

ITEM NO: 8Application No.
15/00366/FULWard:
Little Sandhurst And
WellingtonDate Registered:
23 April 2015Target Decision Date:
23 July 2015

Site Address:

**Land At Bowman Court Dukes Ride Crowthorne
Berkshire**

Proposal:

Erection of 36 dwellings (9no open market houses and 27no dwellings to be retained by Wellington College to accommodate teachers) with associated vehicle access (including formation of a new access onto Dukes Ride), parking, landscaping and open space.

Applicant:

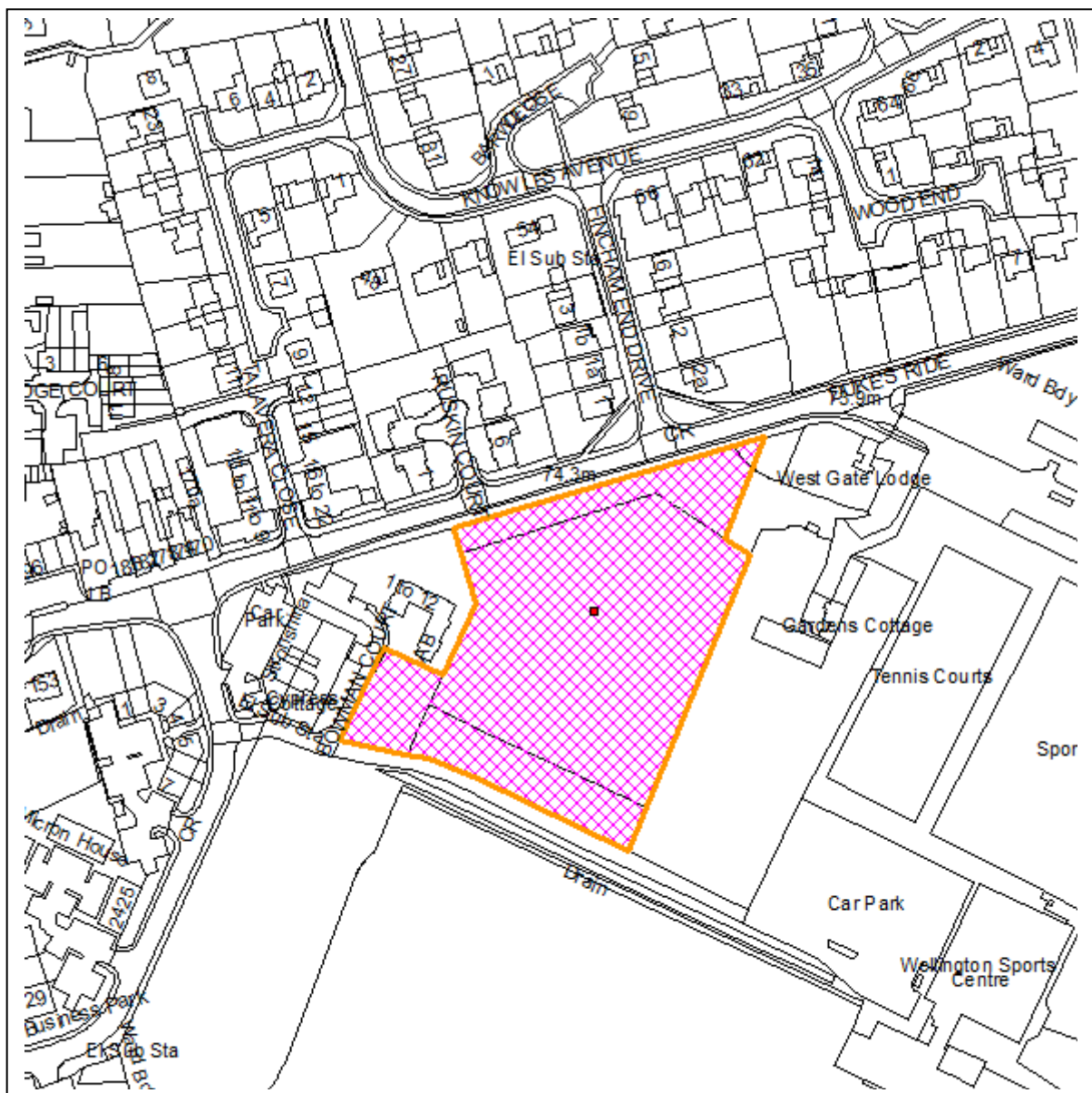
Mr Malcolm Callender

Agent:

Mrs Alison Thompson

Case Officer:

Margaret McEvit, 01344 352000

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

1.SUMMARY

1.1 This proposal is for the erection of 9 market houses accessed from Dukes Ride and 18 houses and 9 flats to accommodate staff at Wellington College . These units are accessed from an existing road running through Wellington Business Park and serving the Wellington Sports Club.

1.2 The majority of the site is an allocated housing site in the Site Allocations Local Plan (SALP) and it is considered that the proposal would have no adverse effect on the character of the area or adjoining properties and there are no highway safety issues.

RECOMMENDATION

Planning permission be granted subject to the completion of a S106 Agreement and conditions in Section 11 of this report
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

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

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within settlement boundary

Within 5km buffer to the Thames Basin Heaths Special Protection Area
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Close to Area B - Crowthorne Character Area

3.1 The site is currently an open field on the south side of Dukes Ride with land in the ownership of Wellington College to the west, south and east. The front boundary of the site along Dukes Ride is formed by a hedge with a gated access onto the site. The eastern boundary with West Gate Lodge and Garden Cottage is formed by a tall conifer hedge. The rear boundary of the site is open to the access road serving Wellington Sports Centre east of the site. West of the site is Bowman Court, a two storey block of flats in the ownership of Wellington College. Wellington College sits within an estate of approximately 400 acres and includes several listed buildings. This site is on the north-eastern corner of the campus.

3.2 As part of the Site Allocations Local Plan process, the majority of this site was allocated as an edge of settlement site for 23 dwellings with a settlement boundary identified for the site. The south western part of the site, where flats are proposed lies outside the allocated site but is within the settlement area. The Council has prepared a Planning Brief for the site (together with White Cairn, Dukes Ride), which provides an overview of the opportunities and constraints relevant to the site, and development principles.

4. RELEVANT SITE HISTORY

4.1 No relevant planning history.

5.. THE PROPOSAL

5.1 This full application proposes 36 units in total comprising 6 no 3 bedroom flats and 3no 1 bedroom flats in a 3 storey block in the west of the site, with 12no 3 bedroom houses and 6no 2 bedroom houses in the southern part of the site to provide houses for staff of Wellington College. The northern part of the site will provide nine houses for sale on the open market, accessed from Dukes Ride comprising 5 no 4 bedroom detached houses and 4 no 3 bedroom

semi-detached houses in the northern part of the site accessed from Dukes Ride. The overall density of the site is approximately 30.2 dph.

5.2 The southern part of the site will provide 27 houses and flats to provide accommodation for staff of Wellington College. This part of the site is accessed from the existing access road that serves Wellington Sports Club. The application proposes nine no. one and two bedroom flats in a three storey building adjacent to an existing block of flats owned by Wellington College, Bowman Court. Nine parking spaces are provided for the flats accessed from the road currently serving Bowman Court. Four no. two storey semi-detached houses and fourteen no. two storey terraced houses are also provided with access from the existing access road serving Wellington Sports Club. Car parking spaces to serve the staff housing are shown in front of units and throughout the site. The existing Leylandii hedge along the eastern boundary of the site is to be removed and new tree planting provided.

5.3 Units will incorporate the use of light red bricks with elements of white render on some units, with slate or brown clay tiled pitched roofs.

6. REPRESENTATIONS RECEIVED

Crowthorne Parish Council:

6.1 Crowthorne Parish Council raise no objection.

Other representations

6.2 Seven letters of representation have been received raising the following material considerations:

6.3 Development will significantly increase the risk of accidents on Dukes Ride. Access to the site should be from the existing route through Wellington Business Park. Traffic calming measures should be introduced onto Dukes Ride.

6.4 Support the principle of building houses on this site, but the site would be better served by fewer units with increased space between properties.

6.5 Objects to the loss of fruit trees on the site that comprise a small orchard with historical value. New fruit trees could be included along the southern boundary of the site.

6.6 Do not object to the proposal but would like to see enhancements to the junction of the private road to serve the southern part of the site and Wellington Business Park to improve safety within the Business Park. The turn is sharp, forcing cars onto the wrong side of the road. Double yellow lines within the Business Park should be extended to prevent parking that forces cars onto the wrong side of the road. Increased traffic to the housing site will exacerbate safety concerns. There should be no reduction in parking for the Sports Club in front of the site as this will push parked cars into the Business Park. Construction traffic should not use the road through the Business Park.

6.7 Development will result in the loss of the only Green Space on Dukes Ride.

6.8 Construction parking should take place within Wellington College grounds and not permitted in Fincham End.

7. SUMMARY OF CONSULTATION RESPONSES

Tree Officer

7.1 No objection subject to conditions.

Biodiversity Officer

7.2 No objection subject to a condition to secure replanting of fruit trees.

Landscape Officer

7.3 Principle of the Landscape Masterplan is acceptable subject to landscape conditions.

Berkshire Archaeology

7.4 A condition is required to secure a programme of archaeological works.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 & SA3 of SALP, CS1, CS2, CS15, of CSDPD	Consistent
Housing Policies	CS16, CS17 of CSDPD	Consistent
Transport Policies	CS23 & CS24 of CSDPD. Saved policy M9 of BFBLP	Consistent
Sustainability Policies	CS10, CS12 of CSDPD	Consistent
Design	CS7 of CSDPD. Saved policy EN20 of BFBLP	Consistent
Thames Basin Heaths SPA	Policy NRM6 of the South East Plan. CS14 of CSDPD	Consistent
Tree Policies	Saved policies EN1 and EN2 of BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Parking standards SPD Thames Basins Heaths SPD Character Areas Assessment SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
Community Infrastructure Levy		
Dukes Ride Planning Brief (October 2014)		

9. PLANNING CONSIDERATIONS

9. 1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Impact on highway safety

- v Impact on biodiversity
- vi Impact on trees
- vii Sustainability and energy demand assessment
- viii Affordable housing
- ix Thames Basin Heaths SPA
- x Community Infrastructure Levy
- xi Sustainable Drainage

i Principle of development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). This is also reflected in SALP Policy CP1, which sets out that planning applications which accord with the Development Plan should be approved without delay, unless material considerations indicate otherwise. Policy CP1 also sets out a positive approach to considering development proposed that reflect the presumption in favour of sustainable development contained in the NPPF.

9.3 The majority of the site is allocated for housing within the SALP with policy SA3 identifying the site as an edge of settlement site with an estimated capacity of 23 units with the settlement boundary adjusted to include the main body of the site. The remaining area of the application site not covered by SA3 lies within the settlement area. The development of this site helps towards meeting the overall housing provision as set out in policy CS15 of the CSDPD.

The proposal includes a range of property sizes from 1 bedroom flats, with 2 bedroom flats and houses and 3 and 4 bedroom houses as sought under policy CS16 of the CSDPD which seeks to meet the housing needs of the community through the provision of a range of housing types and sizes. Therefore, the principle of development on this site is acceptable. The remainder of the report considers whether there are any material considerations which are an obstacle to the grant of planning permission.

ii. Impact on character and appearance of the area

9.4 CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area enhances the landscape and aids movement through accessibility, connectivity, permeability and legibility. Policy CS2 of the CSDPD states that development will be permitted within the defined settlements and on Allocated sites which is consistent with the character within that settlement. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area and appropriate in scale, mass, design, materials, layout and siting. New development should avoid the loss of important open areas, gaps in frontages and natural or built features such as trees, hedges, walls, fences and banks which it is desirable to retain.

9.5 These policies are considered to be consistent with the objectives set out within the NPPF. In addition paragraph 56 of the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live, and therefore these policies can be afforded significant weight.

9.6 Dukes Ride is an important route into Crowthorne and the site lies just outside Area B of the Crowthorne Character Area as set out in the Character Areas Assessment SPD. Many of the characteristics of Area B are relevant to this site. Dukes Ride is characterised by trees and mature landscaping and this should be maintained and enhanced. A Planning Brief was prepared to provide guidance on how the site should be developed following the allocation in the SALP. The Brief recognised the verdant streetscene of Dukes Ride with mature trees and

planting which informs the character of the area. The preferred access into the site in the Brief is from the south of the site via Wellington Business Park to avoid the need to create vehicular access from Dukes Ride. Removal of hedging and trees from the Dukes Ride boundary to create an access point could harm the visual amenity of the streetscene.

9.7 The nine open market houses are shown accessed from Dukes Ride. The creation of this access will not result in the loss of any trees along the frontage. Part of the hedge on this frontage will be removed to create the access and required visibility splays, but additional tree planting along this frontage together with the addition of a pre-formed holly hedge at the entrance and extending back into the site at the vehicular access point will help to maintain the landscaped frontage. Although the creation of an access point will result in the interruption of the hedge line, additional planting with planting extending into the site will help to soften the effect of opening up this landscaped frontage, particularly when the site is viewed obliquely when travelling along Dukes Ride. Houses are set back a minimum of 10m from the site frontage, and at the access point, there is a distance of over 15m to the closest house with some intervening landscaping. The nine houses accessed from Dukes Ride are orientated towards Dukes Ride to create activity along this important street and avoid views of rear gardens and garden fencing. The Planning Brief sought to achieve a green open space with trees and landscaping along Dukes Ride to supplement the existing boundary hedge. An area of open space, which includes a dry drainage pond has been included in the north eastern part of the site.

9.8 Proposed buildings are predominantly 2 storeys in height with the flats shown as being provided in a 3 storey building. The Planning Brief states that any buildings should not exceed 2.5 storeys in height and should have regard to neighbouring residential amenities. The flats are positioned adjacent to the existing flats, Bowman Court, and Stronshira and Cypress Cottage. The flats are not considered to appear inappropriate in this location and the height of the building is considered to be acceptable. The Planning Brief was prepared to cover the main body of the site, and excluded the land the flats are to be sited on. The flats will be viewed from the access road through Wellington Business College and when approaching the Sports Club which itself contains taller buildings.

9.9 Properties have been designed to reflect design features of other properties in the area, including details found on the red brick Victorian properties, Cypress Cottage and Stronshira located on the service road serving the southern part of the site.

9.10 The southern section of the site, accessed via Wellington Business Park has been designed to address the access road, with the flats and units 15 and 16 facing onto the road that also serves the Health Club. Existing fruit trees along this southern boundary will be supplemented by the planting of new fruit trees to create an orchard east of the access to this part of the site. Plots 17-20 will face onto this orchard. On entering the access road from Wellington Business Park, the site is viewed alongside Cypress Cottage and Stronshira, separated from the site by trees and the access road to Bowman Court. The flats have included features found on the adjacent houses in the use of red bricks, a buff feature brick, front gables, scalloped fascias and slate pitched roofs. These details are also included in houses on plots 15, 16 and 17 fronting the service road.

9.11 The provision of two vehicular access points has resulted in the site being designed as two distinctive residential areas. The northern section is designed around a cul de sac with houses set behind landscaping along the boundary with Dukes Ride. Garages between houses create space between houses and the provision of open space incorporating the drainage pool in the north of the site provides a landscaped setting to this part of the site.

9.12 The southern part of the site is designed around a more formal road structure with terraces of housing fronting the internal roads and car parking in spaces at the front of plots.

An area of car parking is also provided behind plots 15 and 16, with these houses fronting the service road. The additional tree planting in the south of the site, together with the garden area for the flats, provides a green entrance to this part of the development. Housing has been designed to front the street, to provide active frontages and to reduce the extent that boundary fences and walls are prominent in the street. Houses are designed in short terraces of three or four units which allows for gaps between buildings.

9.13 Pedestrian access is provided within the site to enable residents of the southern part of the site to access Dukes Ride. Overall, it is considered that the proposal would be appropriate to the character of the area. It is therefore considered to accord with Policies CS2 and CS7 of the CSDPD, Saved Policy EN20 of the BFBLP, the Character Area Assessment SPD, and the NPPF.

iii. Impact on residential amenity

9.14 BFBLP Policy EN20 (vii) seeks to protect the amenity of surrounding properties. The Policy requires the Council to have regard to ensuring new development does not adversely affect the amenity of surrounding properties and adjoining area. This is consistent with the NPPF.

9.15 The closest properties to the site are Cypress Cottage and Stronshira and Bowmans Court. Although occupiers will experience increased traffic and activity on the site, they are positioned close to Wellington Business Park and close to the access road serving the Sports Club. Bowmans Court is positioned approximately 10m north of the proposed block of flats. The elevation of Bowmans Court facing the proposed flats includes one window at ground floor. The proposed flats include one first floor window in the part of the building set back a further 5m from the boundary. The two buildings are not directly facing each other and it is considered that there will not be direct overlooking between properties or any significant effect from overshadowing or loss of amenity to occupiers of Bowman Court.

9.16 Plot 27 is positioned approximately 5m from the boundary with plot 7, ground and first floor windows overlooking this boundary. The distance between the properties will be approximately 10m. The house at plot 27 includes only a first floor bathroom window on the side elevation along this boundary so there would be no direct overlooking of Bowman Court. Although there will be some loss of outlook from the affected flats in Bowman Court, the relationship between Bowman Court and plot 27 is not considered to be unacceptable. Both properties will be owned by Wellington College and occupied by staff.

9.17 The development is considered to be well screened along Dukes Ride and it is not considered to result in any loss of amenity or overlooking of properties opposite the site in Ruskin Court, Fincham End Drive or Talavera Close. The access onto Dukes Ride is positioned between the accesses onto Dukes Ride from Ruskin Court and Fincham End Drive. It is not considered that the access to the site will result in loss of amenity to residents of these roads given the intervening Dukes Ride and general levels of traffic along this road, therefore the proposal is satisfactory in terms of saved policy EN20.

iv Impact on highway safety

9.18 Bracknell Forest Borough Local Plan saved Policy M9 and Core Strategy Policies CS23 and CS24 seek to promote or retain safe highway access and suitable off road parking provisions, thus avoiding highway safety implications. This is consistent with the objectives of the NPPF. A further material consideration for parking provision is provided in the Council's adopted Parking Standards SPD. The SPD was adopted following public consultation, so can

be afforded significant weight. It provides guidance to supplement saved BFBLP Policy M9 (parking).

Access:

9.19 In respect of the access on Dukes Ride, the road is 5m wide near to the junction reducing to 4.8m within the site which is acceptable for the scale of development proposed. Visibility from the access is 2.4m x 90m in both directions and this too is acceptable for observed speeds along the road. Adoption of this access road is to be secured through a legal agreement.

9.20 The other access, which serves the southern half of the development is formed on Smiths Path which is believed to be owned by the applicant as it serves the current sports facilities in the area. The current route provides safe access up to Bowman Court. This proposal will require alterations to be made to allow safe access for all road users to get to the development site. Adoption of part of the access road will be required.

Parking

9.21 Parking for the southern half of the development is less than standard with a ratio of 1.5 spaces per unit being provided. The applicant states that this housing is specifically for staff working at the College and that current parking numbers associated with staff dwellings equates to a ratio of nearer 1.2 cars per dwelling. To ensure that the parking provided continues to be acceptable, occupation of the staff housing should be restricted to members of staff of Wellington College and their families, to be secured through a S106 Agreement.

9.22 The applicant has also provided some additional visitor parking on the southern half of the site (6 spaces). It is advised that all shared spaces should be marked as visitor/occupiers to help maximise the parking stock over this part of the site. There is a controlled public car park in close proximity that could provide for some parking, through parts of the day and evening for visitors should demand exceed what is proposed.

Vehicle Movements

9.23 The applicant has undertaken a robust analysis of the potential traffic demand from this development which indicates that around 23 two way trips will be witnessed in both the morning and evening weekday peak hours. This traffic will be distributed on Dukes Ride through any of the access points.

9.24 The applicant has previously undertaken traffic counts in 2014 along Dukes Ride to help ascertain the impact such traffic could have on Dukes Ride in the morning and evening peak hours. The development would create an impact of around 2% outside the site and as the traffic dissipates across the network the impact reduces. The Highway Authority is content that the scale of development will not have a detrimental impact in isolation and the potential CIL payments required will allow the Council to secure monies for any works to the wider transport network that may be required created by cumulative development in the area. The proposal therefore complies with CSDPD policy CS24

v Impact on biodiversity

9.25 Fruit trees in the south of the site are a Traditional Orchard and included on the list of NERC (National Environment and Rural Communities) Act 2006 Section 41 Habitats of

Principal Importance for England. Under Section 40 of the Act, every public authority must in exercising its functions, have regard to the purpose of conserving biodiversity. It is considered that the retention of 2 of the fruit trees in combination with new tree planting and a condition requiring an orchard management plan to be prepared would be acceptable in biodiversity terms. And the proposal is considered to comply with CSDPD policy CS7 which seeks to enhance the landscape and promote biodiversity.

vi Impact on trees

9.26 The site includes several mature trees particularly in the woodland in the north east of the site. There are also several fruit trees on the southern part of the site close to the boundary with the existing service road as discussed earlier in this report.. The proposal is considered to have a relatively modest impact on trees. Any tree loss as a result of the proposals could be mitigated by the planting of semi mature trees on the site, that could be secured through conditions. The proposal is considered to comply with saved policies EN1 and EN2 of the BFBLP. .

vii Sustainability and energy demand assessment

9.27 The NPPF outlines how the impacts of climate change and the delivery of renewable and low carbon energy and associated infrastructure is central to the economic, social and environmental dimensions of sustainable development. Para 96 of the Framework states that in determining planning applications, Local Planning Authorities should expect new development to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

9.28 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards. A Pre-assessment Estimator representing a Sustainability Statement has been provided. A condition is recommended to be imposed to ensure that this is implemented.

9.29 CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation. An Energy Demand Assessment has been submitted and a condition is recommended to be imposed to ensure that this is implemented.

viii Affordable Housing

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

9.31 The application does not propose any on site affordable housing. A Viability Assessment has been submitted with the application setting out the calculation of the commuted sum offered in lieu of on site affordable housing. Two assessments have been provided, one to reflect a policy compliant scheme of 25% affordable housing and the second with all properties as market sale. The surplus on this second assessment is the contribution offered towards off site affordable housing.

9.32 The Viability Assessment has been independently assessed on behalf of the Council. Amended plans recently submitted have reduced the size of 4 plots on the site, which will affect the viability of the development and has required some adjustments to be made to the contributions to be sought. The revised contribution sums will therefore be agreed following the revised assessment of viability. The level of contributions is to be agreed and secured through a S. 106 Agreement.

ix Thames Basin Heaths Special Protection Area (SPA)

9.33 Relevant policy and guidance includes SEP Policy NRM6, CSDPD Policy CS14 and the Thames Basin Heaths Avoidance and Mitigation Supplementary Planning Document. These policies seek to ensure that the development will not adversely affect the integrity of the Thames Basin Heaths SPA.

9.34 In line with South East Plan Policy NRM6, the Council has reviewed its SPA avoidance and mitigation strategy in the form of the Thames Basin Heaths Special Protection Area Avoidance and Mitigation Supplementary Planning Document (SPASPD) (March 2012). This includes a requirement to secure financial contributions towards Strategic Access Management and Monitoring (SAMM) which will be calculated on a per bedroom basis. A contribution towards SAMM and towards SANG provision should be secured in association with this application.

9.35 The Council is satisfied, following consultation with Natural England, that the above measures will prevent an adverse affect on the integrity of the SPA. Pursuant to Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 61(5) of the Conservation of Habitats and Species Regulations (2012) permission may be granted.

x Planning Obligations and Community Infrastructure Levy

9.36 The application should comply with guidance in:-

* Planning Obligations SPD, this came into effect (with CIL) on 6 April.

* TBHSPA Avoidance and Mitigation SPD.

9.37 This application is for CIL chargeable development. It lies within the Crowthorne CIL Charging Zone. CIL payments may be used to mitigate the impact on the following which would previously have been addressed by contributions secured by a s106 agreement:-

- the wider transportation network
- open space and outdoor recreational facilities
- built sports facilities serving the development
- local education facilities
- local library facilities
- local community facilities
- local youth facilities
- part of the measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath Special Protection Area (SPA)

9.38 Matters to be secured by S106 Agreement now comprise:-

- measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath Special Protection Area (SPA)

- contributions towards off site affordable housing

-adoption of access roads within the site

-long term maintenance of drainage strategy

10. CONCLUSIONS

10.1 SALP Policy CP1 and paragraph 14 of the NPPF set out the Government's presumption in favour of sustainable development. This requires that development proposals should be approved that accord with the development plan or where the development plan is absent, silent or relevant policies out of date unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or where specific policies indicate development should be restricted.

10.2 The site is within the settlement area and the majority is an allocated housing site in the SALP. Policy SA7 of the SALP identifies the site as having a capacity of 23 units. This application proposes the development of a larger site to include land west of the allocated site, on land also within the settlement area. The principle of housing development on this site is acceptable.

10.3 The Planning Brief for this site indicates that the preferred access is along the southern boundary via Wellington Business Park. The hedgerow feature along Dukes Ride is considered to be important to retain and enhance. The application proposes access for nine houses from Dukes Ride. No trees will be lost to create this access and although hedgerow will be lost at the access point, additional planting is proposed along the Dukes Ride frontage and along the access road to retain the landscape appearance of the site.

10.4 Access to the southern part of the site is via Wellington Business Park using the existing road that serves the Wellington Sports Club. Some of the existing fruit trees close to the southern boundary that form an orchard, with ecological value, will be lost as a result of the development, but three fruit trees will be retained and additional orchard trees planted in an area of open space adjacent to the site access road. This is beneficial in both ecological and visual terms and creates a green entrance to the site.

10.5 The layout provides for houses to front the street, and the proposed flats are positioned to address the service road running south of the site. The block of flats is adjacent to the existing Wellington College staff flats at Bowman Court.

10.6 The development would not adversely affect the residential amenities of adjoining properties and would not adversely impact upon the character and appearance of the surrounding area. No highway safety implications will arise subject to the imposition of conditions. Relevant conditions will be imposed in relation to sustainability. A legal agreement will secure contributions for SPA mitigation and off site affordable housing and the scheme is CIL liable. The proposal is therefore considered to be in accordance with 'Saved' Policies EN20 and M9 of the BFBLP, CS1, CS7, and CS23 of the CSDPD and Policy CP1 of the SALP, all in accordance with the NPPF.

10.7 A legal agreement is required to secure Thames Basin Heaths SPA mitigation measures, contributions towards off site affordable housing, to secure adoption of access roads within the site and to ensure the long term maintenance of the drainage strategy.

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