

Unrestricted Report

ITEM NO: 10

Application No.
14/00315/OUT
Site Address:

Ward:
Binfield With Warfield

Date Registered:
27 March 2014

Target Decision Date:
26 June 2014

Land At Amen Corner North London Road Binfield Bracknell Berkshire

Proposal:

Outline planning application for up to 380 residential units, a 1 form entry primary school and associated accesses, open space, landscaping and Suitable Alternative Natural Greenspace (SANG) (means of access to be considered, all other matters reserved).

Applicant:

Willson Developments Ltd

Agent:

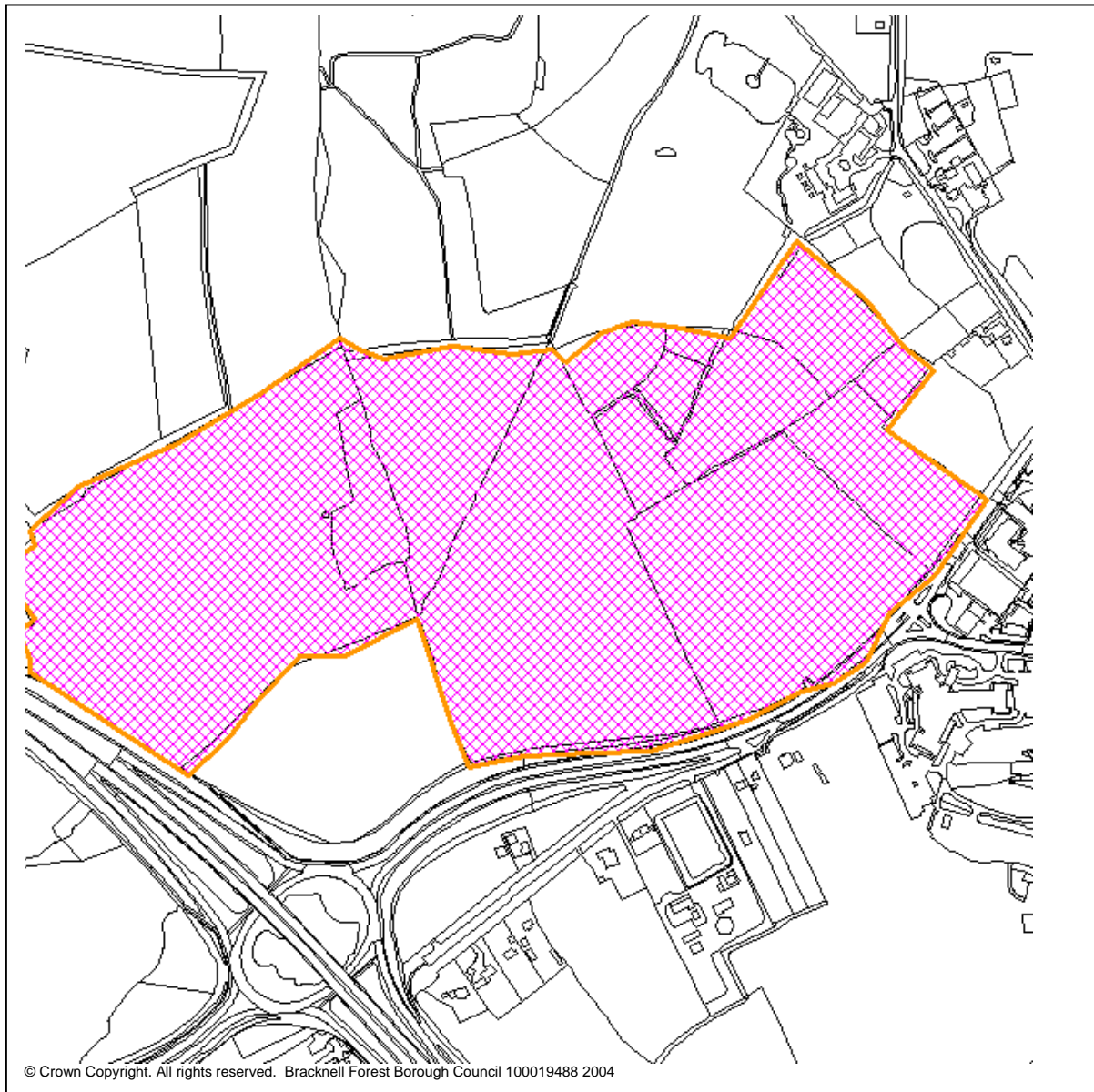
Mr Mark Owen

Case Officer:

Trevor Yerworth, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. INTRODUCTION

This application seeks outline planning permission for a mixed use development at Amen Corner. It forms the majority part of the "Land at Amen Corner (North)" urban extension formally allocated under Policy SA6 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.

Prior to the submission of this application the Council issued an Environmental Impact Assessment screening opinion on 15th August 2013 (reference number 13/00015/SCR) confirming that in its opinion the proposed development was not EIA development, and therefore the application is not accompanied by an Environmental Statement.

Notwithstanding this the application is supported by a comprehensive set of documents, including:

- Planning Statement,
- Design and Access Statement,
- Transport Assessment,
- Travel Plan, prepared by RPS Group Plc
- Landscape and Visual Impact Appraisal,
- Ecological Impact Assessment,
- Habitats Regulations Assessment,
- SANG Creation & Management Plan,
- Woodland Management Plan,
- Flood Risk Assessment,
- Strategic Utility Services Infrastructure Assessment,
- Phase II Site Investigation Report
- Ground Contamination (Desk Top Study),
- Environmental Acoustics Assessment,
- Air Quality Assessment,
- Waste Minimisation and Management Strategy,
- Heritage Statement,
- Agricultural Land Classification Report,
- Arboricultural Baseline Tree Survey & Tree Retention/Removal,
- Sustainability (Environmental Dimension) Statement,
- Statement of Community Involvement.

The Head of Development Management is bringing this application before the Committee in view of its close relationship with the Amen Corner (South) site which is reported elsewhere on the agenda.

2. SITE DESCRIPTION

The application site lies approximately 3km to the west of Bracknell town centre and 1.5km south of Binfield village. It extends to approximately 30 hectares of agricultural land and woodland between Binfield and Wokingham. The site is roughly rectangular in shape and

bordered by London Road to the south/ south east. To the north, east and south west the site borders areas of woodland and farmland. The western boundary adjoins the A329(M).

Currently the majority of the site is vacant agricultural land. The site also includes Blackmans Copse which is designated as ancient woodland and a Local Wildlife Site. The majority of the site is open with large fields bordered by woodland. However in the east of the site the landscape becomes more enclosed with smaller fields enclosed by trees and hedgerows which reflect the more intimate character of this part of the site and the adjacent Popes Farm.

Opposite the site, on the south side of London Road is the Coppid Beech Hotel, a petrol station and residential development, including recent three storey apartment blocks. West of the Coppid Beech Hotel is open land that comprises part of the Amen Corner (South) urban extension which has been allocated in the SALP for a mixed use development comprising 725 dwellings, employment, a neighbourhood centre, a primary school and open space including Suitable Alternative Natural Greenspace (SANG). Planning applications (12/00993/OUT and 14/00472/OUT) are presently under consideration on this site for, respectively, up to 550 dwellings, a neighbourhood centre and new spine road, and a 2FE primary school. These applications are reported elsewhere on the agenda.

The only vehicular access to the site at present is a field gate on the London Road. In addition a public right of way crosses the site providing a footpath link through the site from the Coppid Beech roundabout north east to Murrell Hill Lane.

The general landform slopes gently down to the north and east from a plateau towards the south west corner close to the London Road, with an overall fall of around 17m from here to the northern boundary.

3. RELEVANT SITE HISTORY

There are no relevant planning applications on this site. In August 2013 a screening opinion was issued concluding that the development was not EIA development.

4. THE PROPOSAL

Outline planning permission is sought for the comprehensive redevelopment of the site comprising 380 residential units and a 1FE primary school and associated playing fields. In addition the application seeks permission for the construction of two new junctions onto London Road to provide vehicular access to the site; 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 access to/from the site is sought at this time.

A Land Use Plan has been submitted to provide a framework for the various uses proposed which will control and inform future reserved matters applications, while providing a degree of flexibility. The Land Use Plan sets out the site boundary; the amount and broad location of individual land uses, the location of the proposed access points to/from the site and the broad locations of open space of public value (OSPV), and other green infrastructure.

The application proposes a new vehicular access onto London Road at the existing signal controlled junction between London Road and John Nike Way. This would be achieved by converting the existing three way junction into an all movements signal controlled four way

junction. This new road would provide internal access to the new development. In addition a secondary ingress only junction is proposed to the west of this in the position of the existing field gate where London Road is at grade with the adjacent ground levels. This secondary access would be located between the John Nike Way junction and the proposed new junction to serve the Amen Corner (South) development.

Although not for determination as part of this application, an illustrative masterplan and a series of design principles and design guidelines accompany the application showing how the proposed development and open spaces might be accommodated on the site.

The overall density of residential development proposed is 35 dph, but this will vary across the site to reflect topography and landscape features, and the objective to create a distinct sense of place within individual character areas. Although not for determination as part of this application the applicant has provided an indicative housing mix incorporating a mix of 1 and 2 bedroom flats, and 2, 3, 4 and 5 bedroom houses. It has also indicated that predominate building heights across the development would be 2 storeys, however the development would include buildings up to 2.5-3 storeys in height.

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 with Wokingham, and joining up with new cycleways forming part of the Coppid Beech improvement scheme. This would also serve the Amen Corner (South) development through a proposed pedestrian crossing slightly west of the proposed secondary access (this crossing would either form part of the signal controlled Amen Corner (South) access junction or be a stand alone feature that could easily be incorporated into the new junction should the development of Amen Corner (South) come forward after Amen Corner (North)). The cycleway would then continue beyond this crossing on the North side of London Road where it would enter the site at the proposed secondary access point.

The cycleway would then run through the site before exiting again onto London Road at the John Nike Way junction from where it would run along the frontage of the site and continue on the adopted highway to Murrell Hill Lane.

5. REPRESENTATIONS RECEIVED

One letter of objection has been received raising the following points:

- The area is semi rural but continuous building and development over the last 30 years have totally eroded the local character.
- Traffic in London Road is already too heavy and the proposed ban on Right turns out of Beehive Road is evidence of this.
- The building blurs the distinction between Wokingham and Bracknell/Binfield especially with the development in Wokingham on the other side of the A329M.

6. SUMMARY OF CONSULTATION RESPONSES

Binfield Parish Council

1. It is noted that the SANG, an integral part of the application, is located in Wokingham. The committee is concerned that there may be confusion and lack of transparency for this application. We also need to know if this SANG has been agreed with Wokingham. There is a further area of green land shown to the east of the site which is not in the developer's ownership. Has any agreement been made with the owner? If these areas are removed from the proposed development does the proposal comply with the requirement to provide green

space? [Officer's comment: There is not a problem with locating the SANG within Wokingham Borough as the land is within the application site and the intention is that ownership would be transferred to Bracknell Forest Council once it has been enhanced to SANG standard by the developer. The arrangement has been discussed with both Natural England and Wokingham Borough Council, and no objections have been raised. As noted a duplicate application has been submitted to Wokingham BC and the development could only go ahead if both Councils grant permission. The land to the east of the site is in separate ownership and does not form part of this application. However it does form part of the site allocation in SALP Policy SA6 and to this end the current application has shown how it could be incorporated within the present site should it come forward for development in the future. As this report discusses later, the current application provides adequate green space for the development proposed.]

2. The school is shown as a one form entry design which the Committee believes to be against accepted best educational practice. Is this inclusion indicative at this stage? Has the proposal to locate a school here been discussed and agreed with BFC Education Dept, and how does it fit in with existing and the other proposals to build schools at Blue Mountain, Amen Corner South and Warfield. [Officer's comment: The provision of a school is not indicative and forms part of the proposed development for which permission is sought. No objection has been raised by CYP&L officers to the principle of having a 1FE school at this site. Furthermore there are benefits in having a school on this site, including improving the sustainability of this development by reducing the needed for pupils to travel further, possibly by car, or having to cross the London Road to reach the school proposed at Amen Corner (South). Should the other schools proposed be delayed, having an on site school would not prejudice the delivery of this housing site.]

3. The traffic flow statistics, in particularly the Coppid Beech roundabout, indicate that traffic will have very long queuing times and will be at capacity during peak hours. The proposal does not take into account the proposed developments at Amen Corner South, Blue Mountain and Wokingham on the other side of the road. What are the proposed improvements at Coppid Beech Roundabout? What proposal, if any, is there to widen the road to the east of the site towards Amen Corner? [Officer's comment: these points are addressed under the transport section of the report.]

4. Co-ordination of the Amen North and South applications. The committee could find little evidence of a strategic view of this application and that for land at Amen Corner South being taken. For example it would be better to provide a footbridge so that school children could attend the school planned for Amen Corner South and go to the shops on the other side. [Officer's comment: Both the Amen Corner applications are being reported to Committee together to enable Members to take a holistic view for these two adjacent sites allocated in SALP. 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 at this point. As noted above the provision of separate schools on both sites would reduce the need for school children to cross London Road.]

5. How will both foul and surface water be dealt with? [Officer's comment: these matters are addressed in the supporting documents and will be controlled by way of conditions]

6. There is no provision for shops or commercial services, which means that all residents will be required to travel. This will further increase pressure on the road system. [Officer's comment: There is no requirement in SALP Policy SA6 or in the Infrastructure Delivery Plan (IDP) for these facilities at Amen Corner (North). This application is therefore in accordance with these policies in this matter. Furthermore the Amen Corner (South) application includes

provision for a neighbourhood centre which would be located within walking and cycling distance of this site.]

7. The access and egress to the site are ill-considered and will add to traffic congestion. Roundabouts and road widening will be necessary to avoid severe congestion. There is concern that the traffic flow modelling may be flawed and not reflect the true situation. [Officer's comment: these points are addressed under the transport section of the report.]

Wokingham Borough Council

No objection

Highways Agency

No objection

Natural England

Natural England advises that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the Thames Basin Heaths SPA has been classified. Natural England therefore advises that BFC is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives. This advice also extends to the underlying SSSI designation.

Environment Agency

No objection subject to conditions

Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT)

No objection subject to conditions

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.

Berkshire Archaeology

No objection subject to condition.

Transportation 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.

Biodiversity Officer

No objection subject to conditions.

Housing Enabling Officer

The Council's Housing Enabling Officer has advised that the proposed affordable housing numbers, tenure and types need to be clarified and secured through s106 obligations in order to meet the Council's stated intentions for addressing local housing need.

Tree Officer

No comments received.

Waste Recycling Officer

From looking at the land use plan the site allocated for the recycling facility is ideal, it is close to other community services. When planning further details it needs to be ensured that the site can be accessed by the collection vehicle which is a 3 axle rear steer vehicle weighing up to 26 tonnes, it is 10.23 metres long, 2.45 metres wide and 3.8 metres high. The vehicle needs to be able to pull alongside the recycling banks side on.

Also worth mentioning for a development of this size an over-ground recycling site will be sufficient, so just an area of hard standing would need to be provided, the council would then supply the recycling containers. The area of hardstanding would need to be 6 metres long and 2 metres deep so 3 glass banks and 1 clothing bank could be placed there.

Local Education Authority

No objection.

7. DEVELOPMENT PLAN

The Development Plan includes the following:-

- Policy NRM6 of the South East Plan (May 2009)
- Replacement Minerals Local Plan for Berkshire (incorporating the alterations adopted in December 1997 and May 2001) (RMPLP)
- 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. A small part of the allocated site adjacent to the Wokingham boundary 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 - all 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. The Inspector who undertook the SALP Examination concluded that the site specific policies in the SALP were in accordance with national guidance. Therefore, they are considered to be consistent with the NPPF, and afforded full weight.

SALP Policy SA6 formally allocates Land at Amen Corner (North) for a comprehensive well designed development that maintains a gap between Binfield, Wokingham and Bracknell, including 400 residential units (including affordable housing); 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 SA6 is that the SA6 allocation site covers a slightly different geographical area than the current application. The main differences are:

- 1) The SA6 site includes a small area of approximately 0.92 ha forming open agricultural land adjoining the application site to the east which is excluded from the application as it is under a different ownership. The illustrative concept plan shows this land as housing and open space;
- 2) The application includes approximately 9.9 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 SA6.

a) Comprehensive development:

As noted above the current application site is not identical to 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 SA6. In order to demonstrate that this would not be the case the applicant has provided an illustrative masterplan for the whole area covered by Policy SA6 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. As noted above the residual area is less than 1ha, which represents a small proportion (4%) of the total allocated site.

Secondly the applicant has included within this application adequate land for the infrastructure required on site for the entire allocated development area, including Public Open Space, a Primary School, highway improvements and SANGs sufficient to mitigate the impact of the entire allocated development on the Thames Basin Heaths Special Protection Area (TBHSPA).

For these reasons it is considered that the current application could be approved ahead of proposals for the rest of the site allocation area as it would not prejudice the future development of the residual area. 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 400 dwellings as offered by the applicant. This will be expanded on in the sections below.

b) Housing:

The quantum of housing proposed, 380 dwellings, is 20 less than the 400 allocated in Policy SA6. 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 20 dwellings could be provided as subsequent phases in accordance with the illustrative masterplan.

The submitted land use plan shows that the residential area would be sited within the defined settlement boundary shown on the Policies Map and broadly within the residential area 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 generally 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.

c) 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 400 units at 8ha per 1,000 people would equate to 7.4 ha. The applicant proposes to meet this requirement through an on-site SANG on the Wokingham land extending to 9.9 ha. An amount of SANG is therefore proposed which exceeds the needs of both the current application and the full SA6 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 924 (arising from 400 units) at 4.3ha per 1,000 people (as set out in BFBLP Saved Policy R4) would equate to 3.97 ha 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 a range of public open spaces totalling 8.23ha. split as follows:

- Open space of public value: 2.29 hectares
- LEAP: 0.23hectares
- Outdoor Sports: 1.06 hectares
- Allotments: 0.18 hectares
- Woodland: 3.93 hectares
- Landscape/woodland buffer: 0.54 hectares

It is therefore considered that the application would exceed the requirements of Policy SA6 in respect of the provision of open space.

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

The Amen Corner North 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 to prevent development extending to the boundary with Wokingham Borough, and modifications to Policy SA6 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 submitted land use plan 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 (SANG). 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. This is important due to the gap issue and the impact of the development on the wider countryside due to openness, topography and long distance views. It is therefore considered that the application would meet the requirements of Policy SA6 in respect of the maintenance of a gap between Wokingham and Bracknell.

e) Other matters in respect of Policy SA6:

The application also includes provision for a one form entry primary school. The NPPF is supportive (para. 72) of ensuring a sufficient choice of school places are available to meet the needs of existing and new communities. Whilst not a specific on-site requirement of Policy SA6 (a financial contribution towards provision of primary school places was envisaged), the policy does not preclude provision of an on-site primary school instead of a financial contribution towards off-site provision. Furthermore on-site provision is considered to offer a more sustainable development reducing the need for travel to off-site facilities and reducing the dependence on the delivery of this development on other sites outside the applicant's control. Therefore on-site provision is not considered to be contrary to policy SA6, so long as it doesn't result in significant under delivery of the allocated housing numbers. The application is for 380 on part of the allocated site. As noted above it is considered that the residual 20 dwellings could be accommodated on the rest of the allocation site excluded from the current application. Therefore this is not an issue with the current application.

It is also relevant to note that the proposed development of 380 units would yield 0.73 forms of entry (or 152 pupils), and therefore the proposed 1FE school would result in an overprovision of infrastructure.

For the above reasons the principle of the proposed development is in accordance with SALP Policy SA6, subject to the completion of a s106 agreement containing obligations securing on and site infrastructure and services required to meet the needs of the development and to mitigate its impact, the application is in accordance with Policy SA6.

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 it is concluded that the proposed development would be in accordance with Policies CP1 and SA6 of the SALP, Policies CS2, CS9, and CS15 of the Core Strategy and the NPPF.

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 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, hedgerows and larger areas of woodland 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.

This is a greenfield site, comprising open fields and woodlands. As a result of the proposed development views of dwellings and other buildings would replace that of existing fields, clearly dramatically changing the character of the area from rural to urban. This is inevitable in view of the site's allocation for housing, and is therefore a change that has already been accepted as a matter of principle in order to provide for the Boroughs' housing needs. Notwithstanding this, the careful siting and layout of the various built elements can be achieved in such a way that any harmful visual impacts of this change in character are minimised.

The extent of the area proposed for built development shown in the land use plan has arisen largely from landscape assessment. The proposed houses and school would be located to the north and east of a curving ridgeline, avoiding the plateau top, and south of established woodland. Careful siting and attention to height will ensure that views of the proposed buildings would largely be screened from the open countryside, and public footpath to the west and north by the topography and woodland, with views largely limited to locations to the immediate south and south east of the site across the London Road. These would largely be seen in the context of the existing settlement, and would reduce over time as the proposed planting matures. The character of the central part of the public footpath would also change from a country footpath to an urban path where it passes through the residential area.

The applicant's vision for this site is set out in the Design & Access Statement (DAS). A key principle is to create 'visual connectivity' through the site to the existing woodlands and to provide a sensation of 'living in green' with the inclusion of a landscaped buffer adjacent to the London Road, planted avenues between Blackman's Copse and London Road, around

the primary open space and along the two main north south accesses. The built development would terminate at the western side with a sweeping crescent fronting the public open space and SANG beyond.

The development seeks to provide a well served, easily accessed, permeable and legible neighbourhood where many internal movements will be made on foot. It proposes a clear hierarchy of streets which place the main destinations and character areas along or adjacent to the primary points of access. Parking would be accommodated on-plot wherever feasible to avoid an over cluttered environment through vehicles parking on street. Landmark buildings would demarcate main site entrances, axis, changes in direction and the termination of views. It is considered that these objectives are sound and if successful will lead to the creation of a high quality, well designed urban extension.

The treatment of the southern edge of the site is a key urban design issue as this is where the main views of the development will be from. The cycleway, vehicular access points and associated sight lines, will put pressure on the existing landscaping which would be retained as much as possible. The application proposes a landscaped buffer to enhance this southern edge. This would enable the boundary treatment along London Road to be transitional, going from green edge at the west, to glimpses through a green edge to development, to opening up to define the main entrance into the site. Where trees and shrubs would have to be lost due to the requirements of the proposed cycleway and new accesses, these would be replaced and, where appropriate, enhanced with adequate space for trees and other vegetation to grow and flourish. Details of this will be progressed through the consideration of reserved matters applications.

The second vehicular access to the western side of the site was originally seen as a strongly negative feature in urban design terms. However it is acknowledged that the concept plan in the SALP does give an indication that an access could be sited in this position, that having a second point of access would be desirable from a highway view, and also that a pedestrian/cycle route would be required here, which would also open up views of the development from London Road. However enlarging this to create a vehicular access, with its associated visibility splays, feeder lanes and additional width would result in additional harm to the green edge principles referred to above.

This issue has been discussed at length by your officers with the applicant who has accepted a compromise arrangement for the vehicular and non-car access to the development. This relocates the secondary access approximately 50m to the east as well as the removal of the egress lane at this junction. It is considered that this relocation of the access 50m east offers significant benefits in terms of its impact on existing trees, the avoidance of major earthworks to install the access as the London Road is at grade with the existing ground level at this point and the fact that there is an existing field access already in this location. The removal of the egress allows the width of the junction to be reduced and removes the requirement for a visibility splay. There are also highway benefits from this amended arrangement.

On balance it is considered that the additional harm caused by a second vehicular access in terms of impact on the green edge is outweighed by the benefits of having a second access to the site.

The NPPF at para. 62 states that LPAs should have local design review arrangements in place to provide assessment and support to ensure high standards of design. In general, early engagement on design produces the greatest benefits. In assessing applications, LPAs should have regard to the recommendations from the design review panel.

The applicant sought a review of its proposals at an early stage from the Berkshire Design Panel in January 2014. The Panel provided positive feedback on the approach to design

being taken. It concluded that "the approach being taken by the design team to the masterplan is sound, the underlying principles are clearly articulated and the response to the landscape is generally well considered.... The core development principles are clearly spelt out: to ensure that the SANG and the ancient woodland areas are separate from the development, yet close enough to be enjoyed as an amenity.... We commend the simple form of the emerging masterplan and direct, legible routes should encourage walking and cycling to and from the woodland areas... We see an opportunity for truly distinctive development and one that is generated from the lie of the land, the mature trees and other spatial characteristics. The principle of having development along London Road set back behind trees seems appropriate to the wider character of Bracknell and will also moderate the impact of traffic noise."

In conclusion it is considered that although the character of the site will change dramatically from open countryside to an urban extension, the proposed development is capable of being well screened from public views outside the site, and an attractive landscaped frontage to London Road could also be provided. It is considered that the principles set out in the DAS, subject to a high quality design response, would enable a development to be created on this site with a distinct and attractive character, making good use of the opportunities provided by the natural assets of the site, including its topography and surrounding woodland areas. Therefore the proposal is in accordance with the relevant sections of 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. This site is self-contained with very few places where it would impact directly on existing residential properties. The main impact would be on properties on the south side of London Road, in particular the new apartments east of John Nike Way. Views would be obtained of the new development from these locations; however these would be across a busy dual carriageway. Furthermore the submitted land use plan indicates a new and enhanced landscape buffer will be planted along the north side of London Road, providing screening of the new development from existing properties. It is considered that the detailed layout and landscaping 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 only one objection has been raised from a local resident and this relates to the principle of the proposed development.

Although this is an outline application with details of layout and the design of individual dwellings reserved for later consideration, there are not considered to be any overriding environmental constraints that would prevent a scheme coming forward that provided acceptable living conditions for future residents of the development. The main impact on amenity would be from noise from London Road, but the setting back of properties from this, together with the proposed landscape buffer, are considered adequate measures to prevent any undue noise disturbance from the London Road.

In conclusion, no existing residential properties are considered likely to suffer any significant adverse impacts on their residential amenity, and it is considered that a scheme can be designed that will provide acceptable living conditions for future residents of the development. Therefore the proposal is 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 site is located on the north side of London Road approximately opposite John Nike Way. London Road is subject to a 40mph speed limit in this location and speed survey information provided by the applicant indicates that speeds are broadly in line with this limit.

The application originally proposed two points of access into and out of the site. The primary access is a full movements junction designed as a fourth arm of the current traffic signalled junction with John Nike Way. Alterations are also proposed to the eastern arm of London Road to provide a lane for right turning traffic. Whilst this junction was considered acceptable in principle the Transportation Officer initially raised a number of detailed concerns, including that the layout of the junction had not taken into consideration recently approved junction arrangements for the flatted scheme adjacent to the petrol filling station and the existing flats at Merydene Court; about how traffic leaving the petrol filling station would enter the development site, and the lack of a continuous cycleway on London Road east of the primary junction.

Following these detailed comments, amendments have been submitted to the design of this junction, in particular to improve the right turn lane arrangements east of the junction, and to provide a continuous cycleway along London Road east of this junction. The amended junction design is now considered to be acceptable.

The other access originally proposed was approximately 150m to the west of John Nike Way and formed a 'left in/left out' arrangement. It is acknowledged that a second ingress to the site would provide highway benefits as it reduces the need for traffic to pass through the main access junction thereby potentially reducing any queue that could arise at the traffic signals. The ingress would also help residents living on the western side of the development reach their destination quicker.

However having a second egress would offer no real benefit for those leaving the site as they would have to enter two lanes of potentially fast moving traffic on the London Road and would still have to pass through the traffic signals at John Nike Way. The information contained in the Transport Assessment for the main junction shows that at certain times of the day vehicles will queue back on the western arm (straight ahead and right turn) of the London Road when the lights are red which will affect traffic trying to exit the site from a western secondary access, especially if they are trying to change lane to go down John Nike Way. Such movements are also likely to affect the amount of traffic that can pass through the main junction as it could be delayed by the traffic exiting the site trying to make various manoeuvres.

There are also potential road safety issues from cars exiting onto a fast dual carriageway, causing cars already on London Road to slow or increase the risk of accidents, especially if exiting cars then wish to move into the right hand lane to turn right down John Nike Way

A second egress could also give rise to issues with the legibility of the development. Visitors would be able to enter the site from the west and thus may reasonably also expect to be able to exit to the west from the same access point. However should they then proceed to use this exit they would be forced to travel east, needing to find some way in which to perform a

U turn in order to travel back towards Wokingham. This could be confusing and also potentially lead to unsafe turning movements. If no exit was available at this point all traffic would be obliged to leave the site from the all movements main access opposite John Nike way, thereby avoiding the potential for drivers to inadvertently find themselves travelling in the opposite direction to which they wished to go.

As noted elsewhere in this report, in view of the concerns about visual impact and tree loss, combined with no clear perceived highway benefits, negotiations have taken place with the applicant to re-position the secondary access and to convert it into an ingress junction only. The junction has been moved approximately 50 metres further eastwards to the point of the existing field access. This offers substantial benefits compared to the original position in terms of topography and impact on trees as the left in only junction will not require a sightline for exiting traffic which is likely to have resulted in the loss of additional trees and greater earthworks to the bank forming the highway verge at this point.

b) Pedestrian/Cycle Access:

The applicant has proposed a section of new footway/cycleway that runs along the north side of London Road from the western access down to the Coppid Beech roundabout. It is acknowledged that this piece of infrastructure 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 (South) urban extension.

The applicant has also agreed to the provision of suitable and safe crossing facilities for pedestrian/cyclists to cross London Road at both accesses, the provision of (or a financial contribution towards) a cycleway across the frontage of the site from the main access (opposite John Nike Way) to St. Marks Road; and an internal cycleway within the site to connect to the wider cycle infrastructure proposals.

c) Public Transport:

As buses will not divert into the site future residents will have get to walk to London Road to pick up bus services. The most frequent and furthest connecting service is the 190 and this runs along London Road and down John Nike Way. This means that for a great majority of the site the existing bus stops to the west of the secondary access are the most convenient. It is therefore essential to ensure that safe access across London Road can be achieved to reach the bus stop on the south side.

The proposals for this site need to be seen in the context of proposals for the Amen Corner (South) site to the south of London Road (application 12/00993/OUT). These proposals would provide a new signal controlled junction on London Road providing access to the main spine road serving that development, as well as a cycleway along the north side of London Road from this junction towards the Coppid Beech roundabout where it would link into a cycleway forming part of the proposed improvements to that roundabout. The new junction would include a signal controlled pedestrian crossing of London Road which would provide a link from the Amen Corner South development to the new cycleway and the bus stop on the north side of London Road. If this was constructed before the Amen Corner North site can forward, this new crossing and associated pedestrian links would provide an acceptable safe access to the Amen Corner north site as well.

However the current proposals need to be considered in the context of the existing situation and cannot assume that the road improvements proposed as part of the Amen Corner South development will be in place in time to serve this development. In view of this the applicant has also amended its proposals to include a pedestrian crossing of London Road linking the

new cycleway to the existing footpath on the south side of the road. Although this existing path doesn't provide an ideal crossing of the Old London Road spur, given that this is a relatively lightly trafficked cul-de-sac, it is considered that on balance this would be adequate as a temporary measure until the Amen Corner South development comes forward.

In addition to providing access to existing bus stops the applicant has agreed to make a financial contribution towards securing improvements to bus services along London Road, through enhancements to existing or new services in the area.

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

The current application is outline and thus details of car parking are not yet known. Any reserved matters application will be expected to provide parking in accordance with borough standards for all uses as set out in the relevant SPD.

Vehicle Movements / per day:

The applicant has used the Bracknell Forest Traffic Model to evaluate the impact of the development. The work includes some further refinements to the model used for the Amen Corner South development that included this site is their associated modelling. The Highway Officer has queried whether the trip generation characteristics for the proposed primary school, including staff trips, had been fully accounted for. As a result the applicant has submitted an addendum to the Transport Assessment which has considered the additional primary school trips. The results indicate that, even when allowing for the additional traffic attributable to the primary school, the junction would continue to operate within capacity during the 2026 peak hours. The findings of the March 2014 Transport Assessment Report, which concluded that the development generated traffic can be accommodated in a satisfactory manner, therefore remain unchanged.

The applicant has undertaken a full junction modelling impact assessment of the new signalised junction arrangement which indicates that the junction works within capacity in the future with the inclusion of the Amen Corner South spine road.

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.

In respect of the wider impacts in the future (together with the planned Amen Corner South development) the most noticeable impacts will be along London Road, St Marks Road, Cain Road and John Nike Way. However the planning application for Amen Corner South has already assessed traffic using Cain Road and has shown that capacity is not exceeded along this route. Bracknell Forest Council and Wokingham BC have planned improvements along London Road to improve the operation of the route and contributions towards schemes in this borough are likely to be sought to offset the impact of the development. The applicant has agreed to make a financial contribution towards the cost of transport schemes along the London Road corridor to mitigate these impacts.

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 position and design of the secondary western access which it is considered would reduce its visual impact and enable the retention of more existing trees along the north side of London Road. However it is acknowledged that in order to provide the cycleway required for both this site and Amen Corner (South), there will be some loss of existing significant trees at the eastern end of the bank above the carriageway where the London Road rises up from Coppid Beech roundabout. The cycleway will be designed and constructed under arboricultural guidance in order to minimise this tree loss, and replacement planting along the London Road frontage will help to mitigate this loss.

No other significant trees on the site would be lost and the layout of the development would ensure that a buffer zone of at least 15m was provided between a dwelling and the ancient woodland to protect the areas of ancient woodland on and adjacent to the site as well as providing an attractive foil to the built development.

It is considered that the issues raised at this outline application stage are best addressed in terms of the general landscape impact, as 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 significant trees and other vegetation (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. Saved BFBLP Policy EN20 proviso (ii) requires the retention of beneficial ecological features. These policies are consistent with para. 118 of the NPPF which states that LPAs should aim to conserve and enhance biodiversity.

The applicant has submitted an Ecological Impact Statement that proposes various biodiversity measures to mitigate the ecological impact of the development. The Council's Biodiversity Officer has assessed this and advised that, subject to appropriate conditions which secure the implementation of these mitigation measures, the proposed development 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

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 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 3.8km 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 SA6 requires a bespoke onsite 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 879 people. Therefore, to accord with the SALP, there is a requirement to provide at least 7ha of SANG. The area of SANG land proposed is 9.9ha. This allows the developer to provide a circular walk of 2.3km and satisfies the minimum area of SANG. In order to satisfy the Habitats Regulations, in-kind works in accordance with NE's SANG Quality Guidelines as set out in an agreed SANG Management Plan will be sought towards the enhancement of the entire 9.9ha SANG prior to the first occupation.

The applicant has submitted a draft SANG Management Plan with the application. The quality and content of the SANG Management Plan 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.

An inviting access to the SANG should be available at all phases of the development so that visitor patterns to the SPA are not unintentionally set in early stages of occupation. Once enhanced to SANG standard in agreement with the Council and NE, ownership of the land which is to be SANG land 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.

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.

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

16. FLOODING AND DRAINAGE ISSUES

A flood risk assessment has been submitted which has been considered by the Environment Agency and the Council's Sustainable Drainage Engineer. Both have confirmed that the proposed arrangements for drainage are acceptable in principle; however a detailed drainage strategy will need to be secured through condition.

17. MINERALS ISSUES

Saved Policy 2 of the Replacement Minerals Local Plan (RMLP) states that LPAs will oppose development which would cause the sterilisation of mineral deposits on the proposed development site, and provides a list of exceptions including:

- no commercial interest,
- having regard to all relevant planning considerations, there is an overriding case to allow proposed development without the prior extraction of material
- extraction would be subject to strong environmental or other objections

Saved Policy 2A notes that LPAs will (where appropriate) encourage the extraction of minerals prior to other more permanent forms of development taking place.

The Survey Map 'East Sheet' contained within the RMLP identifies that the proposed development site is located within an area identified as having both Plateau Gravel and Bagshot Beds (Soft Sand) mineral resources. It is not identified as a preferred area for extraction through Policy 8 (Table 3 and Appendix 3 refer).

Extraction of gravel resources within the site has already taken place and it is assumed, therefore, that no gravel of commercial interest remains.

The Bagshot sand reserves identified as being present are understood to comprise 'soft sands'. These sands are identified in the RMLP as being of a quality that makes them in general only suitable for use as fill. Paragraph 5.48 of the RMLP recognises that the need for this type of material is low and states that "in general, because site-specific provision for production materials suitable for use as fill has been made in the Preferred Areas, there will

be a presumption against allowing the extraction of soft sands from other sites for this purpose".

In light of the above, it is considered that the quality and economic value of the reserve is low from which it can be concluded that the mineral deposit is of no commercial interest, and is unlikely to be in the future.

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 applicant has stated that up to 25% of the residential development will comprise affordable homes. Therefore, for up to 380 dwellings, this will equate to a maximum of 95 affordable homes for a mixture of rent and shared ownership. 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 SA6, 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.
- On-site in-kind provision of a waste recycling facility.
- Financial contributions towards the provision of Primary School, Secondary School and Special Educational Needs places.
- Off-site in-kind provision or financial contributions towards a multi-functional community hub.
- Measures to avoid and mitigate the impact of residential development upon the Thames Basin Heaths Special Protection Area (SPA), in agreement with the Council and Natural England. This will include provision in perpetuity of a 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 Councils Infrastructure Delivery Plan (IDP) expands on this list and provides more detail of the required infrastructure and community facilities. It has been noted earlier in this report that there are some areas where the applicant is proposing slightly different ways of providing the above infrastructure for example it is proposing an on-site primary school instead of a financial contribution towards off site provision by others. This is considered to be acceptable as it will create a more sustainable development as well as providing greater certainty about the delivery of the school for both the Council and the developer.

As well as providing new accesses into the site from the London Road to serve the new development, the main transport infrastructure required to serve this development is a cycleway along the north side of London Road linking into a new cycleway within Wokingham Borough as part of the proposed Coppid Beech improvement scheme and extending past the site to link into existing cycle facilities beyond St. Marks Road. The western section of this cycleway is also required as part of the Amen Corner (South) development and therefore the cost of provision should be shared between the two developments. The central portion of the cycleway would be provided directly by the developer, either within the application site or on highway land as far as Murrell Hill Lane. The eastern section between Murrell Hill Lane and St. Marks Road would be subject to a financial contribution towards provision by the Highway Authority.

As noted in previous sections the applicant is proposing on site SANG and OSPV in accordance with the required standards. This will include the provision of SuDs and other green infrastructure as well as measures to protect and enhance the public right of way that crosses the site. The applicant is also proposing a waste recycling facility in accordance with policy. Financial contributions towards off site provision of education and other community facilities, including a contribution towards the extension of the Farley Wood Community Centre are also proposed.

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 not indicated that the above requirements for infrastructure and community facilities would make the development unviable, although detailed discussions have taken place to ensure that the obligations sought are justified and fairly related to the development proposed, including negotiation on how any elements where the applicant is proposing provision over and above that strictly required by the development, such as the primary school, could be compensated. It is recommended therefore 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 to secure the above infrastructure and community facilities.

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 SA6 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 SA6 of the SALP, and Policies CS2, CS9, and CS15, of the Core Strategy.

Representations have been received from just one individual and Binfield Parish Council 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.

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. No other material considerations are considered which would outweigh this presumption in favour of sustainable development.

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 provision of a Single Form of Entry 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 (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. Applications 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 Construction and Phasing Strategy which shall show the Phases in which development is to be carried out, has been submitted to and approved in writing by the Local Planning Authority.

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

1. A Construction Programme which shall set out the anticipated sequence in which the following works will be carried out:
 - i. Tree clearance works
 - ii. Earthworks
 - iii. Construction of development Phases (including areas of Open Space of Public Value)
 - iv. The implementation of the Suitable Alternative Natural Greenspace (SANG)
 - v. Highway works (including pedestrian/cyclist routes and alterations for construction access)
 - vi. Surface water drainage works
 - vii. Landscaping works
 - viii. Utility works
 - ix. Recycling facilities
 - x. Environmental mitigation works identified in the Ecology Impact Statement
 - xi. Public Art

2. A Planning Submission Programmed 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 of development
 - ii. The commencement date and order in which works are to be completed in the development Phases
 - iii. Landscape (including areas of passive and active Open Space of Public Value), utility and highway works for each Phase.
4. A list of the land use components (including number of dwellings and non residential floorspace) of each 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 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:

Land Use Plan (Drawing no. 18016 53 Rev A)

Proposed Site Access from London Road (Existing London Road Layout) (Drawing no. JNY7185- 02 Rev D)

Proposed Secondary Access Junction (Drawing No. JNY7185-06 Rev F)

Proposed Signal Controlled Primary Access Junction (Drawing No. JNY7185-08 Rev D)

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

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 and 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 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
 - xviii. The provision and disposition of the primary school and other community facilities
- 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. Open Space of Public Value and other Green Infrastructure shall be provided within the development hereby permitted in accordance with the amount and disposition shown on the approved Land Use Plan, and phased in accordance with the Construction and Phasing Strategy to be approved by the Local Planning Authority pursuant to condition 04. Thereafter they shall be made available for public use and retained as such.

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

08. No dwellings hereby permitted shall be occupied until an area of Suitable Alternative Natural Greenspace (SANG) of 9.9 hectares has been laid out and made available to the public in accordance with the approved land use plan and 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:

- 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,
- viii. The siting, layout and equipment proposed for any Active and Passive Open Space of Public Value
- ix. The creation of new water and associated habitats including landscaped buffers to watercourses
- x. Details of ecological mitigation measures where appropriate
- xi. Any other landscape features (water features, seating, trellis and pergolas etc).

No building within a phase shall be occupied until landscaping for that phase has been provided in full and in accordance with the approved details of landscaping for that 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 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 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, 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 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, 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 and shall be retained until the completion of all building operations on that 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 of the development hereby permitted shall be commenced until the access works in respect of that Phase as set out in the approved 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):

Proposed Site Access from London Road (Existing London Road Layout) (Drawing no. JNY7185- 02 Rev D)

Proposed Secondary Access Junction (Drawing No. JNY7185-06 Rev F)

Proposed Signal Controlled Primary Access Junction (Drawing No. JNY7185-08 Rev D)

Thereafter such accesses shall be retained and there shall be no motor vehicular access or egress from the site onto London 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 to serve that dwelling or building 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 Murrell Hill Lane in general accordance with the works shown on drawing JNY7185-02 Rev D.

REASON: 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, has been submitted to and approved in writing by the local planning authority. The drainage strategy should 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 will not exceed the run-off rate from the undeveloped site following the corresponding rainfall event.

No 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 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, will not exceed the run-off rate from the undeveloped site following the corresponding rainfall event. The Phase surface water drainage strategy shall be implemented in full prior to first occupation of that Phase or within any other period as may be agreed in writing by the Local Planning Authority.

The drainage strategy should be in general accordance with the strategy promoted in the approved Flood Risk Assessment Report prepared by RPS dated 21st March 2014.

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

[Relevant Policy: BWLP WLP6]

19. 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 other than in compliance with the approved strategy.

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]

20. 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 an Ecological Construction Method Statement.

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

The site-wide CEMP and each 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 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]

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 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 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 final occupation of the final 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. 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 as approved.
REASON: This site is located 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 from the site. Whilst the former gravel pit has been investigated and found not to contain back filled material there could be other parts of the site that have been fly-tipped with waste material. Any such material encountered during development should be dealt with in an appropriate manner.
[Relevant Policy: BFBLP EN25]

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with a Lighting Strategy that have first been submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of visual amenity.
[Relevant Policies: BFBLP EN15, EN20 and EN25]

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, compensation and enhancement outlined in Table 7.1 of the Ecological Impact Assessment prepared by EPR dated February 2014 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 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 is occupied.

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

[Relevant Plans and Policies: BFBLP EN25]

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