a Flood Risk Assessment; a Transport Assessment; a Design and Access Statement; a Sustainability Statement; a Statement of Community Consultation; and a SANG Management Plan. During the course of the application additional information has been submitted with respect to the impact on the SPA, drainage and transport issues.

Associated amendments have also been made to the ES. An objection received on behalf of Hewlett Packard (HP) brought attention to the fact that BFC's Transport Model, which was used to assess the effect of this application, did not allow for an existing planning permission for a considerable increase in office space at HP's facility. The traffic model has since been amended to address this. A Traffic Assessment Addendum has been produced detailing the results of this work and is included in Appendices to the ES Supplemental Statement.

As a consequence of this, and to consider also the affect on HP also raised in its objections, supplementary reports have been produced regarding Noise and Vibration, and Air Quality.

Following initial objections in respect of the ecological impact of proposed bunds within Riggs Copse, the way floodwater from extreme storms is dealt with has been amended, after discussions with BFC and Natural England

The proposed footway/cycleway to be provided to the north of London Road requires the removal of a number of trees within highway land. The ES has amended the Landscape and Visual Impact Assessment and Tree Assessment to take regard to this.

The application has also been amended to omit the primary school and the application site accordingly reduced to exclude the land originally proposed for a school between Beehive Road and South View. Further to this amendment the applicant has submitted a separate outline application (application 14/00472/OUT) for a two form entry primary school on the

excluded school site together with other land to the north also owned by the applicant. This report deals with both applications. This amendment and the submission of a separate application has been made because the original application was only for a single form of entry primary school and did not include sufficient land for the two form entry school that the Local Education Authority has advised is required to serve the proposed development, and to enable the comprehensive development of the urban extension site.

The application is closely related to an application for 380 dwellings on the Amen Corner (North) site (application 14/00315/OUT) which is reported elsewhere on the agenda.

The applications are reported to committee as more than three objections have been received to the main application 12/00993/OUT.

2. SITE DESCRIPTION

The application site lies approximately 2.5km to the west of Bracknell town centre. It extends to approximately 30 hectares of mainly open land between Bracknell and Wokingham. The site is roughly rectangular in shape and is generally bordered by London Road, the Coppid Beech Hotel and John Nike Leisure Complex to the north, the Reading-Waterloo railway line to the south; the A329 to the west and Beehive Road to the east. The site wraps around, but does not include, a small group of residential properties on North View and South View.

Currently the majority of the site is vacant agricultural land but light industrial use, open storage and scrap metal recovery takes place in the southern part of the site where there is evidence of ground contamination. The site also includes Riggs Copse which is designated as ancient woodland and a Local Wildlife Site.

The open land on the north side of London Road opposite this site comprises the Amen Corner (North) urban extension which has been allocated in the SALP for residential development comprising 400 dwellings and open space including Suitable Alternative Natural Greenspace (SANG). A planning application (14/00315/OUT) is presently under consideration for up to 380 dwellings and a 1FE primary school on this site which is reported elsewhere on this agenda.

The Amen Corner Business Park lies to the east of the site. Hewlett Packard (HP) occupies large business premises east side of Beehive Road. It also owns open land comprising a private recreation area and balancing pond immediately to the south of the site, between Beehive Road, South View and the railway line.

An area of woodland along its northern boundary separates the site from the Coppid Beech Hotel and John Nike Leisure Complex to the north. To the northwest the site backs onto development fronting the truncated section of London Road ("Old London Road"), including a number of private houses, a guest house, a water works (South East Water's Buckhurst Water Treatment Works and Depot) with covered reservoir and a children's nursery (within WBC).

The only vehicular access to the site at present is via Beehive Road, North View and Moor Lane which serves the commercial uses in the south of the site. In addition a number of public rights of way cross the site providing footpath links from London Road south to Peacock Lane crossing both the railway line and the A329.

There is a mixture of existing land uses within the site. The northern part of the site comprises a large open hillside, comprising former agricultural land (semi-improved grassland). The lack of active management has resulted in considerable scrub encroachment and the degradation of hedgerows. The area is used, unofficially, for dog walking and for

scrambling with motorbikes. There is evidence of fly-tipping and other littering. This hillside slopes down to level fields located in the south-west corner of the site (the Wokingham land) used for horse grazing. There are a number of derelict farm buildings on lower ground to the east in close proximity to North View.

The southern part of the site is mainly given over to various small general industrial businesses principally involved in vehicle repair, open storage, scrap metal recovery and associated residential units. This area is focussed on a cluster of single storey buildings in class B2 (General Industrial) and B8 (Storage and Distribution) uses and associated hardstandings. These border Riggs Copse, an area of ancient woodland in the South East corner of the site. The northeastern part of the site comprises untidy areas of former open parking bordered by woodland now surplus to the requirements of the leisure complex. This benefited from a temporary planning permission, now lapsed.

The primary school site is a disused golf driving range between Beehive Road and South view. The site is level and well screened on all sides by trees and hedgerows. Low driving range buildings are sited at the northern end of the site. The rest of the site is grass.

The general landform slopes steeply down from the London Road frontage towards the railway, with an overall fall of around 25m from north east to south west.

3. RELEVANT SITE HISTORY

This site has a long and complex history, with some applications relating to the whole of the site and others just relating to individual parts. Parts of the site have also been the subject of enforcement action over many years.

Whole Site

04/00791/OUT Outline application for the erection of 700 dwellings and 45,000 square metres of office, research & development light industrial, general industrial and storage and distribution and demolition of 28 existing dwellings. Refused 12.10.2004

Lynfield/Ski centre overflow car park

618191 Erection of garden centre with associated highway improvements. Approved 22.02.1992 (commenced therefore permission is still extant)

02/00357/T Application to continue the use of land to the south of the ski slope, as an overflow car park for a temporary period of 5 years. Approved 06.10.2003 (permission now expired)

606918 Outline Application for the formation of dry-ski slope and associated lodge, dry-ice-skating hall, garden centre and nurseries together with access roundabout onto A 329. Approved 29.07.1983

608205 Construction of dry ski slope, ice skating hall, sauna/gymnasium facilities and garden centre with access roundabout on to London Road and associated car parking and internal roads. Approved 29.04.1984

Buckhurst moors

06/00516/LDC Application for Lawful Development Certificate for use of land for Storage of cars, helicopter/aircraft parts, plant and associated uses. Approved 15.09.2006

09/00538/FUL Use of Unit 25 for B2/B8 uses with associated parking and turning (retrospective application) and the cessation of the use of Unit 18 for B2/B8 uses. Approved 29.10.2009

09/00692/FUL Change of use of building 20 to use for a personal hobby workshop. Approved 31.03.2010

09/00738/FUL Use of Units 7,8 and 9 for B2/B8 uses with associated parking and turning and the cessation of the use of Unit 4 and part of Unit 3 for B2/B8. Approved 02.03.2010

10/00301/FUL Retention of change of use of buildings 14, 15 and 16. Approved 07.05.2010.

10/00507/T Retention of 965 sq m of B2/B8 use of Units 1, 2, 3 (part), 4, 5, 6, 10, 11, 14, 15, 16, 18 and 19 and alternative parking arrangement for entire yard (serving both previously approved and proposed to be retained units). Approved 16.03.2012.

Golf Driving Range

01/00839/T Floodlit golf driving range and erection of detached store buildings. Temporary permission for 5 years granted 15.04.2002.

08/00751/T Renewal of permission for a further 5 years. Approved 23.10.2008. This permission has therefore expired and has not been renewed.

4. THE PROPOSAL

Planning application 12/00993/OUT seeks outline planning permission for the comprehensive redevelopment of the site comprising:

- 550 new homes comprising a mix of sizes, densities and including some affordable housing;
- A neighbourhood centre comprising up to 2,500 sqm of floorspace providing local retail (990 sq m)/ pub/ restaurant / professional services / café and indoor leisure uses on the north side of the proposed spine road extending south from London Road;
- A primary school and playing fields with access from Beehive Road (this was subsequently deleted from the main application and is now the subject of the separate school application);

In addition the application seeks permission for the construction of a new spine road between London Road and Cain Road; the construction of new junctions with the existing local road network at London Road, North View, South View and Beehive Road to provide vehicular access to the site; the creation of new accesses to the Coppid Beech Hotel/Ski Centre from the site together with replacement car parking spaces and the reconfiguration of existing car parks; the provision of associated public open space; children's play areas; Suitable Alternative Natural Greenspace (SANG); Sustainable Drainage systems; internal roads, paths, car parking and landscaping.

The application is submitted in outline with matters of layout, scale, appearance and landscaping of the proposed development 'reserved' for later approval. However, approval of the details of vehicular access to/from the site is sought at this time.

The proposed mixed-use redevelopment would be implemented in a series of phases, taking a number of years to complete in full. A Parameter Plan has been submitted to provide a framework which will control and inform future reserved matters applications, while providing

a degree of flexibility. The Parameter Plan is intended to provide a "worst case" scenario and effectively defines the maximum amount of development that could be provided for under this application.

The Parameter Plan sets out the site boundary; the location and layout of individual land uses, the location and layout of the proposed spine road and access points to/from the site; maximum and minimum building dimensions, and the location of open space of public value (OSPV), and other green infrastructure.

The application proposes a new spine road from a signal controlled junction onto London Road between Coppid Beech roundabout and the John Nike Way junction linking into the existing roundabout at the junction of Beehive Road and Cain Road. This new road would provide internal access to the new development and ensure continuity of access for premises on existing roads at North View, South View, Beehive Road and the Old London Road.

An illustrative masterplan and a Design and Access Statement accompany the application which set out a series of design principles and design guidelines showing how the proposed development and open spaces might be accommodated on the site.

The overall density of residential development proposed is 35 dwellings per hectare, but this will vary across the site to reflect topography and landscape features, constraints such as noise sensitivity and the objective to create a distinct sense of place within individual character areas.

The application also proposes improvements to the existing pedestrian and cycle infrastructure in the vicinity of the site, including a new footpath/cycleway on the north side of London Road linking to the Borough boundary and joining up with improvements forming part of the Coppid Beech improvement scheme. This would also serve the Amen Corner (North) development and would continue into that site east of the new Spine Road junction on London Road.

The separate school application (ref. no. 14/00472/OUT) seeks outline planning permission with all matters reserved for a two form entry primary school and associated playing fields. A Parameter Plan has been submitted that shows the site boundary, an indicative access from Beehive Road, a vehicle drop off and turning facility, the general position of the school building towards the north of the site and scale parameters confirming the school would be a maximum of two storeys/ 11 metres in height. South of the school site is the proposed landscaped footpath providing part of the alternative pedestrian link to the Big Wood SANG and a swale, included as part of the main application.

5. REPRESENTATIONS RECEIVED

Objections have been received from HP, Waitrose and seven individuals. Six of these are from residents of North View and South View who support the principle of developing the site, but object to the exclusion of their properties from the application which they consider will result in a piecemeal form of development potentially prejudicing the future development of North View and South View. Concerns are also raised that unless the existing properties are redeveloped at the same time the residents will suffer from increased noise levels and disturbance during the construction and from the new development itself. North View and South View would be left in the middle of a building site and will look out of place stuck on the side of a modern new development rendering the properties unsaleable. [officer's comment: Whilst it is true that the Amen Corner SPD anticipated that North View and South View would be developed as early as possible in the development for residential, employment or retail provision (para 3.3 and Development Principle AC10) this is not adopted Policy and would be very difficult to enforce in practice given the multiple land

ownerships involved. The current application is accompanied by an illustrative masterplan that includes North View and South View to demonstrate that the proposed development would not prejudice the future development of this area and would maintain access to all existing properties. Although a comprehensive application for the whole urban extension area would have been preferred it is not reasonable to refuse the current application on these grounds as it is not considered that it would prejudice the future development of North View and South View. Conversely it could act as a catalyst to such development as a key point raised by several objectors is that this site has been discussed for many years but nothing ever seems to happen. Granting this application could be the catalyst that is required to unlock the development of this broader area.]

other issues raised by individuals include the following:

- damage to existing Edwardian houses [officer's comment: this is not a material planning consideration and any damage caused would be a private matter between the homeowner and the developer] ;
- noise and dirt arising from the construction [officer's comment: this can be controlled through conditions] ;
- existing bank and vegetation between North View and proposed Spine Road should be retained [officer's comment: the alignment of the spine road has been amended to take it further from North View and to keep the road at existing ground level so that the vegetation between North View and the road can be retained.]
- lighting in new car park should be appropriate to a residential area [officer's comment: this application does not propose any lighting. This is a detailed matter that can be dealt with at the reserved matters stage]
- affordable housing will reduce property values and the status of the area [officer's comment: property values are not a material consideration];

HP while not objecting to the principle of the proposed development raise a number of detailed points, including:

- The cumulative impacts of the proposed development are not adequately deal with. In particular no account is taken of an extant but unimplemented planning permission for 27,125 sq m of office floorspace on the HP site. [officer's comment: further transport modelling work has been undertaken by the applicant in conjunction with the highway Authority to take this additional extant development in to account. This is dealt with in further detail under the transport section of this report.]
- HP owns the existing turning area on Beehive Road at the access to its balancing pond and recreation area. There are no turning places on Beehive Road within the public highway. [officer's comment: The separate school application shows an indicative turning area on land within the applicant's ownership, and therefore it would not be reliant on the HP turning head]
- The surface water from the development is proposed to drain into HP's balancing pond. HP owns and controls the balancing pond. It accepts that the pond has capacity to accommodate the proposed surface water drainage requirements of the development and acknowledges that the applicant has existing drainage rights for part of the application site. However it does not have rights to fully drain the proposed development. Until such time that drainage rights have been secured by the applicant (and other landowners) the site cannot be stated to be ready and available for development. The Council must ensure that if any planning permission is granted appropriate Grampian conditions are imposed to secure an off-site comprehensive drainage system before commencement of any development.

Waitrose also does not object to the principle of the proposed development but comments that in order to protect the vitality, viability and ongoing regeneration of Bracknell Town Centre this scheme should maintain its focus on delivering a new Local Centre, and not be allowed to become a very different retail offer, within the floorspace parameters proposed. It

therefore requests planning conditions including controls on the maximum floorspace per use in line with the application and that individual unit sizes be capped so that large retail units cannot be created, detracting from the diverse offer of the Local Centre and creating attractors that could impact on trade diversion from Bracknell Town Centre.

One representation (from HP) has been received to the separate school application. This advises that HP's representations made for application 12/00993 in respect of transport and drainage matters remain extant for this new application. This new application if permitted must be linked to the main application by planning conditions and legal agreement.

6. SUMMARY OF CONSULTATION RESPONSES

Binfield Parish Council

(Application 12/00993/OUT) Recommend refusal for the following reasons:-

1. The Retail, Commercial, Leisure, and Employment Area should not be at the end of a no through road because it will result in visitors having to drive through the housing areas. If it is sited at the site currently designated for the school, it will have good access from the road network and adjacent businesses whilst being at the junction and access point of the whole site from existing development. This should more easily attract businesses to the site who would not want to be at the end of a cul-de-sac.
2. The School Site should be at the area marked for Retail, Commercial, Leisure and Employment. This is close to the housing and at the end of the road (with only possible bus access onto London Road). This will reduce traffic around the school area.
3. The exchange of the land designated as a Retail, Commercial, Leisure, and Employment Area with the area of land designated as the School Site will reduce the level of traffic through the residential areas.
4. The current position of the Retail, Commercial, Leisure, and Employment Area, which should include neighbourhood shops is out of the way at the end of the cul-de-sac. For a vibrant community these should be easily visible and accessible by residents; residents should not have to go out of their way to use them. [Officer's comment: The proposed neighbourhood centre would not be sited on a cul-de-sac but on the proposed Spine Road which forms a through route linking London Road and Cain Road.]
5. When the school is planned, it should be designed so that the hall and kitchen can be accessed without using the school entrance. This would facilitate better community use by non-school groups. The hall and kitchen should have their own entrance so that they can be used independently whilst keeping the school secure.
6. There needs to be allotments planned for the site. These should be provided for residents within or adjacent to the housing area.
7. A cycleway is required along the London Road to the Coppid Beech roundabout. [Officer's comment: this is proposed and will be secured as part of the off-site highway works]

(Application 14/00472/OUT) Recommend Refusal for the following reasons:

1. The Council is deeply concerned about the apparent lack of coordination of the educational provisions in the developments at Amen Corner North and South. The building of a one form entry school in the North and a two form entry in the South appears to be uncoordinated.
2. Some pupils may have to cross the busy London Road to access the two form entry school in the South due to possible parental choice and/or catchment area considerations. The committee recommends the provision of a footbridge between the two developments at Amen Corner North and South.

3. Previous comments from the Council have suggested that the school be located at the end of the cul de sac rather than a location that will be passed by traffic on the way the shops and other amenities

[Officer's comment: No objection has been raised by CYP&L officers to the principle of having a 1FE school at Amen Corner (North) and a 2FE school at Amen Corner (South). Both developments are required to provide adequate school capacity to serve their own needs. Furthermore there are benefits in having a school on both sites, including improving the sustainability of both developments by reducing the need for pupils to travel further, possibly by car, or having to cross the London Road. Having planning permission for two schools would also provide more flexibility should one of the developments be delayed, as having a school within the control of both applicants would not prejudice the delivery of either housing site.

Both the Amen Corner applications are being reported to Committee together to enable Members to take a coordinated view as suggested by the Parish Council. A signal controlled pedestrian crossing of London Road would be provided by both proposals to provide accessibility between the facilities of the two sites. This is acceptable to the Highway Authority which has confirmed that there is no requirement for a footbridge].

Wokingham Borough Council

No objection

Highways Agency

No objection

Natural England

Original comments:

The proposal is likely to have a significant effect on the interest features for which the Thames Basin Heaths SPA has been classified. Natural England (NE) objects to this current outline application based on a lack of information related to the provision of financial security and long term management of the SANG. In order to have certainty of avoiding impact to the Thames Basin Heaths SPA, SANGs must remain in place as attractive recreational sites in perpetuity. Without further information on the long term management and funding mechanism of the SANG, it is not possible to ascertain that this outline scheme would not have an adverse impact on the integrity of the SPA. In particular NE sought further information:

- on the long term ownership and management of the SANG, in perpetuity;
- on the use of the adjacent SANG (north of Peacock Lane) and its circular network. This would enable a clear correlation with the restricted circular walk network of the SANG suite associated with this development and its link to the adjacent SANG path network of Peacock Meadows.
- confirming that the appropriate SANG provision will be required and available for use prior to first occupation of each phasing stage.
- on the linkage of Riggs Copse to Big Wood. The Plan currently falls short in its detail on how it will improve and upgrade the footpath between the railway and the underpass.

Until such time that this additional information is submitted with this application and assessed accordingly, Natural England states it would maintain a lack of information objection.

Since the original comments were received the applicant has sought to address the concerns raised and submitted revised and additional information on 24th April 2014. NE comments on this revised and additional information are:

NE withdraws its objection to this application as it is satisfied that the specific issues raised in previous correspondence relating to this development has been met. It is Natural England's understanding that the following elements are now met by the proposal. Where appropriate, these elements should be secured through an appropriately worded s106 agreement.

- Adequate SAMM contributions will be collected in advance of each phase commencing.
- A 2.4 km circular walk will be in place at occupation of the first dwelling. This will be in Big Wood and Peacock Meadow. Big Wood will be brought forward in its entirety (10.7ha) and enhanced to the SANGs standard in advance of the first occupation of any dwellings, so that a functioning SANG is in place in accordance with the Natural England SANGs Quality Guidance (June 2008).
- Bracknell Forest Council will take on the management of the SANGs in perpetuity.
- Enhancements will be made to the routes to the SANGs from the proposed development site. These include enhancements to the underpass route beneath the A329, the provision of the new steel fence where the footpath adjoins the A329, and enhancements to the existing public footpath together with the provision and signposting of the 'Alternative Pedestrian Link'.

Environment Agency

No objection subject to conditions

Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)

Comments on original application:

Object but consider that with appropriate amendments would envisage withdrawing this objection.

Impact on Thames Basin Heaths SPA

- Uncertainty regarding delivery and effectiveness of avoidance measures
- The SANG does not meet the NE SANG criteria in respect to the SANG link between Riggs Copse and Big Wood. Parts of the link are unattractive and could act as a barrier preventing people from using Big Wood or Peacock Meadow SANG thereby limiting the length of walk that is available to them.

Without measures in place to address these concerns on the certainty of the avoidance measures and the SANG link, the proposed SANG will not function effectively to prevent a likely significant effect on the SPA.

SAMM

The Council's intention that SAMM will be secured in the S106 agreement is welcomed.

Impact on Riggs Copse LWS and Big Wood Proposed LWS

BBOWT does not oppose the principle of Riggs Copse or Big Wood being used as SANG. The buffering of Riggs Wood LWS with the proposed 0.7ha additional woodland planting is welcomed. However, the sites will be subject to significant increased recreational pressure and disturbance as a result of their proposed use as SANG. The management plan is the key mechanism to protect these sites. However to achieve this, the following changes need to be made to the management plan:

- a) More detail and clearer timescales.
- b) Provision for the reinstatement of coppicing to help maintain and enhance the biodiversity.
- c) Provision for bracken control.
- d) Bird boxes should be cleaned annually.

- e) The plan should make provision for the cleaning up of oil-based pollution in Riggs Copse;
- f) The plan should include provision for collection of litter, fly-tipping and dog bin waste;
- g) The plan should include provision for leaflets about the SANG to be distributed to the first occupiers of the new properties;
- h) Management will also be required for the proposed newly planted buffer to Riggs Copse and the SANG link.

Proposed Surface Water Drainage at Riggs Copse

There is no assessment of the effects of the proposed surface water drainage on Riggs Copse including proposed bunds at the site. It is not clear if there will be any additional impacts on the ancient woodland and its ground flora from construction of the bunds or flooding. It is also unclear if this will affect public access and whether additional infrastructure such as bridges will be required to allow the site to function as a SANG.

Impacts on habitats within the site: grassland and hedgerows

While the grassland on the site does not appear to be BAP habitat measures should be used to enhance biodiversity such as wildflower planting and scrub in some areas.

Protected Species

Conditions should be imposed to bring forward the necessary mitigation and enhancement measures that are identified for reptiles, breeding birds and bats.

Comments on amended SANGS Management Plan and SANG Supplement

A second letter has been received welcoming the amendments which indicate that funding for establishment and management of the SANG will be agreed with the Council in a S106 agreement and that transfer of the SANG to a suitable body will be secured in a S106 agreement. The proposals for lighting the underpass are an improvement. Maintenance of the SANG link would need to be specifically picked up in the Proposed Management Plan.

The proposed close boarded timber fence does not overcome concerns regarding the attractiveness of the SANG link where it runs adjacent to the A329 dual carriageway. The existing highway barrier is less than a metre high and a low level fence of the same height will do little to make the link attractive or mitigate against the close and unpleasant intrusion of this major road.

The new proposal to provide an alternate SANG link route to Big Wood would be approximately 1.1km (one-way) from Riggs Copse SANG to Peacock Farm SANG. This is considerably further than the 400m easy walking distance referred to in the SANG Criteria, and for the most part, is on tarmac paths through an urban environment in close proximity to roads. BBOWT does not consider that this complies with the SANG Criteria.

The Riggs Copse SANG car park may not be sufficient for the scale of this development particularly where most of the SANG is not immediately adjacent to the application site. Where sufficient car parking capacity is unavailable near SANG, it may encourage use of the SPA. The existing car park close to Big Wood could provide some benefits given the fragmented nature of the SANG. However this is not accessed directly from Peacock Lane but requires driving through the Jennett's Park development which is less attractive to users, and may not have sufficient capacity to facilitate visitors from the application site.

BBOWT considers that SAMM must be paid prior to occupation of any dwelling so that appropriate measures are in place on the SPA when residents first visit. It would be possible to pay SAMM in instalments but this must be prior to occupation of the relevant residential units.

Consideration on whether delivery of the SANG in phases is appropriate must be made against the SANG Criteria to ensure that residents from early phases are attracted to the SANG and have walks of the appropriate length and quality at the outset. As both Big Wood and Riggs Copse do not currently have any public access, it would appear to be essential that all footpaths, signage and infrastructure should be installed prior to occupation to enable good access, together with any tree safety works that are necessary.

Finally, in terms of phasing of the development site, it will be necessary to ensure that development of the different phases do not undermine the attractiveness of access from completed dwellings to the SANG.

The changes made to the Proposed Management Plan, are welcomed, which partly address BBOWT's previous comments. In light of the further information provided, BBOWT consider that conditions should be used to secure the following matters:

- a) Remediation of the oil-based pollution in Riggs Copse;
- b) Suitable advertising of the SANG to occupiers of new properties;
- c) To ensure the Management Plan is adhered to and subject to regular review with amendments agreed with the Council and Natural England and
- d) Prior to the final location of swales and bunds being agreed with the Council in and around Riggs Copse, a full tree and ecology survey is submitted to the Council with appropriate mitigation measures to minimise disturbance to ground flora and trees.

The Woodland Trust

The Woodland Trust objects to the planning application as it threatens an area of ancient semi-natural woodland (Riggs Copse). Developments and land use changes adjacent to ancient woodland sites have resulted in outside influences and edge effects that are often detrimental and capable of penetrating woodland, resulting in harmful changes to environmental conditions. The Woodland Trust notes and commends the use of a planted buffer zone and green linking corridor; requests that a suitable length for the planted buffer zone is at least 50m.

A Woodland Access Management Plan should be put in to place to limit disruptive activity occurring in the woodland. Cycling and horse-riding should be prevented from occurring within the woodland, with footpaths preferably being concentrated in the 50m planted buffer zone. The planned educational boards should emphasise the status of Riggs Copse as ancient woodland and the importance of this. In order to deadwood and characteristic ground flora, visitors should be required not stray from the footpaths, keep dogs on leads, and not to remove any deadwood or ground flora. Areas of hard standing should also be prevented from being integrated within the woodland area.

Thames Water

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. In order to prevent sewage flooding; ensure that sufficient capacity is made available to cope with the new development; and avoid adverse environmental impact Thames Water requests a condition requiring the submission of a detailed drainage strategy detailing any on and/or off site drainage works. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

South East Water

No comments received.

Thames Valley Police (TVP)

Makes comments relating to illustrative layout which can be picked up at the reserved matters stage.

TVP has undertaken an assessment of the implications of growth and the delivery of housing upon the policing of Bracknell Forest and established that in order to maintain the current level of policing; developer contributions towards the provision of infrastructure will be required. The proposed development will have an impact upon the ability of TVP to police the new development and surrounding area by placing an additional unplanned demand upon the existing police service. The latest version of the Council's IDP acknowledges a need to provide a 12sqm drop in office. TVP would envisage this being provided by the developer as part of the district/local centre proposed on the northern part of the site. In addition to this provision and having undertaken a qualitative examination of the scheme and the impact of the policing the Local Police Area Commander has requested a contribution of £60,018 to fund two Automatic Number Plate Recognition (ANPR) Cameras (£22,000); two bicycles (including necessary kit) (£1,600); Provision of mobile IT equipment (£8500) and a Patrol Car (£27,918).

Berkshire Archaeology

No objection subject to condition.

Sport England

No comments received.

Network Rail

No comments received.

Highway Officer

No objection subject to conditions and s106 obligations. Detailed comments incorporated in report.

Environmental Health Officer

No objection subject to conditions.

Sustainable Drainage Officer

No objection subject to conditions.

Landscape Officer

Comments on original plans:

The proposed bunds through Riggs Copse would be likely to damage the trees and ground flora in the ancient woodland. The proposed swales would be likely to lead to the loss of existing trees. These proposals have not been assessed in the Environmental Statement under ecology or landscape chapters. The effect of these proposals should be assessed before the application is determined.

The proposal for the spine road to be a tree lined boulevard through the new development is acceptable in principle although may be difficult to achieve due to the level changes and embankments. It appears that the construction of the spine road would lead to most of the trees and vegetation to be lost between the spine road and North View due to changes in levels of the spine road.

The substantial hedgerow to the west of Rose Farm is proposed to be retained. Again the spine road layout shows that the road embankment would encroach up to the building line of the existing building on Rose Farm and would lead to the loss of this section of the existing hedgerow and trees including a TPO tree. The impact of these proposals on the existing hedgerow should be assessed and details of proposed mitigation included with the application.

Green corridors are proposed along important pedestrian routes. Adequate space needs to be available to accommodate the pedestrian routes without compromising the green corridors and existing vegetation along them. Any structural landscaping should be outside the water mains easements to avoid possible loss of landscaping if works are required within the easement.

Comments on amended plans

The swale layout follows green corridors and in principle is a sound idea. The relationship of the swales to retained trees and hedgerows will require careful detail design to avoid damage to the root zones by changing ground levels and soil hydrology.

The layout of play areas and recreation facilities on site is acceptable. Additional tree planting is proposed to screen and buffer the A329 and this is a good idea. Advance landscaping should take place where possible, so that structural planting is establishing before development is completed, and screening and buffering is already becoming effective when dwellings are ready for occupation.

Biodiversity Officer

No objection subject to conditions

Housing Enabling Officer

The Council's Housing Enabling Officer has advised that the overall number and tenure of affordable housing proposed meets the Council's stated intentions for addressing local housing need.

Tree Officer

No comments received.

Local Education Authority

Assuming an average housing mix for developments of more than 25 units 550 units would generate the following demand for school places:

242 children of primary school age which is equivalent to 1.16 forms of entry (based on a class size of 30 children).

123 children of secondary school age.

5 children with a dedicated SEN requirement.

The application includes land for a new primary school, however the area of land for this, as set out within the red line is 1.3ha which would only be sufficient for a 1FE school. Having regard to the likely demand for primary school places from this development a 1FE school would not be large enough to meet demand for places from the development. As it is not possible to build a new school to a size that is a proportion of a Form of entry a 2FE school will be required.

The applicant has indicated its willingness to make a further 0.9ha available to enable a larger, 2FE, primary school. However, in the absence of this land forming part of the application site it is unclear how this additional land could be secured. Therefore, on the basis that the development proposed would not provide a school large enough to meet the demand for primary school places as a result of that development, an objection to the application is made in the grounds it would be contrary to policies CS4 and CS6 of the Core Strategy and policy SA8 of the SALP. [Officer's comment: this matter has now been addressed through the submission of the separate school application.]

In terms of demand for secondary and SEN school places the SALP identifies the need for development at Amen Corner to make a financial contribution towards the provision of Secondary School and Special Educational Needs places.

The application also appears to lack detail of when the new primary school would be provided in relation to the development of the housing units. Construction of the school should coincide with the commencement of housing development. As an interim measure developers will be required to make provision for temporary accommodation fully equipped & fitted out for use until new school buildings are ready for opening.

7. DEVELOPMENT PLAN

The Development Plan includes the following:-

- Policy NRM6 of the South East Plan (May 2009)
- Core Strategy DPD (February 2008) (CS)
- Site Allocations Local Plan (July 2013) (SALP)
- Bracknell Forest Borough Policies Map 2013
- Bracknell Forest Borough Local Plan (January 2002) (Saved Policies) (BFBLP)

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. The principle of the proposed development falls to be determined in accordance with the following Development Plan policies, taking account of their consistency with the NPPF.

Core Strategy DPD (CS)

Policy CS2 sets out a number of locational principles for new development within Bracknell Forest, including a sequence of allocation, directing development to the Town Centre first, followed by previously developed and other land within defined settlements, and lastly extensions to sustainable settlements which is how this site came to be allocated. Policy CS2 states that development will be permitted within defined settlements and on allocated sites. Policy CS2 is considered to be consistent with the NPPF as it formed the basis for the allocation of land for development through a plan led system. It takes a positive stance by making it clear that development will be permitted within defined settlements and on allocated sites. Therefore, Policy CS2 can be afforded full weight in relation to NPPF para.

215. Following adoption of the SALP, this site is allocated for development. The vast majority of the land now falls within a defined settlement. The proposed development is therefore in accordance with Policy CS2.

Policy CS9 seeks to protect countryside for its own sake and more particularly to protect defined gaps between settlements within or adjoining the Borough in order to maintain the identity of individual settlements and prevent the coalescence of settlements. It seeks to prevent development that would harm the physical and visual separation of settlements. The Core Strategy Key Diagram indicates the broad location of a strategic gap between Wokingham and Bracknell, part of which falls in the west of the application site, and therefore Policy CS9 is relevant to the determination of this application in respect of the protection of this strategic gap. The NPPF (5th bullet point of para. 17) sets out that account should be taken of the different roles and character of different areas, recognising the intrinsic character and beauty of the countryside. Whilst there is a difference in emphasis between Policy CS9 and the NPPF, in broad terms it is considered that Policy CS9 is consistent with the NPPF and that significant weight can be afforded to this policy (in relation to para. 215 of the NPPF).

The proposed development respects this strategic gap by not proposing built development outside the settlement boundary defined in the SALP, thus maintaining separation between the settlements of Bracknell and Wokingham. As noted above the SALP defines a settlement boundary for Bracknell that maintains this strategic gap, albeit within the area under Wokingham Borough Council's jurisdiction. A small part of the allocated site (Riggs Copse) remains outside a defined settlement and the proposals respect this as recreational uses are proposed within this area. The proposed development is therefore in accordance with Policy CS9.

Policy CS15 sets out a housing requirement of 11,139 dwellings across the plan period (2006-2026). The SALP helps implement this policy through the allocation of sites such as Amen Corner North. Should permission be granted for the residential development proposed in this application, further certainty will be given to the ability to maintain a five year supply of housing land. As the Council currently has a 5 year housing land supply, policies relevant to the supply of land for housing are not out of date, and therefore Policy CS15 is considered up to date in the context of paragraphs 47 and 49 of the NPPF. Substantial weight can therefore be given to Policy CS15. This proposal will significantly boost the supply of housing land in the Borough and as such the proposed development is in accordance with Policy CS2.

Site Allocations Local Plan (SALP)

At a meeting on 17 July 2013, the Council resolved to adopt the SALP and Policies Map. Policy CP1 sets 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 are 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.

The adopted SALP is an integral part of delivering the Council's housing requirement of 11,139 dwellings (as contained in Core Strategy Policy CS15) across the plan period until 2026. It amends the boundaries of settlements where this is required as a result of the allocation of edge of settlement sites and urban extensions for housing development such as the Amen Corner sites - changes are incorporated into the adopted Policies Map. The Inspector who undertook the SALP Examination concluded that, subject to specified main

modifications, the Plan's site-specific policies were in accordance with national guidance, consistent with the Core Strategy, justified and likely to be effective (para. 122).

Following adoption of the SALP, the Council has a 5 year supply of land for housing (as at 1 April 2014, including a 20% buffer). Therefore policies relevant to the supply of land for housing can be considered to be up to date. This site would form part of the 5 year supply of land.

SALP Policy SA8 formally allocates Land at Amen Corner previously identified in Core Strategy Policy CS4 as a broad area for growth. It allocates Land at Amen Corner South for a comprehensive well designed mixed-use development that maintains a gap between Wokingham and Bracknell, including 725 residential units (including affordable housing); employment, a neighbourhood centre, a primary school and on-site open space and Suitable Alternative Natural Greenspace (SANG).

The SALP includes an illustrative concept plan for the site. The geographical extent of the allocation site together with a new settlement boundary are identified on the adopted Policies Map. An important consideration when assessing whether the current application is in accordance with Policy SA8 is that the SA8 allocation site covers a different geographical area than the current application. The main differences are:

- 1) The SA8 site includes a number of existing dwellings and areas of open land that are not included in the planning application. These include dwellings on North View and South View and dwellings and open land on London Road;
- 2) The SA8 site includes an area of approximately 2.2 ha forming the former golf driving range on Beehive Road which is excluded from the application. The illustrative concept plan shows this land as a primary school and playing fields with a landmark building identified at its northern end where Beehive Road joins North View;
- 3) The SA8 site includes approximately 2.4 ha of land owned by HP at the southern end of Beehive Road containing a disused football pitch, pavilion and a balancing pond which is excluded from the application. The illustrative concept plan shows this land as a potential future railway station and employment use;
- 4) The application includes approximately 4.3 ha of countryside within Wokingham Borough. As this lies outside the Borough it could not be included within the formal site allocation in the SALP.

The next section of this report will assess the proposed development in terms of its conformity with the various elements of Policy SA8.

a) Comprehensive development:

As noted above the current application does not relate to the whole of the allocated site. The first issue to be assessed is therefore whether the piecemeal development of this allocated site would prejudice the comprehensive development sought by Policy SA8. In order to demonstrate that this would not be the case the applicant has firstly provided an illustrative masterplan for the whole area covered by Policy SA8 (except the HP recreation land) to show that the current proposals would not prejudice the residual parts of the site being brought forward for development at a later date, particularly that access to these areas could be achieved through the proposed development.

Secondly the applicant in paragraph 2.04 of the Design & Access Statement states "adequate land for the infrastructure required on site for the entire development area allocated is included within this application – Public Open Space, Primary School, highway

improvements and associated Neighbourhood Centre. In addition, adequate land is secured within and outside the application site to provide adequate SANGs to mitigate the impact of the entire allocated development on the Thames Basin Heaths Special Protection Area (TBHSPA).”

The details of the infrastructure provision have yet to be agreed as the applicant is expecting any over-provision to be clawed back from the developers on other parts of the site which has led to difficult and protracted discussions which will be dealt with later in this report. The matter is further complicated by the fact that the applicant does not own or control all the application site and therefore any legal agreement relating to the provision of these matters would have to be entered into by third parties.

It is considered that in theory the current application could be approved ahead of proposals for the rest of the site allocation area as it would not necessarily prejudice the future development of the residual areas. Furthermore it could act as a catalyst to further development coming forward in these areas. However in order to secure the comprehensive provision of infrastructure and services for the whole allocated site, a legal agreement will be required that secures the provision of the entire on-site strategic infrastructure for the full 725 dwellings as offered by the applicant in the design and access statement. This will be expanded on in the sections below.

b) Housing:

The quantum of housing proposed, 550 dwellings, is considerably less than the 725 required under Policy SA8 for the wider allocated land. However for the reasons set out above it is not considered that this would prejudice the comprehensive development of the allocated site as the remaining 175 dwellings could be provided through subsequent planning permissions.

The submitted parameter plan shows that the residential area would be sited within the defined settlement boundary shown on the Policies Map and broadly within the residential areas identified in the illustrative concept plan. A mix of dwelling types and sizes is proposed, including small units (though would be fixed at a reserved matters stage), which broadly accords with the Council's Housing Market Assessment which identifies that there will be a need for a range of type and size of units, particularly 1,2 and 3 bed units over the plan period. The overall density of residential development proposed is 35 dph which is considered to be appropriate. This will vary across the site to reflect topography and landscape features, constraints such as noise sensitivity and the objective to create a distinct sense of place within individual character areas.

The provision, location and scale of the proposed housing is therefore in accordance with Policy SA8.

c) Employment/ Neighbourhood Centre:

A neighbourhood centre is shown on the illustrative master plan situated on the north side of the proposed spine road between its junction with London Road and the intermediate roundabout providing access to the main residential areas of the site. The SALP illustrative concept plan indicates this as a possible location for commercial uses. The commercial floorspace proposed includes a pub /restaurant, with adjoining retail floorspace with leisure accommodation above. The total floor area of this commercial area would be up to 2,500 sq m (of which 990 sqm is proposed to be for local retail units) which is considered appropriate for a neighbourhood centre. The provision, location and scale of the neighbourhood centre is therefore in accordance with Policy SA8.

The current application does not include any specific provision for employment floorspace. However the SALP states (para. 2.5.3) that “For the purposes of Policy SA8 employment means business, industrial distribution and storage uses. Additional uses that may be

appropriate for the site are a hotel and/or commercial sports facilities... In light of the surplus of employment floorspace and land in the Borough, the priority for the SALP and for this site is the delivery of housing. The extent of other uses proposed should not prejudice the delivery of the target number of homes for this site...". In view of these statements it is considered that the lack of any direct provision for business, industrial distribution and storage uses in the current application is not in conflict with Policy SA8. Furthermore it is noted that the illustrative concept plan indicates an area for employment uses on the HP recreation land to the south of the application site. It also shows that a possible further commercial (or residential) area could be located at North View and South View. Neither of these areas lies within the current application site, and therefore the current application does not prejudice the future development of these parts of the SA8 allocation site for employment or commercial uses. In this respect therefore the application is considered to be in accordance with Policy SA8.

Waitrose has raised a concern about the nature of the proposed retail use. The NPPF (para. 70) refers to the need to plan positively for the provision of community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments. At para. 24 it states that the LPA should apply a sequential test to planning applications for main town centre uses such as retail, which are not in an existing centre and are not in accordance with an up-to-date Local Plan. In this case a neighbourhood centre is specifically provided for in Policy SA8 and therefore this part of the proposal is in accordance with an up to date Local Plan. Furthermore an impact test (as set out in para. 26 of the NPPF) is not required as the proposed retail floorspace would be well below the 2,500sqm minimum threshold above which the Government considers there may be a potential impact on existing centres.

d) Primary School:

Para. 72 of the NPPF places great importance on ensuring that sufficient choice of school places is available to meet the needs of existing and new communities & that LPAs should take a proactive, positive and collaborative approach to meeting this requirement, including giving great weight to the need to create, expand or alter schools. The application originally included the provision of a primary school in accordance with Policy SA8. The Infrastructure Delivery Plan (IDP) (October 2012) which supports the SALP identifies a need for a primary school to be provided on a site with sufficient land to allow for a 2 Form of Entry (FE) school. The originally submitted parameter plan showed a primary school on a site only capable of accommodating a 1FE school within the settlement boundary. The location of the proposed primary school was in accordance with the SALP illustrative concept plan and the defined settlement boundary as shown on the Policies Map. However as noted in the comments from the LEA above, the application proposal for 550 dwellings would be likely to give rise to a pupil yield in excess of a single form of entry (although the actual need would depend on the eventual housing mix). Therefore the size of the proposed school site would not have been sufficient to meet the needs of the development proposed in the current application let alone the requirements of the full SA8 allocation for 725 dwellings.

As noted above, the Design & Access Statement states that adequate land for the infrastructure required on site for the entire development area allocated is included within this application, including a primary school. It is therefore considered that in order to provide the comprehensive development required by Policy SA8, and proposed by the applicant sufficient land must be included to enable a 2FE primary school to be constructed. As it is not possible to amend the current application by enlarging the application site, the applicant has agreed, following discussion with the LPA, to submit a separate application for a 2FE primary school on the original site of the 1FE school but also including a further adjacent 0.9ha of land owned by the applicant immediately north of this.

In order to avoid overlapping permissions and possible confusion the main application has been correspondingly amended to omit the primary school and the application site now excludes that part of the site shown on the parameters plan for the siting of the school. It is also noted that although the original application site did not include the full 2.2ha 2FE school site, the Environmental Statement did include this and therefore assessed the environmental implications of a (2FE) primary school on the full 2.2ha site.

Although both applications are being reported together, as they comprise separate applications it will be necessary to link them together through the s106 agreement to ensure that the school is provided at the right time to serve the future population, and to control the occupation of the housing to the school provision. In addition obligations would be required relating to the transfer of ownership of the land to the Council and the construction of the school itself.

Taken together, these applications make adequate provision, in an appropriate location, for primary education and are therefore in accordance with Policy SA8.

e) On-site open space and Suitable Alternative Natural Greenspace (SANG):

Based on an average household size of 2.31 people per household, the SANG requirements arising from 550 units at 8ha per 1,000 people would equate to 10.2 ha. The applicant proposes to meet this requirement through a combination of on-site SANG at Riggs Copse (2.7 ha) and off-site SANG at the Council owned Big Wood (7.5 ha) south of the railway line. In addition Big Wood will provide sufficient capacity for the residual amount of dwellings from the Amen Corner South allocation of 725 dwellings not forming part of the current application i.e 175 dwellings. The SANG requirement for 175 dwellings is 3.2 ha which will form the residual amount of Big Wood left after the needs of the current application are met. An adequate amount of SANG is therefore proposed to meet the needs of both the current application and the full SA8 allocation. Other SPA mitigation measures are also required and this topic will be discussed later in this report.

Based on an average household size of 2.31 people per household, the open space requirements for a population of 1270 (arising from 550 units) at 4.3ha per 1,000 people (as set out in BFBLP Saved Policy R4) would equate to 5.46 ha. This is split between passive open space (2.9 ha) and active open space (2.5 ha). In addition the on-site Open Space of Public Value (OSPV) will need to provide capacity for the residual amount of dwellings for the Amen Corner South allocation of 725 dwellings not forming part of the current application. Therefore the total OSPV requirement for 725 dwellings is 7.2 ha of OSPV (3.85 ha passive and 3.35 ha active) in addition to the SANG. Saved policy R4 is considered to be consistent with the NPPF Chapter 8 and can be afforded full weight,

The application proposes 4.3 hectares of passive Open Space of Public Value in the Wokingham Countryside strip which exceeds the policy requirement for passive open space. In lieu of providing active open space the applicant states at paragraph 5.03 of the Design & Access Statement that the development will provide a contribution towards the enhancement of the sporting facilities at the Farley Wood Recreation Facility together with land for playing fields at the new Primary School. It will also provide one Local Area of Play (LAP) and two Local Equipped Areas of Play (LEAP).

While not expressly mentioned in SALP Policy SA8 the principle of allowing a substantial element of active OSPV to be provided off-site is accepted in the Amen Corner SPD. Paragraph 7.4 states that the active OSPV provision can include shared use of school playing fields by local community clubs and groups outside of school hours; the enhancement of the sporting facilities at the Farley Wood Recreation Facility and the provision of appropriate play areas as part of the development.

It is therefore considered that the application would be in accordance with the guidance set out in the Amen Corner SPD and Policy SA8 in respect of the provision and amount of open space subject to the on-site provision of children's play areas; a contribution towards the enhancement of the sporting facilities at the Farley Wood Recreation Facility and the provision of land for playing fields at the new Primary School (whether these can in practice be shared with community groups will be a matter for the eventual operator of the school and as such is not considered to lie within the control of the applicant).

f) Maintenance of a gap between Wokingham and Bracknell (comprising on-site open space and/or SANG):

The Amen Corner South site lies within the broad area of the Strategic Gap between Bracknell and Wokingham identified in the Core Strategy. The maintenance of this gap between Wokingham and Bracknell is an important consideration, and was considered during the SALP Examination. As a result of the examination process, a settlement boundary was added to the Policies Map for this site, and modifications to Policy SA8 were made to include specific reference to the need to maintain a gap between Bracknell and Wokingham. The SALP Inspector concluded that subject to the Council's suggested changes, he was satisfied that an adequate gap would be maintained.

The intended settlement boundary would abut the Borough boundary. However, open land would remain within Wokingham Borough between the site and the dual carriageway (the A329), which largely separates it from the remainder of that Borough. The submitted parameter plans and illustrative masterplan show that the various built forms of the proposed development would all be sited within the defined settlement boundary and the open land within Wokingham would be retained as open space. This is in accordance with the Policies Map and also the illustrative concept plan. At this stage design and layout are reserved for future consideration at the reserved matters stage. These will need to consider the proposed development along the edge and periphery of the settlement boundary in terms of potential bulk, scale massing. It is therefore considered that the application would meet the requirements of Policy SA8 in respect of the maintenance of a gap between Wokingham and Bracknell.

For the above reasons the principle of the proposed development is in accordance with SALP Policy SA8, subject to the completion of a s106 agreement containing obligations securing on and off site infrastructure and services required to meet the needs of the development and to mitigate its impact, the application is in accordance with Policy SA8.

Conclusion on the Principle of Development

The relevant Development Plan policies outlined above relating to the principle of the proposed development are considered to be up to date, and consistent with the NPPF. For the reasons set out above, and subject to the completion of appropriate obligations securing on-site infrastructure and services required to deliver the comprehensive development of the whole allocation site it is concluded that the proposed development in both applications would be in accordance with Policies CP1 and SA8 of the SALP, Policies CS2, CS9, and CS15 of the Core Strategy and the NPPF.

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

The following sections of this report will consider whether there are other material considerations that indicate a determination should be made otherwise.

9. URBAN DESIGN AND IMPACT ON THE CHARACTER OF THE SURROUNDING AREA

'Saved' BFBLP Policy EN20 and CSDPD Policy CS7 (which are considered to have significant weight in relation to para. 215 of the NPPF, as they are consistent with Chapter 7 of the NPPF) are relevant. The site contains a number of trees, some of which are protected by TPO, and therefore 'saved' 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 (in relation to para. 215 of the NPPF).

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 northern access into the site from London Road and the configuration with the access to the truncated section ("Old" London Road) creates a highly engineered area at the entrance into the site. Good design principles would result in a built form that provides a clearly identifiable entrance into the site, including a gateway building. The width of the highway solution will make it difficult to create a sense of enclosure, and a built form clearly defining the entrance to the development. The design of the junction is likely to result in the built form on either side of the access proposal being wide and set back from the highway. This would create a wide open entrance to the development with limited focus. While this is a negative aspect of the scheme, the highway officer has considered whether the space needed for this junction could be reduced but has advised that this is the minimum required in order to achieve a safe access to the site while maintaining existing access to properties on Old London Road. The detailed design of buildings and their relation to the public realm will therefore need to be carefully considered at the reserved matters stage.

The eastern approach to the site should also have a landmark building forming a gateway into the development from the east to provide a high quality design for this new development. A combination of adjoining existing uses and the configuration of the application site in this area will make it difficult to achieve a satisfactory approach to the development from this side. The proposed eastern approach to the site commences at the Cain Road/Beehive Road/ John Nike Way roundabout from where the proposed new spine road would initially run on the existing alignment of Beehive Road, widened to the north such that it would encroach into the Ski Centre car park. The lost parking spaces would have to be re-provided to ensure the ski centre retains adequate car parking, and the only realistic location is land within the application site immediately west of the existing car park on the site of the derelict properties of Karthia and The Bungalow. Therefore the northern boundary of the spine road along this eastern approach would be adjacent to this existing and extended car park. This is not ideal from an urban design perspective, but is the only feasible option.

The southern boundary of the spine road adjoins the existing HP premises before running past the disused golf driving range and Victorian cottages on North View. None of these were included within the original application site and therefore there was very limited opportunity to secure a landmark building or gateway feature marking this approach to the site. However, the separate application for the primary school partly addresses this and provides an opportunity for a landmark school building to be provided between Beehive Road and South View as envisaged in the SALP concept diagram for this site.

With the exception of the school the spine road would not have any frontage development along this eastern section. It is an important principle of good design that streets, whilst serving vehicular movement, are seen as places for all the community and where people and children feel comfortable on foot or cycle. Therefore, streets need to be overlooked and generate activity. Banks of parking bordering the main street within the development and

near the school would not create a safe and attractive streetscene for the future community here, particularly as this would be the route to the school. Having some dwellings fronting onto the link road would provide activity and surveillance which car parking will not achieve.

Given the limited width of the site at this point and the presence of important trees north of the spine road this would be difficult to achieve on the north side of the spine road and therefore any frontage development is likely to have to wait until other parts of the allocation site (i.e North View and South View) come forward for development. In the interim it is considered that a soft, green character would be the best way to provide an attractive approach to the site from the east through the retention and enhancement of existing landscaping and important trees, together with new high quality structural landscaping along the spine road. This high quality landscaped approach will be sought through the reserved matters submissions. High quality built design, including a landmark school building, will be sought as part of any future applications for the development of the land south of the spine road.

As noted above the existing buildings on the southern part of the site, are unattractive small general industrial businesses principally involved in vehicle repair, open storage, and scrap metal recovery. It is considered that the removal of these buildings and replacement with a new well designed mixed use community with landscaping and public access to large areas of public open space would considerably enhance the character of the area, and represent an attractive extension to Bracknell.

The proposed loss of trees within the site is not considered to result in any adverse impact on the character of the area, as the most important trees and woodland belts around the perimeter of the site and within green corridors running through the site would be retained.

In conclusion it is considered that although the requirements of providing adequate access to the site and the omission of significant areas of the comprehensive SA8 allocation site from this application will prove challenging, in view of the fact that this is only an outline application with detail design and landscaping matters reserved for later consideration, and the requirement to deliver housing on this site, it is considered that an acceptable design could be found during the working up of the details and as further applications are made for the residual areas of the allocation site. This would enable a development to be created on this site which enhanced the character and appearance of area. Therefore this outline proposal is not in conflict with the relevant sections of Core Strategy Policy CS7 and saved Bracknell Forest Borough Local Plan (BFBLP) Policies EN1 and EN20.

10. RESIDENTIAL AMENITY

BFBLP 'Saved' Policy EN20 proviso (vii) seeks to prevent development that would adversely affect the amenity of surrounding properties. Generally this site is self-contained with relatively few places where it would impact directly on existing residential properties. The main impact would be on properties on North View and South View which would be largely surrounded by the development site. It is considered that the detailed layout could be designed to avoid any undue impact on the amenities of these properties. However care will be needed to ensure the amenities of these properties is adequately protected during the construction process. This can be controlled through appropriate conditions. It is also noted that few objections have been raised to the principle of the proposed development; rather the concerns are that their properties have not been included in the application. This suggests an acceptance of the principle and a willingness for their properties to be brought forward for development as envisaged in the wider site allocation.

No other properties are considered likely to suffer any significant adverse impacts on their residential amenity, and the proposal is therefore considered to be in accordance with saved Policy EN20 proviso (vii).

11. TRANSPORT IMPLICATIONS

Saved BFBLP Policies M4, M6, M8 and M9 and CSDPD Policies CS23 and CS24 seek to promote or retain safe highway access, sustainable modes of transport and suitable parking provisions, thus avoiding highway safety implications. These policies are consistent with the objectives of the NPPF (Chapter 4, in particular para. 32), and can therefore be afforded full weight.

a) Vehicular access to the site:

The application proposes a new spine road linking London Road and Cain Road, connecting to the existing roundabout at the bottom of John Nike Way and Cain Road. A new signalised junction would be constructed on London Road that will allow access into the spine road from the east and the west but only egress to the west towards the A329. The design of the junction includes pedestrian/cyclist facilities and associated footways/cycleways. The applicant has designed the interface with the "Old London Road" effectively as a left inwards right outwards junction requiring vehicles to use the proposed roundabout on the spine road to the south to gain access. Following initial concerns about limited forward visibility and the safety of pedestrians and cyclists, the left turn slip road into Old London Road has been amended. It now includes a 3m cycleway on the northern side of Old London Road, to provide a link to the crossing at the junction creating a safe connection to the cycleway along London Road. The central island at the junction has also been amended to provide greater room for pedestrians and cyclists to safely wait before crossing.

The realignment of the London Road to provide the access requires the re-profiling of the existing embankment located adjacent to the Old London Road. The plans have been amended to provide a level verge required to locate services including street lighting columns.

The internal access roads serving the development are adequate for the potential use of the road by the vehicles expected to use it.

Proposed roundabout junction

The applicant has proposed a 4 arm roundabout at the western end of the site that is located approximately 180m to the east of the new signalised junction. This junction has been designed to maintain access through the site while serving part of the secondary access road that feeds the bulk of the proposed residential development to the south of the site. There is also a northern arm to this junction which is intended to provide access to the proposed neighbourhood centre as well as connecting to the existing car park of the Coppid Beech Hotel.

Overall the principle form of the junction is acceptable and the final design will be controlled by condition.

New accesses to North View and South View

The proposed accesses have come about due to the alignment of the proposed spine road. These roads only serve a limited number of properties but access needs to be safely maintained and a turning heads are required as refuse collection and deliveries must not stop on the spine road.

Overall the principle form of the junctions is acceptable and the final design will be controlled by condition.

Beehive Road existing junction alterations

The proposal is to alter the junction radii and provide a footway returning back into the side road. This route will link up to the footbridge and thus this route will be a significant benefit for pedestrians and cyclists to link up to the existing residential development to the south and the southern industrial estate. The route would also provide cycle and pedestrian links to the proposed school.

Overall the principle form of the junction is acceptable and the final design will be controlled by condition.

Internal access road:

As part of the proposal the applicant has indicated that an internal spine road linking London Road to Cain Road will be provided. This would be generally on the alignment indicated on the illustrative concept plan in the SALP. Some illustrative details of this access road have been provided with the outline application to ensure that a suitably designed road to serve the site can be accommodated. The spine road has been designed to cater for traffic for the whole development. The carriageway is 6.5m wide and wider than this where right turn lanes have been provided. This width of road will be adequate to serve the proposed development. The road has some areas of steeper gradients, which comply with current adopted standards.

Overall the principle of the spine road is acceptable and the final design will be controlled by condition

b) Pedestrian/Cycle Access:

The existing cycle route heading eastwards along the south side of London Road connects back into an existing footway at the junction of John Nike Way. The scheme proposes to widen the existing footway up to this junction to provide a footway at least 3m wide to cater for both pedestrians and cyclists.

The applicant has proposed a new 3.5m wide footway/cycleway that runs along the north side of London Road from the proposed signal controlled crossing forming part of the Spine Road junction to the Coppid Beech roundabout. It is acknowledged that this will have an impact on the trees along this section of the highway, and that there will be a requirement for a retaining structure along part of the route. However this section of footway/cycleway is essential to provide a safe connection towards Wokingham as well as provide a connection to bus stops. It is also considered essential for the development of the adjacent Amen Corner (North) urban extension.

c) Public Transport:

It is proposed that the existing commercial 190 bus service will be diverted along the proposed Spine Road to serve the site. S106 obligations are also being sought to secure enhancements to existing or new services in the area. .

d) Travel Plan:

A residential travel plan framework has been provided for the site, it is a requirement for the scale of the development and it will be included within a S106.

e) Parking Requirements: (to include turning area / on street etc)

Various parking solutions will be brought forward under the reserved matters applications for the development parcels, proposed. Parking is not a consideration for these applications.

It is acknowledged that parking provision for the existing ice rink is affected by the proposed spine road; the applicant has indicated that parking will be re-provided to the same level as indicated in the submitted plans.

Cycle parking will also be covered at a reserved matters stage.

f) Vehicle Movements / per day:

The applicant has utilised the Bracknell Forest Multi modal model to assess the impact of the proposal on the transport network. The applicant then undertook an analysis of the junction proposals associated with the site to establish the capacity of the proposals.

The assessments indicate that the junctions within the development operate within capacity. In respect of the assessment of the main signalised junction this has been carried out as a linked junction to John Nike Way. The analysis indicates that the junctions run close to capacity with long queues in both directions at various times of the day.

The original modelling did not indicate any specific modelling for a junction for the Amen Corner (North) site. This is important as the inclusion of the junction would have an impact on the flow of traffic through the junction.

The assessment of the Coppid Beech roundabout also indicates that that junction works within capacity. This junction lies with Wokingham BC and a proposed improvement of this junction is expected to be undertaken in the near future.

A considerable amount of further work has been carried out by the applicant's transport consultant to address the original concerns raised by the Highway Authority. These concerns were mainly due to the design of the access on London Road and the capacity issues that may arise along London Road. A Transport addendum report has been submitted that seeks to address the issues raised in respect of access and has provided more in depth modelling of the network and has also looked at a potential access to the north side of London Road.

The remodelling of the site has now provided much more detail and has also included the potential traffic that could occur from the expansion of the Hewlett Packard site in response to the objection by HP. In that respect the Highway Authority is content that a robust assessment of the potential traffic in the area has now been modelled. The inclusion of the new road to serve the site has provided the ability for traffic heading south towards Cain Road and beyond to distribute evenly across both the new road and John Nike Way ensuring that adequate capacity remains at both junctions which was the concern raised before. The applicant has modelled a cross roads at John Nike Way to show that access to the Amen Corner North site is not disadvantaged by this proposal and the modelling shows that it is not.

In respect of wider impacts some roads witness an increase and some a decrease due to changes in traffic behaviour but overall the levels of traffic on the network do not give cause for concern. The road that witnesses the greatest percentage increase is Cain Road and this is not unexpected due to the new road running through the site. The model results for Cain Road indicate that junctions along the road are not compromised. On certain junctions delay increases slightly but not detrimentally.

In terms of the operation of Hewlett Packard there is no change to operation of the main access to its site, the main change occurs from the increase that comes about from the potential increase in activity that would occur if the additional permitted floorspace at the HP site was built. It should also be noted that the modelling loads all traffic from HP onto the main access and no traffic comes into or out of the site from the junction to the east that is

adjacent to Dell. Clearly that access could be used and this would reduce impact at the main access.

Overall the Highway Authority is content that the impact along this road is not so significant to warrant refusal. It also seeks contribution payments to mitigate the local transport network and any such sums secured could be used to carry out minor improvements along Cain Road should it be necessary in the longer term.

The following additional comments apply In respect of application 14/00472/OUT for the primary school.

Access: (to include speed limit / adopted etc.)

The site is located on Beehive Road, which adjoins Cain Road. The proposal is to provide a new 2 form entry primary school in this location, with all matters reserved. However, the applicant has indicated that vehicular access will be via Beehive Road which is acceptable and that drop off facilities will be provided within the site. Part of the land will also be used to provide a turning head for vehicles using the route. Furthermore the applicant has indicated that a new footway will be provided along the Beehive Road to provide safe access and a new pedestrian access point to the site from the north will also be provided. Such an access would be sought when the new spine road is constructed to aid in the safe movement of children from the residential development.

Furthermore, a new pedestrian/cyclist link to the south of the proposed site is indicated and this will be delivered as part of the wider site proposals.

Parking Requirements: (to include turning area / on street etc)

Parking in line with standards set out in the relevant SPD will be required at the reserved matters stage and consideration for how drop off and pick up will also need to be detailed.

Cycle parking on site will be required in line with standards as well.

Vehicle Movements / per day:

The site will generate additional traffic, the majority of which would be as part of a linked trip from the residential development that will come forward. A school as part of the wider development brings with it the chance to reduce the amount of car borne trips as access on foot/cycle will be promoted through the design of the residential layouts.

Some staff trips will be expected and the majority of these would be from off site, although some members of staff may live on the wider site in due course.

The traffic associated with the school proposal will have a nominal impact subject to its occupation not occurring until the proposed spine road serving the wider site has been implemented.

A S106 securing a school travel plan will be required. Off site works to provide access and footway improvements to Beehive Lane could also be secured by legal agreement.

The proposals are therefore in accordance with the above Development Plan policies and the NPPF.

12. LANDSCAPE AND TREE ISSUES

Policy CS1 requires development to protect and enhance the character and quality of local landscapes and the wider countryside. Policy CS7 requires development proposals to enhance the landscape and provide high quality usable open spaces and public realm.

Saved BFBLP Policy EN1 seeks to prevent the loss of trees which are important to the retention of, inter alia, the character and appearance of the landscape or townscape. Saved BFBLP Policy EN20 sets out various design considerations to be taken into account in new development, including the retention of beneficial landscape or ecological features. Proviso (iii) seeks to ensure that the design promotes, or creates local character and a sense of local identity. Proviso (vi) seeks to avoid the loss of natural features such as trees, hedges or banks. These policies are considered to be consistent with the NPPF, therefore can be afforded significant weight...

The applicant has amended the alignment of the eastern section of the spine road to enable the retention of the existing vegetation along North View. This should also enable the central section of the spine road to be constructed with less tree loss than originally envisaged, although it is acknowledged that a number of significant trees are likely to be lost.

The applicant has also submitted revised illustrative plans for the layout of the expanded ski centre car park which show a reduced impact on existing trees and improved landscaping screening the parking area from the spine road.

It is considered that the issues raised at this outline application stage are best addressed in terms of the general landscape impact, as it is considered that on a development of this scale detailed tree and landscape issues are better dealt with at the reserved matters stage should outline permission be granted. It is considered that any issues concerning the loss of trees (if the development as a whole was found acceptable) could be satisfactorily dealt with through replanting, landscaping and management schemes to be drawn up in detail at a later stage. In addition the protection of retained trees can be controlled through appropriate conditions.

The proposals are therefore in accordance with the above Development Plan policies and the NPPF.

13. BIODIVERSITY (OTHER THAN SPA)

Core Strategy Policy CS1 which is consistent with the NPPF, supports development that protects and enhances the quality of natural resources including water, air, land and biodiversity. Policy CS7 supports development proposals which enhance the landscape and promote biodiversity. These policies are consistent with para. 118 of the NPPF which states that LPAs should aim to conserve and enhance biodiversity. The Council's Biodiversity Officer originally had serious concerns about the proposed bunds in the ancient woodland of Riggs Copse as these would constitute considerable disturbance to the ancient woodland and would change its character. Amended drainage details have been submitted that address this issue by removing the need for bunds in Riggs Copse.

The proposed development, as amended, in conjunction with the proposed biodiversity mitigation measures is considered to secure the protection and enhancement of biodiversity in accordance with CS Policies CS1 and CS7.

14. AIR QUALITY, GROUND CONTAMINATION AND NOISE IMPACTS (OTHER THAN SPA)

As noted above the ES has been amended to consider these matters further, following objections raised by HP and others. The ES concludes that dust may be generated during construction causing annoyance to dwellings in close proximity to the construction works. Dust control measures will be applied within a Code of Construction Practice to minimise dust impacts which will be required by condition..

Increases in emissions from traffic associated with the proposed development are predicted to have a negligible effect on local air quality. Predicted pollutant concentrations are well below National Air Quality Strategy Objectives and air quality at the site is predicted to be suitable for residential development.

The consideration of additional traffic from Hewlett Packard has no significant effect on these conclusions. Hewlett Packard's offices are not a relevant receptor as it is not a residential use, however even if it was the air quality would be suitable.

Noise measurements have been made around the development site so as to establish the current noise levels to which the site is exposed. The likely future noise levels have been calculated based on traffic flow figures for the existing and new road based upon data derived from the amended Transport Assessment.

Noise criteria have been derived for the existing and proposed residential properties, for the proposed school and for the Hewlett Packard offices. Assessments of the calculated future noise levels conclude that there will be a requirement for some proposed residential properties to be provided some form of acoustically rated background ventilators in order to provide internal noise levels within the BS8233:2014 criteria.

The noise levels on the area allocated for the school are such that there is scope that, in part, the school could be naturally ventilated.

For the most part it is calculated that the change in noise levels at residential properties due to the changes in the traffic flows will be less than 3 dB which could give rise to "Minor" impact on residential amenity. In the worst case it is calculated that the change in noise levels at residential properties in North View adjacent to the proposed Spine Road due to the changes in the traffic flows will be around 4 dB which could give rise to "Moderate" impact on residential amenity.

Mitigation to reduce the noise from the proposed Spine Road to North View could bring the increase in external noise levels to less than 3 dB and within the "minor" impact category. The calculated noise garden noise levels at North View is within the BS8233:2014 55 dB LAeq, to upper guideline value for private gardens and amenity spaces.

The level of external noise at the Hewlett Packard offices from traffic on the proposed new Spine Road is calculated to be at a level which still enables windows to be opened for ventilation in both executive and open plan offices.

In respect of ground conditions, the ES has assessed the potential impacts the proposed development may have on the ground conditions of the site and surrounding area. A desk study review of published information and an intrusive ground investigation comprising boreholes, window samples and trial pits, has been undertaken to obtain information on the ground conditions to support the assessment.

The site is generally undeveloped within the central, eastern and northern parts. Within the south of the site there are a number of industrial activities including car breakers, MOT centre and vehicle re-spray centre. Former landfill sites are present on the south and west areas of the site.

In parts of the site (predominantly the southern area), the historical uses of the site have resulted in elevated concentrations of some potentially contaminative substances being present, predominantly in areas of Made Ground. In addition, the site monitoring carried out to date has indicated the presence of ground gas (low levels of methane and carbon dioxide)

across the site. The groundwater sampling and testing carried out to date, as part of the intrusive investigation, has not indicated the presence of significant or widespread contamination in the groundwater at the site.

A Preliminary Options Remediation Statement has been undertaken to identify the potential options for dealing with any contamination present. At the detailed design stage, a complete remediation strategy will be developed that will involve treatment or removal of the contamination, if necessary, to ensure there are no long term risks to human health or ground and surface waters

The Council's Environmental Health Officer has raised no objections on these issues subject to appropriate conditions being imposed. Therefore the proposal is in accordance with BFBLP Policy EN25 and paragraph 120 and 121 of the NPPF

15. THAMES BASIN HEATHS SPECIAL PROTECTION AREA (SPA)

Policy CS14 (and Policy NRM6 of the South East Plan) relate to consideration of and mitigation of impacts upon the SPA. These establish a general presumption against new residential development within a 400m straight line distance of the boundary of the SPA, and require appropriate avoidance and mitigation measures in respect of development within a 5km straight line distance of the SPA. These policies are considered to be consistent with paras. 113 and 119 of the NPPF which require LPAs to set criteria based policies against which proposals for any development affecting protected wildlife will be judged.

The Council, in agreement with Natural England (NE), has formed the view that that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath SPA is likely to have a significant effect on the SPA, either alone or in combination with other plans or projects.

This site is located approximately 3.15km from the boundary of the SPA and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

Therefore, a Habitats Regulations Assessment (HRA) must consider whether compliance with conditions or restrictions, such as a planning obligation, can enable it to be ascertained that the proposal would not adversely affect the integrity of the site.

In line with the relevant policies the project as proposed would not adversely impact on the integrity of the site provided the following avoidance and mitigation measures are provided and prior to permission being granted an applicant enters into a Section 106 Agreement. These mitigation measures have been agreed with Natural England which has not raised an objection to this application.

i) The Provision of Bespoke SANG and its Ongoing Maintenance in Perpetuity

SALP Policy SA8 requires a bespoke on site and off site SANG of at least 8ha per 1,000 new residents. It is estimated that the development proposals will give rise to a population increase of 1,271 people. Therefore, to accord with the SALP, there is a requirement to provide at least 10.2ha of SANG. The applicant has proposed a combination of on site and off site SANG. On site it proposes Riggs Copse (2.7 ha) that will mitigate 146 dwellings (338 persons). Therefore the residual amount of dwellings to be mitigated off site at the Council owned Big Wood is 404 dwellings which amount to 7.5 ha. In addition Big Wood will need to provide capacity for the residual amount of dwellings for the Amen Corner South allocation of 725 dwellings not forming part of the current application i.e 175 dwellings. The SANG

requirement for 175 dwellings is 3.2 ha which will form the residual amount of Big Wood left after the needs of the current application are met.

The whole of Big Wood (10.7ha) will be required to be enhanced to SANGs standard before commencement of the development so that a functioning SANG is in place in accordance with the approved SANG Management Plan. It is not realistic to provide the SANGs area contained in Big Wood in phases. In practical terms it would be very difficult to open up parts of a wood to public access while other parts are unmanaged and path links are not completed. Also in order for Big Wood to be a functioning SANG, the entire circular walk needs to be in place.

The whole of Riggs Copse SANG (2.7ha) (and the link to Big Wood SANG) will be required to be enhanced to SANGs standard before commencement of the 405th dwelling.

The applicant has submitted a draft SANG Management Plan with the application. The quality and content of this are considered to be generally appropriate and acceptable. The intention is that a final SANG Management Plan will be appended to the s106 Agreement which will give certainty that the SANG mitigation will be delivered in perpetuity on the ground.

Attractive access to Big Wood SANGs must be available from all phases of the development on occupation so that visitor patterns to the SPA are not unintentionally set in early stages of occupation. Attractive access to Riggs Copse SANGs must be available from all phases of development occupied on or after the enhancement of Riggs Copse SANG. Before occupation of the development the longer SANGs link between Riggs Copse and Big Wood must be provided and signposted in accordance with the SANGs Management Plan agreed with the Council and NE.

Once enhanced to SANG standard (including the remediation of oil based pollution) in agreement with the Council and NE, ownership of Riggs Copse will be transferred to Bracknell Forest Council with appropriate terms and conditions and secured by legal agreement.

ii) SANGs in Perpetuity Maintenance Costs

Ongoing in perpetuity management of the SANG will be undertaken by BFC in accordance with the SANG Management Plan. Contributions will be sought to ensure that the SANGs is managed in perpetuity in accordance with the SANGs Management Plan which will be agreed with the Council and NE. The level of contributions will be set out in the S106 Agreement.

iii) Strategic Access Management and Monitoring (SAMM) contributions

A Strategic Access Management and Monitoring (SAMM) contribution must be paid on commencement of the development in accordance with the SPA SPD. This contribution may be phased.

In conclusion it is considered that the development would not adversely affect the integrity of the Thames Basin Heaths SPA provided that the above measures are put in place. These measures will prevent a significant adverse affect on the integrity of the SPA. It is considered that these matters could be addressed through a SANG Management Plan and appropriate obligations within a s106 agreement. Therefore 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) permission may be granted.

BBOWT are concerned that the proposed SANGS links do not meet the current NE guidelines. In response it has been agreed with NE that there do not appear to be any viable alternatives to those which are proposed to link Riggs Copse and Big Wood. It is therefore considered that if the links between the development and the proposed SANGS at Riggs Copse and Big Wood, plus the existing SANGS at Peacock Meadows and Jennett's Park, are well advertised and signposted, then these links should work effectively in getting people between these open spaces. NE is in agreement with this position.

Also, a SANG the size of Big Wood (approx. 10.7ha) has a catchment of 2km. This SANG falls well within the catchment area of the development at Amen Corner South.

The footpath link from the development to Big Wood would need to be enhanced before any housing is occupied and this forms part of the enhancement work set out in the SANGs Management Plan.

It is considered that these matters could be addressed through appropriate obligations within a s106 agreement.

The proposals are therefore in accordance with the above Development Plan policies and the NPPF.

16. FLOODING AND DRAINAGE ISSUES

The application is accompanied by a Flood Risk Assessment. This sets out a proposed drainage strategy that will ensure that once the development is completed, increased runoff will not increase the risk of flooding. The use of oil separators prior to the discharge of water running off the site will reduce oil contamination in the water.

The Environment Agency and the council's sustainable drainage officer have confirmed that the proposed arrangements for drainage are acceptable in principle; however detailed drainage strategies will need to be secured through condition. In response to comments by HP, it is noted that HP do not dispute that the proposed drainage strategy is technically achievable, and that the balancing pond has spare capacity. Its concern appears to be that the applicant does not have sufficient legal rights to drain the whole development site into the balancing pond owned by HP. Clearly any developer will need to satisfy itself that it has sufficient rights to drain into the balancing pond, and therefore a condition is proposed that the development shall not be commenced until off-site drainage has been provided in accordance with an approved detailed drainage strategy.

17. AFFORDABLE HOUSING

Policies CS16 and CS17 of the CS (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. In such circumstances, 25 per cent affordable housing is required, subject to viability.

The application proposes up to 25% of the total number of dwellings could be for affordable housing subject to viability. This is considered acceptable in principle, and can be secured through appropriate obligations in the s106 agreement

18. INFRASTRUCTURE AND COMMUNITY FACILITY REQUIREMENTS

NPPF para. 70 refers to delivering the social, recreational, cultural facilities and services communities need, including the need to plan positively for the provision and shared use of space, community facilities (including shops etc), and the need to ensure an integrated approach to considering the location of housing, economic uses, community facilities and services. Para. 72 sets out that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and that LPAs should give great weight for the need to create new schools.

Core Strategy Policy CS6 expects development to contribute to the delivery of:-

1. infrastructure needed to support growth and
 2. infrastructure needed to mitigate impacts upon infrastructure.
- This policy is consistent with the NPPF and therefore can be afforded significant weight.

SALP Policy SA8, as well as allocating this site for a mixed development as described earlier in this report, also sets out the infrastructure required to support this development. This includes:

A comprehensive package of on- and off-site transport measures to mitigate the development's impact on roads and encourage sustainable modes of transport.
A new spine road linking London Road and the Beehive Road/John Nike Way junction to provide a single access for all the development allocated in this policy.
On-site in-kind provision of a waste recycling facility.
On-site in-kind provision of a Primary School, on sufficient land to allow expansion.
Financial contributions towards the provision of Secondary School and Special Educational Needs places.
In-kind provision or financial contributions towards the enhancement and expansion of the Farley Wood community centre into a multi-functional community hub.
Measures to avoid and mitigate the impact of residential development on the Thames Basin Heaths Special Protection Area (SPA), in agreement with the Council and Natural England. This will include provision in perpetuity;
- of on-site and off-site bespoke SANG of at least 8ha per 1,000 new population;
- a financial contribution towards Strategic Access Management and Monitoring; and
- any other measures that are required to satisfy Habitats Regulations, the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.
A comprehensive package of on-site, in-kind Open Space of Public Value, in accordance with standards.
Protection and enhancement of Public Rights of Way.
Integration of Sustainable Drainage Systems.
Provision of Green Infrastructure (in addition to elements listed above).

The IDP expands on this list and provides more detail of the required infrastructure and community facilities.

Paragraph 178 of the NPPF states that to ensure 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 applicant has submitted a viability appraisal which concludes that the development would not be viable if the entire package of infrastructure and community facilities as sought by the Council were to be provided.

Independent expert advice on the applicant's viability appraisal has been sought in order to establish what would be a reasonable s106 requirement taking into account the need to ensure a viable scheme. This has advised that the development proposed would be viable with full policy compliance. Subsequently long and detailed negotiations have taken place in an attempt to find common ground on this issue. The position has now been reached whereby there is broad agreement on those items of infrastructure which will be provided on site, and on the principle of financial contributions towards off site provision by others.

However a number of details still need to be resolved, but your officers are now satisfied that a successful conclusion to these negotiations is possible and in view of this it is therefore recommended that if Members are minded to grant permission, this is subject to the satisfactory outcome of these negotiations, and the completion of a s106 agreement.

19. CONCLUSIONS

SALP 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. Para. 49 of the NPPF sets out that housing applications should be considered in the context of the presumption in favour of sustainable development. This report has concluded that the relevant development plan policies relating to the principle of development are up to date and consistent with the NPPF and as such should carry substantial weight.

The application site was considered in the preparation of the SALP and ultimately it was allocated for development by SALP Policy SA8 when the local plan was adopted last year.

For the reasons set out in the report it is concluded that the principle of the proposed development is acceptable as it would be in accordance with the NPPF, Policy SA8 of the SALP, and Policies CS2, CS9 and CS15 of the Core Strategy.

Representations have been received from a number of individuals and organisations which raise a number of other material considerations. As the principle of the proposed development is in accordance with the development plan and therefore acceptable, the presumption in favour of sustainable development requires that the application proposals should be approved, unless other material considerations indicate otherwise. The application should therefore only be refused if the adverse impacts identified significantly and demonstrably outweigh the presumption in favour of sustainable development.

This report has considered the proposal against relevant policies in the development plan and other material considerations, including the NPPF. It is concluded that the proposal would be in accordance with development plan policies to which substantial weight should be given. However, in the absence of suitable planning conditions and obligations, the application would fail to mitigate the impact of the proposed development on local services and infrastructure, and the SPA, and to secure affordable housing.

Therefore the application is recommended for approval subject to appropriate conditions and the completion of a s106 agreement to secure the matters referred to in section 18 including the deliverability of an appropriate level of affordable housing, the mitigation of off-site impacts including the SPA and transport and securing contributions to local facilities and services.

RECOMMENDATION

That authority to determine the application be delegated to the Head of Development Management upon the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act 1990 and subject to various conditions, amended, added to or deleted as he considers necessary.

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

01. The provision of an appropriate level of affordable housing;
02. Measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath Special Protection Area (SPA), including the provision in perpetuity of on-site bespoke SANG; a financial contribution towards Strategic Access Management and Monitoring; and any other measures that are required to satisfy Habitat Regulations, the Council's Thames Basins Heaths SPA Avoidance and Mitigation Strategy and relevant guidance.
03. Securing the timely provision of, and contributions to, local facilities and services including:
 - A comprehensive package of on and off-site transport measures (either through provision in kind or a financial contribution towards provision by others) to mitigate the development's impact on roads and encourage sustainable modes of transport;
 - On-site in-kind provision of a Primary School;
 - a financial contributions towards the provision by others of Secondary education, post-16 education and Special Educational Needs places;
 - a financial contributions towards the provision by others of a multi-functional community hub;
 - a financial contribution towards the provision by others of improvements to existing library facilities;
 - a financial contribution towards the provision by others of improvements to existing built sport facilities
 - a comprehensive package of on-site Open Space of Public Value, in accordance with standards;
 - The provision of waste recycling facilities.

Where on site 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.

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

01. Approval of the details of the scale of the buildings, the access for (other than the vehicular access to/from the site which is not reserved) and the layout, appearance and landscaping of the development (hereinafter called "the Reserved Matters") shall be obtained from the Local Planning Authority in writing before a Phase or Sub Phase (as defined within the details to be submitted and approved pursuant to condition 4) is commenced and shall be carried out as approved, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To comply with Section 92 of the Town and Country Planning Act 1990
02. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission.
REASON: To comply with Section 92 of the Town and Country Planning Act 1990.

03. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

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

04. The development hereby permitted shall not be begun until a Demolition, Construction and Phasing Strategy which shall show the Phases and Sub Phases in which development is to be carried out, has been submitted to and approved in writing by the Local Planning Authority.

The Demolition, Construction and Phasing Strategy shall comprise the following documents unless otherwise agreed in writing by the Local Planning Authority:

1. A Demolition and Construction Programme which shall set out the anticipated sequence in which the following works will be carried out:

- i. Demolition works
- ii. Tree clearance works
- iii. Earthworks
- iv. Construction of development Phases and Sub Phases (including areas of Open Space of Public Value)
- v The implementation of the Suitable Alternative Natural Greenspace (SANG)
- vi. Highway works (including pedestrian/cyclist routes and alterations for construction access)
- vii. Surface water drainage works
- viii. Landscaping works
- ix. Utility works
- x. Recycling facilities
- xi Environmental mitigation works identified in the Environmental Statement
- xii Public Art

2. A Planning Submission Programme which shall set out the anticipated sequence for the submission of the Masterplan, Design Code, Reserved Matters, strategies and other details as referred to in other conditions attached to this permission

3. Phasing Strategy Diagrams which shall include the following details:

- i. The location of each Phase and Sub Phase of development
- ii. The commencement date and order in which works are to be completed in the development Phases and Sub Phases
- iii. Landscape (including areas of passive and active Open Space of Public Value), utility and highway works for each Phase and Sub Phase.

4. A list of the land use components (including number of dwellings and non residential floorspace) of each Phase and Sub Phase of the development.

The Masterplan, Design Code, Reserved Matters, strategies and other details as referred to in other conditions attached to this permission shall thereafter be submitted in accordance with the approved Planning Submission Programme (as may be amended from time to time by agreement in writing by the Local Planning Authority).

The development shall thereafter only be carried out in accordance with the approved Demolition, Construction and Phasing Strategy (as may be amended from time to time by agreement in writing of the Local Planning Authority).

REASON: In order to ensure a phased programme of development in the interests of proper planning and the comprehensive redevelopment of the area.

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

PD27/D Site application boundary submitted 12th June 2014

PD86/A Site application boundary showing land relating to planning applications to Bracknell Forest Council & Wokingham Borough Council submitted 12th June 2014

PD87/A Proposed & Existing Public Rights of Way submitted 12th June 2014

PD98/A Parameters Drawing submitted 12th June 2014

PD127 London Road Sections submitted 29th July 2014

23732-001-SK006-C Proposed highway layout (showing details of cycleway) submitted 29th July 2014

23732-001-004-Q Proposed highway layout submitted 29th July 2014

23732-001-018-F Highway Longitudinal Sections & Cross Sections submitted 29th July 2014

23732-001-019-D Visibility Assessments (west) submitted 29th July 2014

23732-001-020-B Visibility Assessments (east) submitted 28th June 2013

23732-001-021 Swept Paths - London Road submitted 28th June 2013

23732-001-022 Swept Paths - roundabout submitted 28th June 2013

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

- Highway layout: 23732/001/014 rev O

06. Prior to the submission of the first Reserved Matters application a Masterplan and Design Code based on the principles in the Design and Access Statement shall be submitted to and approved in writing by the Local Planning Authority. The Design Code will set out design principles in relation to the following:

- i. Layout, form, scale, and massing requirements for specific plots, character areas, Phases or Sub Phases of the development
- ii. Sustainable design and construction, including energy efficiency
- iii. Built form strategies including density and massing, orientation, street grain and permeability, street enclosure, active frontages, type and form of buildings including relationship to plot and landmarks
- iv. External materials
- v. Mix of dwelling types for each Phase or Sub Phase that contains residential development
- vi. Hard and soft landscaping strategy including the retention of important trees
- vii. Strategy for the design of the public realm including layout of streets, squares, areas of public open space and areas for play
- viii. Sustainable urban drainage
- ix. Boundary treatment / fencing / means of enclosure
- x. Street lighting, signage, and other street furniture
- xi. Alignment, width, gradient, and type of construction proposed for all footways, cycleways and highways
- xii. On street and off street vehicle parking, loading and turning areas
- xiii. Cycle parking and storage
- xiv. Securing access to buildings for all
- xv. Integration of strategic utility requirements, landscaping and highway design
- xvi. Public art
- xvii. External lighting of non-residential buildings, circulatory routes, open spaces and parking areas

Thereafter all Reserved Matters applications shall be submitted in accordance with the approved Masterplan and Design Code (as may be amended from time to time by written agreement with the Local Planning Authority).

REASON: To enable the Local Planning Authority to exercise appropriate control of the design of the development

07. A minimum of 5.12 hectares of Open Space of Public Value (including both active and passive open space, but excluding the SANG area) shall be provided within the development hereby permitted. Such areas of Open Space of Public Value shall be provided in accordance with the Demolition Construction and Phasing Strategy approved by the Local

Planning Authority pursuant to condition 04, made available for public use and retained as such thereafter.

REASON: To ensure the adequate provision of open space within the development
[Relevant Policies: BFBLP R4, Core Strategy CS8]

08. No dwellings hereby permitted shall be occupied until (a) an area of Suitable Alternative Natural Greenspace (SANG) at Big Wood has been laid out in accordance with the SANG Management Plan; (b) the Big Wood SANG has been made available to the public; (c) the public footpath linking the application site to Big Wood has been enhanced in accordance with the SANG Management Plan and (d) the longer SANGs link between Riggs Copse and Big Wood via the existing footbridge at the end of Beehive Road must be provided and signposted in accordance with the SANGs Management Plan.

No more than 405 dwellings shall be occupied until (a) an area of SANG at Riggs Copse has been laid out in accordance with the SANG Management Plan; (b) the Riggs Copse SANG has been made available to the public; and (c) a footpath link between Riggs Copse and Big Wood has been provided in accordance with the SANG Management Plan.

REASON: To ensure that the SANG is provided at the appropriate time.
[Relevant Policies: SEP NRM6; Core Strategy CS14]

09. Prior to commencement of any phase of the development, a programme of archaeological works shall be implemented in accordance with a phase-specific written scheme of investigation for that phase of the development, which has been submitted to and approved by the Local Planning Authority in writing. Where the programme of work provides for field evaluation, the results shall inform archaeological mitigation measures that may be required for that particular phase, to be agreed by the Local Planning Authority.

REASON: In the interests of the archaeological and historical heritage of the Borough.
[Relevant Policies: BFBLP EN6, EN7]

10. Any application for the approval of landscaping as a Reserved Matter shall include details of the following in respect of the relevant Phase or Sub Phase:

- i. The proposed finished ground levels or contours
 - ii. Underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both existing reused and proposed new routes.
 - iii. Comprehensive planting plans of an appropriate scale and level of detail that provides adequate clarity including details of ground preparation and all other operations associated with plant and grass establishment, full schedules of plants, noting species, and detailed plant sizes/root stock specifications, planting layout, proposed numbers/densities locations.
 - iv. Details of semi mature tree planting.
 - v. Comprehensive 5 year post planting maintenance schedule.
 - vi. Means of enclosure (walls and fences etc)
 - vii. Paving including pedestrian open spaces, paths, patios, proposed materials and construction methods, cycle routes, parking courts, play areas etc.
 - viii. Recycling/refuse or other storage units,
 - ix. The siting, layout and equipment proposed for any Active and Passive Open Space of Public Value
 - x. The creation of new water and associated habitats including landscaped buffers to watercourses
 - xi. Details of ecological mitigation measures where appropriate
 - xii. Any other landscape features (water features, seating, trellis and pergolas etc).
- No building within a phase or sub phase shall be occupied until landscaping for that phase or sub phase has been provided in full and in accordance with the approved details of landscaping for that Phase or Sub Phase.

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

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

11. A landscape management plan, including:

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

for all landscape areas within a Phase or Sub Phase of the development (other than the SANG, large open space areas to be transferred to the Council by agreement and domestic gardens) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any part of that Phase or Sub-Phase of the development. The landscape management plan shall be carried out as approved, unless otherwise agreed in writing by the Local Planning Authority.

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

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

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

12. No Phase or Sub Phase of the development shall be begun until the following details have been submitted to and approved in writing by the Local Planning Authority:-

- a) A comprehensive land (topographical) survey in accordance with Section 4 of British Standard 5837:2012 'Trees In Relation to Construction Recommendations' (or any subsequent revision), identifying the positions of all existing trees over 250mm girth at 1m (or overall woodland group outlines) to be retained (including their crown spreads) together with any retained hedgerows or shrubbery on the land to be retained in that phase;
- b) Details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site which overhangs the site; and
- c) Details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site

In this condition "retained tree" means an existing tree which is to be retained in accordance with the survey referred to in paragraph (a) above.

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

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

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

13. All existing trees, hedgerows and groups of mature shrubs shown to be retained on the survey approved by the Local Planning Authority pursuant to condition 12 (part a) shall be protected by 2.3m high (minimum) protective barriers, supported by a metal scaffold framework, constructed in accordance with Section 9 (Figure 2) of British Standard 5837:2012, or any subsequent revision. The protective fencing shall be erected in the locations to be agreed in writing by the Local Planning Authority prior to the commencement

of that Phase or Sub-Phase and shall be retained until the completion of all building operations on that Phase or Sub-Phase.

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

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

14. Save for domestic gardens, once laid out/planted the areas shown for hard and soft landscaping purposes on the plans approved by the Local Planning Authority pursuant to condition 1 shall thereafter be retained as such and shall not be used for any other purpose without the prior written permission of the Local Planning Authority.

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

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

15. No Phase or Sub Phase of the development hereby permitted shall be commenced until the access works in respect of that Phase or Sub Phase as set out in the approved Demolition, Construction and Phasing Strategy have been completed in accordance with the following drawings (subject to any minor variations that may be required through the completion of a s278 agreement with the Highway Authority):

23732-001-SK006-C Proposed highway layout (showing details of cycleway)

23732-001-004-Q Proposed highway layout

Thereafter such accesses shall be retained and there shall be no motor vehicular access or egress from the site onto London Road, North View, South View, Beehive road or Cain Road other than from these approved accesses.

REASON: In the interests of highway safety.

[Relevant Policies: CS CS23]

16. Unless otherwise agreed in writing by the Local Planning Authority, no dwelling or other building shall be occupied until:

(a) a means of vehicular access; and

(b) a means of access to it for pedestrians and cyclists; and

(c) vehicle and cycle parking spaces;

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

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

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

17. No dwelling hereby permitted shall be occupied until a new footway / cycleway adjacent to the north side of London Road has been completed between the Borough boundary and the proposed signal controlled crossing of London Road in general accordance with the works shown on drawing 23732-001-SK006-C.

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

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

18. No development shall take place until an overarching surface water drainage strategy for the whole site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, and in accordance with the submitted Flood Risk Assessment has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate (a) that the surface water run-off rate generated up to and including the 1 in 100 year with an allowance for climate change critical storm will not exceed the run-off rate from the undeveloped site following the corresponding rainfall event; and (b) that adequate rights exist to permit discharge into the balancing pond owned by HP.

No Phase or Sub Phase of the development hereby permitted shall commence until details for the disposal of surface water using Sustainable drainage systems and sewage for that Phase or Sub Phase have been submitted to and approved in writing, by the Local Planning Authority.

The details submitted will demonstrate that the surface water run-off rate generated up to and including the 1 in 100 year with an allowance for climate change critical storm for the Phase or Sub Phase, will not exceed the run-off rate from the undeveloped site following the corresponding rainfall event. The Phase or Sub Phase surface water drainage strategy shall be implemented in full prior to first occupation of that Phase or Sub Phase or within any other period as may be agreed in writing by the Local Planning Authority.

Reason: To ensure that the site is properly drained and does not increase the risk of flooding.

[Relevant Policy: BWLP WLP6]

19. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface water that should ensure that soakaways are not constructed into contaminated land has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

REASON: There are specific areas of this site identified as having a previous potentially contaminative use. To prevent enhanced mobilisation of unidentified pollutants within the soils or within areas identified as historic landfills surface water drainage systems must not discharge through contaminated land.

[Relevant Policy: BWLP WLP6]

20. Development shall not commence until a foul water drainage strategy detailing any on and/or off site drainage works to upgrade the foul drainage network, has been submitted to and approved by, the Local Planning Authority. The scheme shall be implemented as approved. There shall be no occupation of buildings serviced by foul water infrastructure or discharge of foul or surface water from the site into the public system until the drainage works referred to in the strategy have been completed in full.

Reason: The development may lead to sewage flooding; to ensure that sufficient foul drainage capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

[Relevant Policy: BWLP WLP6]

21. The development hereby permitted shall not be begun until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate:

- (a) that before taking account of any on-site renewable energy production the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and
- (b) that a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20%).

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

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

[Relevant Plans and Policies: CS Policy CS12]

22. No Phase or Sub Phase shall commence until 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 has been submitted to and approved in writing by the Local Planning Authority demonstrating that the buildings within the relevant Phase or Sub Phase will be capable of meeting a minimum standard of Level 3 of the Code for Sustainable Homes in the case of residential buildings or a "Very Good" BREEAM rating in the case of non-residential buildings. Thereafter the development shall be implemented in

accordance with the Design Stage Report and interim certificate and retained in accordance therewith.

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

[Relevant Plans and Policies: CS Policy CS10]

23. Within one month of the first occupation of the final Phase or Sub Phase of the 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 in the case of residential buildings or a "Very Good" BREEAM rating in the case of non-residential buildings.

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

[Relevant Policy: Core Strategy DPD CS10]

24. Development shall not be begun until a remediation options appraisal and/or a Tier 3 geo-environmental risk assessment outlining a detailed site specific Remediation Strategy for the Site to further assess the identified geo-environmental risks has been submitted to and approved in writing by the Local Planning Authority. This shall include consideration of the potential presence of asbestos in the soil and provide details of how it will be appropriately managed during any earthworks, foundation work or soil disposal work. It shall confirm the soil gas regime of the site via further soil gas monitoring and risk assessments in accordance with current guidance (e.g. CIRIA, 2007).

Further to any remediation taking place a program of monitoring ground gas shall be commissioned in all of the wells fitted with a gas tap across the site, in accordance with CIRIA C6656, to determine the nature of the ground gas regime at the site and any requirements for gas protection measures within the proposed development. Any additional information provided by the ground gas assessment programme should assist in the refinement of the remedial strategy.

The remediation strategy shall be implemented in full as approved unless otherwise agreed in writing by the Local Planning Authority

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented in full as approved unless otherwise agreed in writing by the Local Planning Authority.

A Site Completion Report shall be submitted to, and approved in writing by, the local planning authority. The report must detail the conclusions, actions taken and verification methodology at each stage of the works and shall include a sampling and analysis programme to confirm the adequacy of decontamination. An appropriately qualified person shall oversee the implementation of all remediation. The construction of buildings shall not commence until the investigator has provided a report, which shall include confirmation that all remediation measures have been carried out fully in accordance with the remediation scheme. The report shall also include results of the verification programme of post-remediation sampling and monitoring in order to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report. This must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11" and the CIRIA C665.

REASON: The proposed development is located on a potentially contaminated site, due to its historic land use. This site is sited over an isolated outcrop of Bagshot Beds and Claygate member (Secondary A Aquifers) and there is sufficient groundwater in these aquifers to feed springs that emanate radially from the site. The Phase 1 and 2 reports submitted identify a

moderate risk of harm to human health for the residential area of the proposed development and that hotspots for certain contaminants have been identified. In accordance with the recommendations of the Phase 1 and 2 reports a Phase 3 report is required to further assess and remediate the identified geo-environmental risks 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.

[Relevant Policy: BFBLP EN25]

25. No Phase or Sub Phase of the development hereby permitted shall commence until a lighting strategy for that Phase or Sub Phase has been submitted to and approved in writing, by the Local Planning Authority.

The lighting strategy for each Phase or Sub Phase shall be implemented in full prior to first occupation of that Phase or Sub Phase or within any other period as may be agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

[Relevant Policies: BFBLP EN15, EN20 and EN25]

26. The development shall not be begun until a scheme for the installation of biodiversity enhancement measures (such as wildlife permeable fencing, bird and bats boxes or wildlife gates), including a plan or drawing showing the location of these features, 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]

27. The scheme hereby permitted shall be carried out in accordance with the mitigation measures outlined in the Environmental Impact Assessment 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]

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

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

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

29. 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]

30. No phase or sub phase of the development hereby permitted shall be begun until a scheme for protecting the proposed dwellings/gardens from noise has been submitted to and approved by the Local Planning Authority. Any works which form part of the scheme approved by the Local Planning Authority shall be completed before any dwelling in that phase or sub phase is occupied.

REASON: To ensure that the amenities of the future residents is not adversely affected by noise. As the road traffic noise assessment indicates that noise mitigation is required as part of this development in order to ensure acceptable internal noise levels for future residential properties as per BS8233:2014 criteria and nearby existing residential properties.

[Relevant Plans and Policies: BFBLP EN25]

31. The development hereby permitted shall not commence until a site-wide Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The site-wide CEMP shall incorporate a Site Waste Management Plan; a Materials Management Plan; a Dust Management Plan; and Wildlife Protection Plan.

No development within any Phase or Sub Phase shall take place, until a Construction Environmental Management Plan (CEMP) for that Phase or Sub Phase has been submitted to and approved in writing by the local planning authority.

The site-wide CEMP and each Phase or Sub Phase CEMP shall include as a minimum:

- (i) a Construction Logistics/ Site Organisation Plan (save in respect of the site-wide CEMP)
- (ii) The location of construction access for the relevant Phase or Sub Phase of demolition and construction (save in respect of the site-wide CEMP);
- (iii) The routing of construction traffic (including directional signage and appropriate traffic management measures) to minimise the impact of local residents and other road users
- (iv) Details of the parking of vehicles of site operatives and visitors
- (v) Areas for loading and unloading of plant and materials
- (vi) Areas for the storage of plant and materials used in constructing the development
- (vii) The erection and maintenance of security hoarding
- (viii) External lighting of the site
- (ix) Method of piling for foundations
- (x) Measures to control the emission of dust, dirt, noise and odour during construction
- (xi) Measures to control surface water run-off
- (xii) Measures to prevent ground and water pollution from contaminants on-site
- (xiii) construction working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site;
- (xiv) Details of wheel-washing facilities;
- (xv) details in respect of measures to minimise, re-use and re-cycle waste; minimise the pollution potential of unavoidable waste; and dispose of unavoidable waste in an environmentally acceptable manner;
- (xvi) details of measures to mitigate the impact of construction activities on ecology including
 - a) an appropriate scale plan showing where construction activities are restricted and protective measures;
 - b) details of protective measures to avoid impacts during construction;
 - c) a timetable to show phasing of construction activities; and
 - d) persons responsible for compliance with legal consents, planning conditions, installation of protective measures, inspection and maintenance; and
- (xvii) Details of a monitoring regime to demonstrate compliance with the CEMP including timings for reports to be submitted to the Local Planning Authority.

The approved Construction Environmental Management Plans (or any amended scheme as may be agreed in writing by the Local Planning Authority) shall be adhered to throughout the construction period.

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

[Relevant Policies: BFBLP EN25]

32. No development shall take place until a scheme for the translocation of orchids, to include monitoring and remedial action, has been submitted to and approved by the Local Planning Authority.

Reason: In the interests of nature conservation.

[Relevant Plans and Policies: CSDPD CS1]

33. The total amount of floorspace hereby permitted within Use Classes A1, A2 ,A3 and A4 shall not exceed 1488 sq m gross external area. No retail units within Use Classes A1 or A2 shall individually exceed 375 sq m gross external area. There shall be no amalgamation of units such that at any time any retail unit within Use Classes A1 or A2 exceeds 375 sq m gross external area.

REASON: To accord with the terms of the application and to safeguard the viability and vitality of existing town and village centres.

[Relevant Policies: Core Strategy CS22]

In the event of the S106 planning obligation(s) not being completed by 30th November 2014 the Head of Development Management be authorised to REFUSE the application on the grounds of:-

01. The proposed development would unacceptably increase the pressure on the transportation network, education facilities, community facilities, public open space, built sports facilities and libraries. In the absence of planning obligations in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards the transportation network, education facilities, community facilities, public open space, built sports facilities and libraries, the proposal is contrary to Policy SA6 of the Site Allocations Local plan, Policies CS6 and CS24 of the Bracknell Forest Core Strategy DPD, and Policies M4 and R4 of the Bracknell Forest Borough Local Plan.

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 Supplementary Planning Document (SPD) 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, Policy CS14 of the Core Strategy Development Plan Document and to the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (SPD) 2012.

03. In the absence of a planning obligation to secure affordable housing in terms that are satisfactory to the Local Planning Authority, the proposal is contrary to Policy H8 of the Bracknell Forest Borough Local Plan and Policy CS16 of the Core Strategy Development Plan Document.

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