

## Unrestricted Report

### ITEM NO: 5

Application No.

**23/00767/FUL**

Site Address:

Ward:

Great Hollands

Date Registered:

22 November 2023

Target Decision Date:

30 April 2024

**Beaufort Park South Road Wokingham Berkshire**

Proposal:

**Erection of 226 dwellings including associated on-site SANG with an access route, open space and pedestrian/cycle connections.**

Applicant:

Southern Housing

Agent:

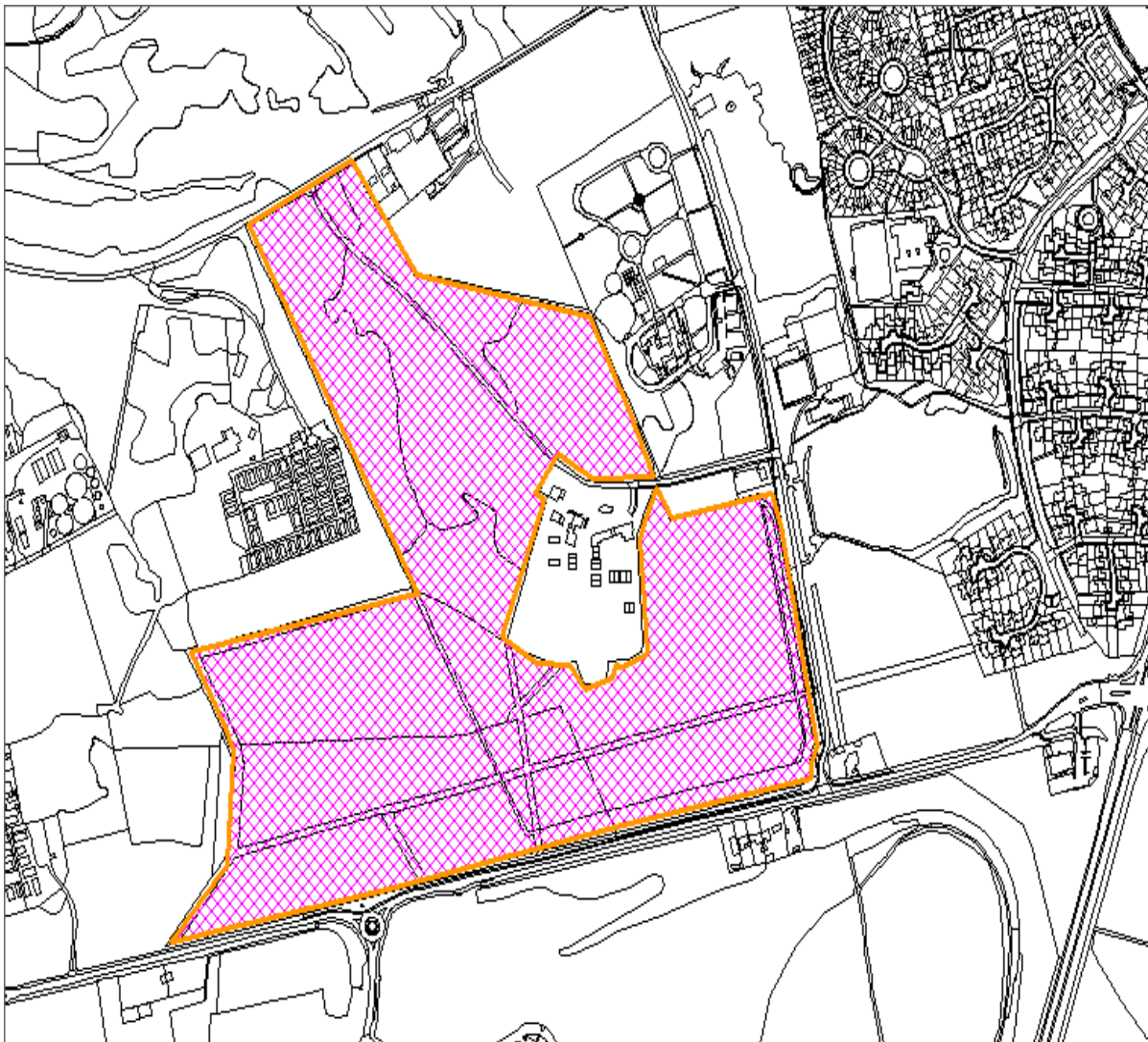
Mr Harry Payne

Case Officer:

Margaret McEvit, 01344 352000

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

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



## **OFFICER REPORT**

### **Important Note**

This report has been prepared in advance of the Executive and Council meetings on 19<sup>th</sup> March at which the new Bracknell Forest Local Plan 2024 is being recommended for adoption having passed its Examination. As the outcome of this process cannot be pre-judged this report sets out the planning considerations and policies that would apply in either eventuality (i.e. the plan being adopted or not). In either case the officer recommendations is for approval.

The supplementary report will confirm whether the new plan has been adopted and accordingly which parts of the report are no longer relevant.

### **1. SUMMARY**

1.1 The site is identified as a housing allocation within the emerging Local Plan for approximately 230 residential units and a requirement for the provision of an on-site Suitable Alternative Natural Greenspace (SANG). This application proposes a form of development, broadly consistent with the proposed allocation, providing a total of 226 dwellings, 50% of which would be affordable.

1.2 The previous planning application on the site (21/00986/FUL) for 226 residential units was refused by the planning committee on the basis of inadequate car parking to serve the development, likely adverse effect on the Thames Basin Heaths Special Protection Area (SPA), failure to secure affordable housing through a S106 agreement, failure to secure contributions towards services and infrastructure and biodiversity net gain (BNG), failure to secure affordable housing and a failure to demonstrate that flood risk would not be exacerbated as a result of the proposal or that the development would be safe from flooding. At the subsequent planning appeal hearing a S106 was submitted to overcome reasons for refusal related to infrastructure contributions, SPA, affordable housing and BNG. Details of drainage were submitted that demonstrated that the development would not exacerbate the flood risk.

1.3 The appeal following the refusal of planning application 21/00986/FUL was dismissed on the grounds of a failure to provide adequate car parking in relation to the SANG and 4 bed units along the main spine road which were served by triple tandem car parking. The inspector acknowledged that the proposed development was the subject of a draft allocation in the emerging Local Plan which had been through the examination process and had been identified as a suitable and sustainable location for residential development. The inspector raised no concerns in relation to the principle of the development with respect to the loss of what was at that point identified as a strategic gap between settlements or on the basis that the site lay beyond the settlement boundary.

1.4 The design of the proposed development is considered to be acceptable and responds appropriately to the landscape character of the area. It will maintain a strategic landscape buffer along Nine Mile Ride and due to the containment of the site will have limited adverse impact upon the character or appearance of the area.

1.5 The scheme provides an on-site SANG, public open space (OSPV) and, through the use of appropriate s106 obligations and conditions, will protect and enhance biodiversity, mitigate its impact on the Thames Basin Heaths SPA and provide appropriate levels of infrastructure.

1.6 The scheme provides a level of parking that meets the Council's adopted parking standard.

1.7 The scheme would provide 50% affordable housing, with a large number of these units being family homes for rent which would meet the Council's priority needs.

1.8 The appeal on the previous application on this site for 226 units (21/00986/FUL) was dismissed only on the grounds that parking to serve the SANG and triple tandem parking proposed to serve 4 bed houses would result in an increased risk of conflict between road users adversely affecting highway safety and causing inconvenience. All other matters were found to be acceptable. The parking issues highlighted in the appeal decision have been overcome in this application.

<b>RECOMMENDATION</b>
Planning permission be granted subject to the conditions and s106 Agreement as set out in Section 11 of this report

## 2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee because more than 5 objections have been received.

## 3. PLANNING STATUS AND SITE DESCRIPTION

<b>PLANNING STATUS</b>
The site lies outside the settlement boundary in the CSDPD. The emerging local plan includes the site within the settlement area and allocates it for residential development.
Sited within the 400m-5km buffer zone of the Thames Basin Heaths SPA

3.1 The site measures approximately 32ha and contains approximately 19.23ha of forestry plantation of which 14.38ha is coniferous plantation woodland (dominated by Scots pine) and approximately 4.85ha is mixed plantation woodland (dominated by Scots pine and red oak). The site also includes areas of semi-natural broadleaved woodland, acid grassland and an area of lowland heathland all of which are considered to be s41 Priority Habitats under the Natural Environment and Rural Communities Act. These are in varying states of condition and support a wealth of biodiversity of up to national level importance. The site falls within an area identified as 'Beaufort Park proposed Local Wildlife Site' (pLWS), as identified within the Bracknell Biodiversity Action Plan 2018 to 2023.

3.2 The southern boundary of the site adjoins Nine Mile Ride with the former Transport Research Laboratory beyond. The southern part of the site is established coniferous and broadleaved woodland including woodland plantation which provides a woodland setting to Nine Mile Ride. East of the site is South Road and Great Hollands Recreation Ground. Land north of the site is woodland together with heathland and grassland areas, Downshire Golf Club and the cemetery and crematorium. A partially constructed residential development is located adjacent to the site mid-way along the northern boundary. West of the site is an area of woodland with a mobile home site beyond.

3.3 The site is identified as a housing allocation within the Local Plan 2024. The developable area identified for this allocation is approximately 7ha. The proposed development extends beyond this developable area in the following regard: parts of 18 rear gardens to properties along the western boundary of the site, and an access road and turning heads on the eastern boundary. An oil pipeline runs from west to east across the front boundary of the developable part of the site.

#### **4. RELEVANT SITE HISTORY**

4.1 21/00986/FUL Erection of 226 homes including associated on-site SANG with an access route, open space and pedestrian/cycle connections. REFUSED 21.07.2022. Appeal dismissed.

#### **5. THE PROPOSAL**

5.1 This is a full application for the erection of 226 homes including an on-site SANG measuring approximately 5.5ha and areas of open space to include a pocket park, landscaped buffer to Nine Mile Ride including a play area, together with communal garden areas to serve the apartments. Vehicular access will be provided from Nine Mile Ride and South Road together with pedestrian and cycle routes through the site and open space.

5.2 Housing is shown to be a mix of detached and semi-detached houses together with 24 no 2 bed apartments within 6no. two storey apartment buildings. The bedroom mix of the proposed houses is 47 no. 2 bed, 134 no. 3 bed and 21 no. 4 bed. The affordable housing mix is 24 no 2 bed apartments, 28 no. 2 bed houses, 57 no. 3 bed houses and 4 no, 4 bed houses.

5.3 The appeal against the refusal of application 21/00986/FUL was dismissed on the grounds that the level of parking required for the proposed mix of dwellings and its layout would cause significant harm to highway safety. Specifically the triple tandem parking to serve larger units on the road leading to the proposed car parking area for the SANG and along the main spine road of the development, were found to be harmful. The car park to serve the SANG with 14 parking spaces was considered to be inadequate and likely to result in overspill parking onto surrounding streets with consequent impacts on highway safety. No reason for refusal on the basis of the principle of the development or its effect on the character of the countryside was included in the decision.

5.4 This current application proposes replacing 4 bed houses with 3 bed houses along the spine road and the road leading to the SANG car park, reducing the parking requirement and the triple tandem car parking in these areas. The car park serving the SANG is increased in size from 14 to 21 parking spaces. Parking on plots on the spine road has been redesigned so previous concerns over spaces restricting pedestrian visibility from driveways to the footway, obscuring access to front doors and cars overhanging the pavement are overcome. All other aspects of the application are as in the previously determined application.

#### **6. REPRESENTATIONS RECEIVED**

Representations

6.1 38 letters of objection have been received raising the following material considerations:

Inadequate local services. (Officer note: The inclusion of the site as an allocation in the Local Plan 2024 reflects that the site is sustainably located.

Access would be onto the already overcrowded Nine Mile Ride (Officer note: Highways officer has no objection to the application on highways grounds)

Local roads cannot accommodate additional traffic (Officer note: Highways officer has no objection to the application on highways grounds)

Loss of green space and trees (Officer note: Trees to be lost are predominantly plantation trees. None of the trees are protected by Tree Preservation Orders and the site does not include any ancient woodland or veteran trees.

Impact on wildlife (Officer note: The site does not contain any statutory wildlife designations.)

No nearby local amenities will result in residents being reliant on cars to access facilities. (Officer note: The inclusion of the site as an allocation in the Local Plan 2024 reflects that the site is sustainably located.)

Development unnecessary when Bucklers Park is not yet completed. (Officer note: The site has been allocated for housing development in the Local Plan to meet the housing needs of the Borough.)

Loss of strategic gap (Officer note: The Local Plan does not carry forward Strategic Gaps)

Loss of woodland (Officer note: Trees to be lost are predominantly plantation trees. None of the trees are protected by Tree Preservation Orders and the site does not include any ancient woodland or veteran trees)

Development will merge the settlements of Bracknell and Crowthorne which does not protect and retain the distinctive character of individual settlements, contrary to main modification 49 of the emerging Local Plan. (Officer note: The provision of a SANG, a landscape buffer along Nine Mile Ride and concentration of development in the east of the site protects and maintains the setting of settlements in accordance with requirements of policy LP 6)

Site is protection for the Nine Mile Ride pipeline and a wildlife protection area (Officer note. Development does not encroach on the pipeline,)

No direct road access to Great Hollands.(Officer note: pedestrian and cycle access is provided to Great Hollands.)

Impact on users of the nearby cemetery and crematorium (Officer note: The provision of housing on the site is not considered to affect the cemetery and crematorium which are closer to development in Great Hollands and the adjoining former office site.)

6.2 Crowthorne Village Action Group (CVAG) has objected to the application on the grounds that:

The proposed buffer strip buffer is very thin and will contain paths providing access for people to walk between settlements. It fails the test of “demonstrate that the distinctive character of individual settlements (Bracknell and Crowthorne) will be protected and retained.” (Officer note: The landscape buffer is appropriate in line with the requirements of policy LP 6. Maintaining pedestrian routes does not affect the character of the settlements )

This application will have the effect of merging the two settlements and development will simply mean that the urban sprawl out of Bracknell will join up Crowthorne to Bracknell. (Officer note. The provision of the SANG and landscape buffer and concentration of development in the east of the site maintains the settling of settlements in line with policy LP6.)

The site is also a protection for the pipeline that runs along Nine Mile Ride, and will have to act as a wildlife protection area. (Officer note. Development does not encroach on the pipeline,)

The road in and out of the proposed new development does not access Bracknell. The proposed site is therefore not an extension of Bracknell and is coalescence of Crowthorne into Bracknell. (Officer note. The access to the site is as proposed in policy LP 6. Pedestrian and cycle access to Great Hollands is provided.)

This access road will also cut straight across the 'buffer' eroding the wildlife Corridor. (Officer note. The access road is provided at the point of the existing TRL roundabout to make a minimal impact on the buffer.)

Loss of trees is contrary to policy EV4 of the Bracknell Town neighbourhood plan. (Officer note: Trees to be lost are predominantly plantation trees. None of the trees are protected by Tree Preservation Orders and the site does not include any ancient woodland or veteran trees)

Impact on wildlife which will not be protected through the layout.

## **7. SUMMARY OF CONSULTATION RESPONSES**

### Bracknell Town Council

7.1 Extra traffic flow caused by this development, which due to its location will mainly be by car would impact on local road infrastructure putting pressure on already busy roads with traffic flow from adjacent parks, football pitches and a cemetery, onward it will be causing more traffic joining the Nine Mile Ride.

7.2 New developments encourage residents to move in from other areas impacting the growth of population and impacting on local services, Schools, Doctors, Dentist included.

### Highways Officer

7.3 No objection subject to conditions.

Drainage Officer

7.4 No objection subject to conditions.

Biodiversity Officer

7.5 No objection to the proposal subject to conditions and S106 requirements.

Landscape Officer

7.6 No objection subject to conditions.

Housing Officer

7.7 No objection subject to securing affordable housing through S106 to meet policy requirements and through condition to secure additional affordable housing.

Berkshire Archaeology.

7.8 The application site falls within an area of archaeological significance and archaeological remains may be damaged by ground disturbance for the proposed development. No objection subject to conditions.

Active Travel

7.9 No comments but referred the LPA to Standing Advice which seeks a Travel Plan and Transport Assessment to be submitted with applications considered to generate significant amounts of traffic. Matters to be included in a Transport Assessment include: multi modal movements, assessment of current infrastructure, and proposed improvements to infrastructure. Major development should seek to provided local amenities to be within 800m walking distance, a bus stop within 400m, a walking connection to public transport, walking and cycle routes, safe cycle parking and priority at junctions for pedestrians.

**8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION**

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

Local Plan policies relevant to the consideration of the application prior to the adoption of the new Local Plan include the following [Weight to be afforded these policies in accordance with para. 225 of the NPPF]:
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SALP Policy CP1
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CSDPD Policy CS1`
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BFBLP H5,
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CSDPD CS9
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CSDPD CS7
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BFBLP Policy EN20
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CSDPD CS7
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BFBLP EN1
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BFBLP EN2
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BFBLP EN25
CSDPD C23
BFBLP M8
BFBLP M9
CSDPD CS10
CSDPD CS12
Development Plan policies relevant to the consideration of the application upon the adoption of the new Local Plan include the following:
LP1 (Spatial Strategy)
LP 3 ( Sustainable development principles)
LP6 (Land at Beaufort Park, Nine Mile Ride, Bracknell)
LP16(Affordable Housing)
LP27 (Climate Change)
LP28(Design Principles)
LP32(Thames Basin Heaths Special Protection Area)
LP35 Development in the countryside
LP36 Landscape character
LP50(Design)
LP53 (Biodiversity)
LP54 (Protection and enhancement of trees and hedgerows)
LP62 (Parking)

### 8.3 Bracknell Town Neighbourhood Plan (2022)

The following policies are relevant to this application:

- Policy EV 4 (Protection of Trees)
- Policy EV 5 (New Trees)
- Policy EV 9 (Air Quality)
- Policy HO 5 (Private Gardens: Green Space and Biodiversity Corridors)
- Policy HO 6 (Buildings Energy Efficiency and Generation).
- Policy HO8 (Good Quality Design)

<b>Supplementary Planning Documents (SPD):</b>
Parking Standards SPD (2016)
<b>Other publications:</b>
National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)



## **9. PLANNING CONSIDERATIONS**

9.1 The key issues for consideration are:

- i Principle of Development
- ii Design
- iii Trees
- iv Highways
- v Drainage
- vi Impact on Biodiversity
- vii Landscaping
- viii Affordable Housing and Dwelling Mix
- ix Thames Basin Heaths Special Protection Area (SPA)
- x Sustainability
- xi Contamination
- xii Waste
- xiii Securing Necessary Infrastructure

### **i. Principle of Development**

9.2 At the time of writing, the new Local Plan has yet to be adopted and the site comprises land outside a settlement area in the adopted development plan. However, the emerging Local Plan allocates the site for approximately 230 residential units including 35% of the units as affordable homes with the part of the application site where building is proposed to fall within the settlement area of Bracknell.

9.3 Planning decisions should be in accordance with the policies of the statutory development plan unless material considerations indicate otherwise as set out in s38(6) of the Planning and Compulsory Purchase Act 2004 and s70(2) of the Town and Country Planning Act 1990 and paras. 2 and 12 of the NPPF. Para. 225 of the NPPF confirms that existing policies should not be considered out-of-date simply because they were adopted prior to the publication of the Framework. Weight should be afforded to them according to their degree of consistency with the Framework. Equally, weight can be given to emerging policies according to the stage of preparation of the emerging Local Plan, the extent to which there are unresolved objections to relevant policies and their consistency with the Framework (para.48).

9.4 The NPPF confirms that plans and decisions should apply a presumption in favour of sustainable development. For decision taking (para.11) this means: -

- Approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

9.5 Footnote 8 to para. 11 (in the 2023 version of the NPPF) confirms that for applications involving the provision of housing, policies considered most important for determining the application should be considered out-of-date where the Local Planning

Authority cannot demonstrate a four year supply of deliverable housing when a local plan has been submitted for examination.

9.6 The LPA can demonstrate a four-year supply of deliverable housing sites and the new Local Plan has been through examination so development plan policies relevant to the supply of housing are not considered to be out of date by virtue of footnote 8 and in considering the application in advance of the adoption of the emerging Local Plan, the tilted balance is not engaged

9.7 In terms of considering the application against the new Local Plan if it is adopted on 19<sup>th</sup> March 2024, the site is an allocated housing site with built development to be provided on land within the settlement area. Para 11 of the NPPF advises that development proposals that accord with an up-to-date development plan should be approved without delay.

9.8 Policy EN1 of the BFBLP states that planning permission will not be granted for development which would result in the destruction of trees and hedgerows which are important to (inter alia) a clear distinction between built up areas and the countryside, or the character and appearance of the landscape or townscape.

9.9 Policy EN8 indicates that beyond settlement boundaries, development will only be permitted where it would not adversely affect the character, appearance, or function of the land. Policy EN10 relates to Areas of Landscape Importance.

9.10 Policy EN20 states that in determining applications, the Borough Council will have regard to if a development is in sympathy with the appearance and character of the local environment, if it retains beneficial landscape features, and as to whether it avoids the loss of important open areas, gaps in frontages and natural features such as trees and hedges which are desirable to retain.

9.11 Policy H5 refers to new dwellings outside settlements and indicates that such development will not be permitted if it would cause harm to the character of the area or to the relationship between the settlement and the surrounding landscape.

9.12 Policy CS1 of the CSDPD requires new development to protect and enhance the character and quality of local landscapes and the wider countryside.

9.13 Policy CS7 requires development proposals to build on local character, respecting local patterns of develop, to enhance the landscape and promote biodiversity

9.14 Policy CS9 states that the Council will protect land outside settlements from development that would adversely affect its character, appearance or function.

9.15 These policies, when taken collectively, are considered to have a high degree of consistency with the Framework in terms of the need to achieve a high standard of design, value the contribution that trees make to the quality of an area, and assess any proposal's impact on the character and appearance of the countryside.

9.16 The site has been included as an allocation in the 2024 Local Plan. The site is located within the Type A1: Bracknell Forest Forested Sands Landscape Character Area (LCA) which is characterised by large areas of coniferous plantation and roadleaved woodland, with limited areas of open heath, giving a sense of enclosure and remoteness, and with very low settlement density. Suburban settlement at the peripheries of the LCA is mostly

well screened by trees.

9.17 The Landscape Sensitivity Appraisal for the Local Plan allocations indicated that overall, the landscape sensitivity of the site is considered to be medium –high with the existing developed area in the centre having lower landscape sensitivity. The site is visually contained by thick swathes of woodland and so has little to no intervisibility with the surrounding landscape. Despite the well enclosed character of the site, the site's strong landscape character, its Location away from the settlement edge and the potential to join the built up areas of Bracknell and Crowthorne and Bracknell and Wokingham increase sensitivity. The areas of remnant heathland, unimproved grassland and deciduous woodland have a particularly high sensitivity.

9.18 As a general principle, any development should avoid the areas of highest sensitivity, take steps to maintain the rural character of the site, should adjoin the office building, and maintain the clear physical and visual separation between the built-up areas.

9.19 To the east, existing development outside of the settlement adjoins or is opposite the site (crematorium, recreation ground and driving range). The Bracknell neighbourhood of Great Hollands where there are shops and other facilities lies further to the east. To the south in Crowthorne parish, the major new development of Buckler's Park is currently under construction and will provide a number of local facilities. There is an opportunity for any development on the site to be well related to Bracknell to the east and have improved links to both Bracknell and Crowthorne.

9.20 The site is within land between the settlements of Crowthorne, Bracknell and Wokingham. The site provides extensive woodland along the B3430 (Nine Mile Ride) which acts as a physical and visual gap between the built areas of Bracknell and Crowthorne. Policy LP6 addresses the need to protect and enhance the settings of identified settlements of Bracknell and Crowthorne.

9.21 The built development is proposed within the land to form an extension of the settlement of Bracknell in the local plan. The SANG is proposed on land outside the defined settlement and this will form open space between Bracknell, Crowthorne and Wokingham and will enhance the setting of these settlements.

9.22 A pipeline restricts development along the southern boundary of the site. Any development to the south of the pipeline would compromise this visual and physical separation due to the wooded area that reduces intervisibility between the site and the new development Buckler's Park. No development is proposed in this part of the site and a landscape buffer is provided here in accordance with the requirements in policy LP6.

9.23 Policy LP36 states that outside of defined settlements proposals will be permitted which recognise and enhance the character and quality of the landscape character area within which they are situated and protect and enhance the setting of individual settlements and their distinctive characters. The SANG is located outside a defined settlement in the local plan and will protect and enhance the recognised landscape character.

9.24 There are areas within the site that are not considered to be suitable for development due to constraints:

- Areas with higher risk of groundwater emergence in the west of the site are not considered suitable for development, and areas across the site where surface water flood risk coincides with high groundwater levels are not considered suitable for development as they likely interact (the Level 2 SFRA indicates that these areas form flow routes through the site during flood events).

- The southeast corner of the site is within 400m of the SPA and is therefore not suitable for housing.

- Areas of high and medium ecological value to the north of the site contain UK Priority Habitats and are not considered suitable for development.

9.25 The local plan supports the development of this site as an extension to the built-up area of Bracknell by locating development adjacent to the existing office building, the crematorium, and Great Hollands recreation ground, whilst retaining existing woodland along the southern perimeter of the site to enhance the site's function in protecting and enhancing the settings of Bracknell and Crowthorne.

9.26 Neighbouring and on-site SANGs could be linked by green leisure routes. A SANG is proposed north-west of the residential development with a safeguarded biodiversity area south and west of the SANG. Leisure routes from the SANG and through the residential development connect to existing SANGs at the former TRL site (Bucklers Forest) and the Great Hollands Recreation Ground.

9.27 The application proposes built development adjacent to the former office development, which is currently being developed for housing, and the crematorium to the north and Great Hollands Recreation Ground to the east in accordance with advice in the emerging local plan. By maintaining a 50m landscape buffer to Nine Mile Ride and a buffer of approximately 12.8m-18.5m from the development on the eastern boundary and the site boundary with South Road, development will relate to existing development in the vicinity of the site. Maintaining the extensive buffer to Nine Mile Ride will also help to maintain open space and enhance the settings of Bracknell and Crowthorne. Trees within the verge along South Road, and those trees outside of the site boundary will also be retained.



9.28 Policy LP6 allocates the site for residential development of approximately 230 residential units, including 79 affordable homes and the provision of an element of specialist accommodation for older people with up to 5% of dwellings as serviced plots for sale to self and custom builders. This application proposes 113 affordable units but does not provide specialist accommodation for older people or plots for self and custom build. Providing these would result in a reduction in the number of affordable units. The provision of additional larger family homes available for social rent is considered to be a reasonable benefit to offset the loss of older people's housing and self-build provision.

9.29 Current development plan policies seek to protect the countryside from development that would adversely affect the character, appearance or function of the land or would damage its landscape quality. Policies CS9 and EN8 require an assessment of development in terms of its effect on the character and appearance of the land. The application site is well contained by mature trees on its boundaries and development is proposed adjacent to nearby development, leaving extensive landscaped buffers to boundaries and safeguarded habitat areas and woodland to the west. A SANG north of residential development again protects the countryside character. If the Local Plan is not adopted the site remains in the countryside where development is not acceptable in principle. However, weight should be given to policies in the development plan and the emerging Local Plan as set out in the NPPF.

9.30 The allocation of the site for residential development and extension of the settlement of Bracknell to include land within the site where residential development is proposed is in accordance with policy LP6 of the 2024 local plan. When assessed against local plan policies the built development is within the settlement area. The SANG will be located on land in the countryside where policy LP35 indicates that

facilities for outdoor sport and recreation will be permitted. The development is consistent with the allocation of the site in policy LP6.

## ii Design

9.31 The site will have two vehicular means of access. The primary access is from a fourth arm to be created on the existing TRL roundabout on Nine Mile Ride with a secondary access onto South Road. This results in two spine roads being created through the site. The spine road from Nine Mile Ride runs north towards the proposed SANG in a landscaped gateway street. The road branches left up to the heathland north of the site then continues east along a route known as 'Park Avenue' which leads to the eastern part of the site with 'Forest Ride' at its centre.

9.32 The access road from South Road runs east-west stopping short of the boundary of the site with the existing office block on the adjacent site. Although cycle and pedestrian access throughout the site can be achieved, vehicular access within the site is restricted to limit the number of vehicles using South Road. The number of residents using this access will be limited by controlling through traffic within the site and 75 dwellings will be served by this access.

9.33 Three key nodes along the spine roads have been defined. The first node in the west forms the centre for the western area of the site. It relates to the entrance from the south and the heathland to the north.

9.34 The second node is a point in the centre of the site connecting the east to the west, it will also form a key node for pedestrian and cycle access through the site.

9.35 The third node connects the eastern portion of the site from north to south, allowing for pedestrian and cyclist permeability but retaining a split for vehicular access. This forms the centre of the eastern portion of the site and key urban feature.

9.36 Green areas and landscaping are used within the site to define character areas. The western portion of the site contains two landscaped routes to form green connections through the site. These green corridors help define views through the site to the heathland and woodland beyond. In the eastern portion of the site the green park forms a centre around which the residential blocks are clustered.

9.37 Within the development, a number of pocket parks have also been created. The two in the east relate to the apartment blocks. The one in the centre forms the focus of this character area and a connection to the recreation areas and parkland along the southern edge of the development.

9.38 Primary frontages have been arranged to face the spine roads. Focal buildings are provided at key changes in direction or at the end of views. These focal buildings will have façade features such as bay windows on corners as well as corbelled brickwork along their bases. Symmetrical buildings have been used to formally define entrances to character areas and different areas of the site.

9.39 Three character areas have been defined throughout the development based on changes within the site from west to east. The density of development and form and layout reflect the characteristics of the site.

9.40 The western portion of the site relates to the surrounding heathland and woodland, with the eastern portion of the site relating to the nearby residential area of Great Hollands and the existing office building site. The site's landscape features,

topography, road hierarchy, pedestrian links and focal areas inform distinct character areas distributed across the site. These have been defined as:

- Heathland Gateway
- Park Avenue
- Forest Ride

#### Heathland Gateway

9.41 The characteristics of the Heathland Gateway in the western part of the site are:

- Rural edge of settlement
- Proximity to Heathland
- Entrance to site
- Proximity to Buckler's Park
- Larger houses
- Set back front gardens
- Gentler curved roads
- Parking provided off street in garages and car ports
- Natural landscaping runs through the site
- The character of the area is less formal, with a looser grain

9.42 The area is characterised by larger, set-back, gable-ended detached and semi-detached properties to the west and slightly less formal properties to the east. Front gardens are generous with a swale lining the western side of the road.

9.43 The character area also contains key focal point homes which are orientated at a different angle to other properties and set within more generous plots. These assist with orientation and frame the view of the heathland.

## HEATHLAND GATEWAY



### Park Avenue

9.44 Park Avenue, within the central area of the site, is characterised as:

- Larger houses arranged loosely around a pocket green
- Suburban houses set back from street with defensible space
- Avenue is a curved more formal road with cul-de-sacs extending off it
- Main distribution road with clusters of housing off it
- Tree lined avenue is the defining feature of area
- Defined as a key connection across the site
- Key node for pedestrian and cycle access to site
- Narrower portion of the site

9.45 Park Avenue links the western and eastern portions of the site. The spine road is curved through this section of the site and the area is characterised by larger, set-back, gable-ended semi-detached properties to the north and Garden Streets to the south. The pocket park here provides a key link for cyclists and pedestrians and connects the eastern and western portions of the site. The spine road is curved through this section then ends on the central park of Forest Ride.





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9.46 The road is tree lined to the northern side and has a central pocket park that forms a symmetrical central axis for the road. The curved avenue is slightly more formal than Heathland Gateway, but the houses are still large with setbacks from the road and there is a mixture of on street and off street parking.

#### Forest Ride

9.47 The main characteristic of the Forest Ride is its formal street scene. The street has a wide soft verge with regularly spaced trees within grass verges. The highway footpath is set back from the roadside on the northern side. Front gardens open directly onto the footpath and a section of hedge defines the boundary between adjacent properties. On the south side of the road, gardens are planted with shrubs and edged with hedging.



FOREST RIDE

9.48 A Pocket Park is provided within this character area which will allow for informal recreation for residents. The park will be planted with large tree species, planted

relatively densely with a simple understorey. Tree species include Scots pine, Sweet chestnut and Silver birch. Properties will front onto this Pocket Park.

9.49 A cycle path on a shared surface runs north-south through the park, with a pedestrian route through the centre of the park.

9.50 The character area is defined as:

- Semi-urban
- Use of enclosures around green space
- Proximity to South Road
- Key connection to Great Holland Recreation Ground
- Neighbours office building site
- Central park is key defining characteristic
- Remnant forest that connects the site from North to South
- More formal and structured with a tighter grain
- Narrower frontage gardens with more formal hedging
- More smaller units including apartments and terraced housing
- Higher density

9.51 The grain of development changes from east to west, with a looser grain of development to the west with its connection to the surrounding landscape being replaced by a more structured higher density grain to the east centred round the main green area to be provided. The roads in the western section are gently curved to reflect the more rural surroundings, but in the east the road network becomes more geometric and relates to the semi urban nature of this part of the site.

9.52 Within the local area properties are generally brick built with pitched roofs with planting along street edges and front garden boundaries.

9.53 The proposed housing will be of contemporary architecture with green and visual links, open spaces, and traffic-calmed streets throughout the development. Properties will be brick built with the three brick tones used across the site to distinguish the character areas.

9.54 Heathland Gateway picks out the heathland colour palette with the soft yellow and buff tones and natural slate. Forest Ride picks up the more semi urban materials of red brick and clay tiles. Park Avenue is a transition between the two using buff/grey brick.

9.55 Two roof materials, slate and clay tiles, will be used to help provide character to distinct areas. Feature elements such as entrance porches, bay windows, canopies and brick detailing have been used on corner houses.

9.56 Properties are predominantly two storeys in height, with the introduction of some three storey houses at central points within a run of houses. Buildings are detached, semi detached and terraced with six, two storey apartment buildings and all properties have pitched roofs. House types are repeated throughout the development but apartments are located only in the Forest Ride area of the site.

## Conclusion

9.57 The proposed design is considered to be appropriate for the site. The defined character areas respond to features of the areas surrounding the site and provide for

variety throughout the site, assisting legibility. The change in form of development across the site reflects the surrounding land which ranges from heathland in the west to the more developed character in the east. The contemporary architectural styles will create a distinctive character to the site but elements of design will reflect local design features.

### iii Trees

9.58 The site is extensively wooded and an Arboricultural Impact Assessment (AIA) has been submitted with the application. The AIA identifies four individual trees (T1-T4), three groups of trees (G1-G3) and eighteen woodland compartments (W1-W18) on the application site.

9.59 The site includes three distinct areas of tree cover: mono-culture Scots pine plantation to the central south part of the site; mixed Scots pine and red oak plantation around the southern and eastern perimeters; and mixed deciduous woodland around open grassland in the north. None of the trees are protected by Tree Preservation Orders and the site does not include any ancient woodland or veteran trees. However, the site includes Habitats of Principal Importance including Deciduous Woodland.

9.60 The development will result in the loss of one identified individual tree and the removal of approximately 11 ha of woodland. Tree removal would mainly involve the loss of low and moderate quality areas of monoculture plantation. The creation of the access road from Nine Mile Ride would result in a small loss of deciduous woodland (0.42 hectares).

9.61 Tree planting is proposed as part of the proposal comprising 637 new trees and just over 0.3 hectares of new woodland edge planting. Although the trees proposed for removal have some landscape and visual value, the vast majority comprises coniferous monoculture plantation. An area of retained woodland is proposed to the west of the residential development, with a 50m wide landscaped buffer along the front boundary of the site with Nine Mile Ride.

9.62 The proposed planting comprises fewer trees than would be removed so there would be a permanent net reduction in tree cover by the time the new trees are mature. However, the planting scheme includes a greater range of species than would be removed and would therefore enhance biodiversity. The existing site is heavily dominated by plantation trees that give uniformity in tree cover and age of trees. The development would include trees along streets and within open spaces including the Pocket Park. This would allow for greater tree variety across the site and allow for greening of the development. The retention of the landscape buffer along the boundary with Nine Mile Ride and retention of woodland to the west of the proposed residential development would allow for the retention of the strategic gap between Bracknell and Wokingham and between Bracknell and Crowthorne. The proposal is therefore considered to be acceptable in terms of policies EN1 and EN2 of the CSDPD.

### iv Highways

#### Access

9.63 Access to the site is provided via a change to the current Nine Mile Ride/Buckler Ride roundabout. This roundabout will be altered to provide an additional arm to serve the development. The design of the roundabout may vary as part of the S278/S38 agreement process but is acceptable in principle.

9.64 In relation to the internal layout of the site, there have been some changes that have been made since the last application, but the main road layout and associated paths are broadly similar and are acceptable in principle. Any minor modifications can be covered in the S38 adoption agreement that will be required.

9.65 The proposal indicates a new entrance onto South Road to serve 75 dwellings. This access is located within an existing verge area with trees within it. The current route outside the site is not proposed to be lit due to funding limitations to deliver the interim scheme and it will be expected that this site would need to fund the delivery of subsequent lighting along the route and into the site. The site access junction may also need to be lit as part of the scheme.

9.66 The site includes pedestrian and cycle links throughout the development and to link to Nine Mile Ride including the existing bus stop and the facilities at the Great Hollands Recreation Ground. The proposed SANG should also utilise these routes through the development to enable access to Nine Mile Ride (and onto the SANG at Bucklers Park) and provide a route from the north east of the development site closest to the proposed SANG towards the Great Hollands SANG. A dedicated footway/cycleway runs east to west along the southern edge of the developed area of the site. The route will need to be lit to aid users at night-time. It is likely that many users will follow the pedestrian routes shown that are closer to the dwellings and located within an informal play area. Cycle links will also be provided from Nine Mile Ride and South Road connecting to internal cycle links within the development.

#### Parking

9.67 Parking was the subject of the reason for refusal in the previous application and was discussed at length at the subsequent appeal. The discussions related to the level of parking provided for the SANG, the amount of parking provided for the flats proposed, visitor parking provided and its distribution across the site and the increase in triple tandem parking and the impact on highway safety it could have along the main spine road into the site.

9.68 In relation to the level of parking associated to the flats, on the basis of the evidence and discussion at the appeal the Inspector was content that a provision of 1.5 spaces per unit was adequate for the 2 bed flatted units proposed.

9.69 In respect of visitor parking, the Inspector was also content that sufficient opportunities for visitors to park across the estate roads were available even if not within dedicated bays.

9.70 In respect of the parking for the SANG, the Inspector recognised that sufficient parking was not provided and thus this application seeks to address this by increasing the parking from 14 spaces to 21 spaces (including 2 spaces suitable for disabled use). At this level of parking, it is felt that overspill parking is much less likely to occur. Furthermore, the design of the car park proposed provides on site turning should vehicles arrive to a full car park and this should remove the potential for vehicles to reverse a long distance back along the access road which could lead to conflict with other road users accessing the SANG.

9.71 Parking is provided in a number of forms within the site. Garages and car ports are provided for some houses, with on plot parking and some parking courts also available.

9.72 In considering the appeal on the previous application on this site, the inspector found that the provision of additional four bedroom houses along the main spine road shown to be provided with triple tandem car parking were found to be harmful in terms of highway safety. These units are now shown as 3 bed houses and parking to serve the units has been adequately provided.

9.73 Car parking to serve the 24 x 2 bedroom apartments is provided in parking courts to the rear of the associated apartment buildings. The car parking standard for 2 bedroom units is 2 parking spaces. The application proposes that 1.5 spaces are to be provided for each apartment. The justification for this reduction in parking provision is that parking for these affordable units will be unallocated, thereby there will be more efficient day-to-day use of the spaces.

9.74 Adopted parking standards do support the provision of reduced car parking numbers for affordable unit tenures. The Car Parking Standards SPD states that:

- “1. The starting point for applications for affordable housing is that they should meet the prescribed parking standards in Table 6; and,
2. The Council may consider lower parking standards for affordable housing schemes on the basis of robust site-specific evidence which demonstrates that the development will generate less demand than is prescribed and which considers future issues such as right to buy.”

9.75 In considering the appeal following the refusal of application 21/00986/FUL, the inspector considered that submitted information indicated that car ownership for social rented accommodation is less than for market housing. With the addition of a flexible approach to the allocation of spaces for the affordable rental flats the lower level of provision of 1.5 spaces for each 2 bed apartment would be appropriate. This will be provided in the current application.

9.76 All dwellings will be provided with at least 1 passive EV space, fitted with the necessary infrastructure to support the installation of an EV charging point depending on end user need. In addition, 5 dual charger EV charging points will be provided in public areas of the site layout throughout the scheme. The Council's adopted Parking standards seek 20% passive EV space provision. Recent changes to Part S of the Building Regulations which have now come into force, will require a higher level of active provision.

9.77 Cycle parking for the dwellings will be required and thus rear access paths to the garden areas for those properties without a suitable garage will be required.

#### Traffic Impact.

9.78 The applicant has resubmitted the previous traffic impact works that were carried out for the last application and which were deemed acceptable as well the impact on the local road network that arose. Since that time the basis for the background traffic modelling (Local Plan) has altered due to some housing sites being excluded from the plan period. That in effect has made some alterations on the wider road network. However, the changes expected in this part of the network are not expected to be significant and thus the impact already tested is likely to be a worst case scenario.

#### Construction impact

9.79 In relation to construction activities in the early part of the implementation the use of South Road for limited access to set the site up for tree removal may be acceptable. Arrangements could be controlled for a specific period to allow access to the site for

machinery related to tree removal. Such machinery could then stay on site. The route for access to the main spine road would be more limited and could be deforested first to provide access to any compound area and the area for the roundabout works. Trees could be stockpiled on site to be removed in a controlled manner and via the roundabout once suitably constructed.

Travel Plan.

9.80 A travel plan for the site is required and has been submitted. This will be secured through a S106 Agreement.

Construction traffic

9.81 The application proposes that some construction traffic will use South Road. South Road is not adopted highway and consent for such activity would be required from the landowner (Bracknell Forest Council). The increased level of HGV vehicles using the route could lead to the road itself being damaged which would require repair. The scale of activity could also impact on the number of larger vehicles passing along the route which could lead to further damage as South Road. The amount of construction traffic using South Road should be set out in a CEMP to be secured through a condition.

Conclusion

9.82 The traffic impact from the development is considered to be acceptable and will not result in capacity issues on the highways network. Traffic modelling has been carried out and takes into account existing traffic flows in the vicinity of the site and projected future growth including existing commitments and future housing allocations.

9.83 Parking is provided in a variety of forms throughout the development. The parking provision does not fully meet car parking standards in terms of the parking to serve the affordable apartments. These units will have a parking provision of 1.5 spaces to serve each two bedroom apartment. The adopted parking standards do allow for a relaxation of parking standards for affordable housing schemes in some circumstances and in considering the appeal for the previous planning application on this site the inspector considered that this level of parking was acceptable. The SANG car park has been increased in size in this application and is now considered to be acceptable. Units where triple tandem parking was provided to serve 4 bed units in application 21/00986/FUL have now been provided as 3 bed units with adequate parking provided to meet adopted car parking standards. The proposal is considered to be acceptable in highway terms and accord with policy M9 of the BFBLP and LP 60.

v Impact on Biodiversity

9.84 The site consists of a large block of mixed / coniferous plantation woodland, parcels of semi-natural, broadleaved woodland surrounding a large area of acid grassland and an area of remnant dry lowland heathland.

9.85 The site does not contain any statutory wildlife designations. The northern part of the site (comprising c.12.78ha of broadleaved woodland, acid grassland and remnant dry heathland) is identified as a proposed Local Wildlife Site within the Bracknell Biodiversity Action Plan (BAP) 2018-2023 (Bracknell Forest Council, 2018). The citation provided by Thames Valley Environmental Records

Centre (TVERC) confirms that the site was considered by the selection panel in 2010, but while some areas appeared likely to qualify for LWS status (especially the heathland), the information on the grassland was not sufficient to decide whether it met the designation criteria at that time. The area identified as the proposed LWS will be retained and managed as the proposed SANG and biodiversity 'safeguarded' area.

9.86 Mixed plantation woodland dominates the southern extent of the Site. Scots pine is the primary canopy species. Native tree species within these parcels are generally very limited in distribution and abundance and are restricted to scattered birch, rowan and holly within the understorey, with more mature sweet chestnut and oak along the southern and western margins of the site.

9.87 The shrub layer is dominated by bracken and dense areas of Rhododendron. Ground flora is extremely limited or absent within the majority of the plantation woodland areas which are dominated by a thick carpet of pine needles, with the exception of some more open areas along the gas pipeline easement and existing tracks / ditch routes.

9.88 The mixed plantation woodland is of limited diversity in terms of canopy and shrub layer species. Given the highly modified nature of the plantation areas, the prevalence of bracken cover and invasive Rhododendron, and the extent of similar habitat within the locality, it is considered that this habitat is of limited ecological value.

9.89 A small parcel of broadleaved semi-natural woodland is present in the southwestern corner of the Site where red oak, sweet chestnut and silver birch are the dominant species. The shrub layer and ground flora are fairly limited, although does contain some native species.

9.90 The broadleaved woodland habitat within the site is considered to have moderate diversity. At present it is not considered to provide a good example of s41 Priority Habitat. This habitat type is considered to be of importance at the local level.

9.91 A woodland management plan has been prepared and will be secured within the SANG and Biodiversity Safeguard Area Management Plan through a S 106 Agreement.

9.92 The site includes a small area of dry heathland within the north central part of the site. Pine scrub is increasingly encroaching into the southern part of the heathland, with other shrub species such as gorse also resulting in a less diverse ground flora in these areas. Lowland heathland is a UK BAP and s41 Priority Habitat. Although the heathland present within the site is considered to be degraded at present, given the potential for restoration to Priority Habitat status it is considered that the heathland is of County level importance.

9.93 An area of damp acid grassland occurs south of the area mapped as dry heathland. This area was previously recorded as 'wet heath / mire' habitat, however an update survey undertaken in 2021 indicated that the habitat does not meet the criteria for 'heathland'.

9.94 This area of habitat best fits with poor quality 'purple moor grassland', which fits within the broad habitat category of 'acid grassland'. Due to the low species diversity, it is not considered to meet the criteria for s41 Priority Habitat and is therefore considered to be of importance at the local level.

9.95 Heathland and acid grassland areas have been included within the safeguarding area around the SANG. The SANG Management Plan should include specific measures to include a percentage cover of scrub with an emphasis on removing pine and coppicing gorse from the areas.

9.96 The submitted Biodiversity metric shows a Biodiversity Net Gain (BNG) of 12.91% for area habitats, 100% gain in hedgerow units and 23.19% in river (ditch) units.

9.97 To secure the biodiversity net gain, the management of all public or shared areas of the site will need to be covered by a management plan for 30 years to be secured by section 106 agreement. In addition, contributions will be required for maintaining biodiversity net gain on transferred land and monitoring it to ensure the habitats achieve the required habitat type and condition level in the biodiversity metric.

### Badgers

9.98 An Ecological Mitigation and Enhancement Strategy has been submitted with the application. The Strategy considers that the low badger density across the site will help to avoid some impacts from the loss of foraging area. In addition, the development will provide more open habitats suitable for foraging. New walking routes will be designed to avoid close proximity to badgers' setts.

9.99 Updated badger surveys will inform the number and type of setts proposed for closure and whether a new sett is required in line with Natural England protocol. The woodland area south of the pipeline and west of the proposed site access could be a suitable location if a new sett is required. Updated surveys and badger mitigation can be secured by condition and incorporated into the Construction Environmental Management Plan and the relevant habitat management plans.

### Bats

9.100 The proposed development provides an opportunity to provide new roosting features both integrated within new buildings and on trees. Improvements in foraging may also be achieved around the new SuDS. A lighting scheme will be required to be secured through a condition to ensure that lighting does not impact the bat foraging areas on the site.

### Reptiles

9.101 Reptile surveys were carried out prior to the submission of the application. The reptile surveys confirmed the presence of slow-worms, grass snake and common lizard across the site. The surveys indicate a medium population of slow-worm and low-medium populations of common lizard, grass snake and adder are likely present. This is broadly comparable with the reptile surveys undertaken at the site in 2018 which recorded all four of the reptile species stated above, and concluded that an exceptional slow-worm population and low populations of common lizard, grass snake and adder were present. As such, the site qualifies as a Key Reptile Site.

9.102 Although common and widespread in southern England all common reptile species are considered as s41 Species of Principal Importance and are afforded legal protection from killing and injury. Based on the local habitat context surrounding the site, populations of reptile species using the site are considered important at the Local level.



9.103 Outline principles of the reptile mitigation strategy are set out in the submitted Ecological Mitigation and Enhancement Strategy (EMES). A condition can be included on any planning permission to secure a detailed EMES with relevant information incorporated into the CEMP and habitat management plans. In addition, a condition will be required to secure the design and use of a buyers' information pack to inform potential residents about the ecology of the site. This is to address the potential effect of cat predation and long term impacts with reptiles at the site.

## vi Landscaping

9.104 The 2015 Bracknell Forest Borough Landscape Character Assessment divides the Borough into distinctive landscape character types (LCT) and areas (LCA). The application site is within the LCT Forested Sands which is influenced by extensive tree cover and soil formations that result in a landscape of coniferous plantations on former heathland and woodlands. Within Bracknell Forest this LCT occurs as a single large tract of land comprising the Bracknell Forest Landscape Character Area A1. This character area comprises a large expanse of forest plantation. The features of LCA A1 include:

- extensive areas of forest and woodland where an undeveloped character predominates, providing opportunities for recreation
- mosaic of broadleaf and mixed woodland, remnant heathland and grasslands
- Remnant heathland, mature trees and semi natural broadleaf woodland
- the undeveloped character, sense of naturalness and remoteness provided by the lack of built development and the remaining deciduous and mixed woodlands and heathlands
- heavily enclosed character with distinctive long and framed views opening out along historic, straight rides.

9.105 The overall landscape for this LCA which are relevant for the application site are:

- Protecting the undeveloped nature, sense of remoteness and dark skies in the interior areas of forest, which provide an escape from the settled parts of the borough.
- Protect the undeveloped wooded character of the area between Crowthorne and Bracknell which provides a physical and visual separation or 'gap' between settlements.
- Protect long views along historic, straight rides (such as the Devils' Highway) and glimpsed views from more elevated areas across the LCA.
- Balance the need for recreation and enjoyment of the landscape (and the need to provide associated facilities such as car parking) with the conservation of habitats for flora and fauna.
- Where appropriate consider the restoration of historic extents of open heathland through clearance of encroaching scrub and felling of redundant plantations on former heathland where this does not result in overtly adverse visual impacts.
- Consider the potential impacts of any potential new development and plan to minimise these and enhance sense of place through careful design (including siting, scale and materials), and use of landscape mitigation to enhance sense of place.

9.106 The Landscape Sensitivity Appraisal provides an assessment of potential housing and employment sites submitted to Bracknell Forest Council for consideration in the 2016/2017 Strategic Housing and Economic Land Availability Assessment (SHELAA).

9.107 The landscape sensitivity appraisal considers the landscape sensitivity of each site in the context of the specific development capacity proposed within the SHELAA report. A five-point rating from 'low' to high' was used to illustrate overall levels of landscape sensitivity - i.e. how susceptible the character, function and value of the landscape would be to the proposed change.

9.108 The Site is assessed as BRA4: Beaufort Park, Nine Mile Ride (South Road). The site location description states that 'this site is located to the southwest of Bracknell Town and consists predominantly of mature woodland. Beaufort Park offices lie at the centre with remnant areas of heathland and grassland extending northwards.

9.109 Overall the landscape sensitivity of the site is reported to be medium-high. Despite the well enclosed character of the site, the site's strong character, its location away from the settlement edge and in the 'Strategic Gap' between the built-up areas of Bracknell and Crowthorne/Wokingham increase sensitivity. The areas of remnant heathland, unimproved grassland and deciduous woodland are reported to have a particularly high sensitivity while the existing developed area in the centre has lower landscape sensitivity.

9.110 The main limitations to capacity from a landscape perspective are the need to conserve the large areas of broadleaf woodland and remnant heathland as a setting to Bracknell Town, and the need to maintain separation between the built-up areas of Bracknell and Crowthorne/Wokingham.

9.111 The Landscape Sensitivity Appraisal provides the following guidance for development:

- Development should be located on and around the existing building footprint;
- Development should ensure the 'gap' function of the site is maintained by providing a clear physical and visual separation between the built-up areas of Bracknell Town and Crowthorne/settlements in Wokingham Borough;
- Existing woodland should be retained and appropriate woodland management should be implemented to improve structure and ensure longevity;
- The wooded approach along the Nine Mile Ride should be retained and managed;
- Opportunities should be sought to incorporate new native woodland between buildings as part of an integrated green infrastructure network connected to the surrounding landscape, to protect visual amenity and to help integrate new development into its landscape setting;
- New development should be sensitive to the rural woodland character of the site taking into consideration its setting in the wider landscape through use of architectural design and materials, landscape and boundary features;
- Localised areas of naturalistic character including deciduous woodland, heathland and acid grassland should be retained;
- Opportunities to increase access and enjoyment of the landscape of this part of Bracknell Forest in association with any development should be promoted; and
- Light pollution from new development should be minimised to maintain the rural character and dark skies in this rural location

9.112A Landscape Masterplan has been submitted with the application setting out a landscape design strategy for the site. This indicates:

- Active and passive open space will be provided on site, to include a children's play space within the southern landscaped buffer.

- A bespoke on site SANG will be provided in the northern part of the site measuring approximately 5.5ha.
- A strategic landscape buffer along Nine Mile Ride will include areas of retained forest and broadleaved trees with understorey vegetation in places.
- The SANG and landscaped buffer will help to maintain a gap between Bracknell, Wokingham and Crowthorne. These areas will be free of built development other than the site access from Nine Mile Ride, sustainable drainage features and the children's play space.
- Within the site a variety of pedestrian and cycle routes are shown to give access to amenity areas and the SANG. Links also connect across the site from west to east.
- On-site swales will also be provided on streets to accommodate sustainable drainage features.
- Plantation trees will be lost as a result of the proposed development. New tree planting will be provided to form a new edge of the forest comprising native broadleaved trees and understorey species. Within the development street trees, hedging and landscaping will be provided to include tree planting along the South Road boundary.

9.113 The site will change in character from greenfield land to a residential development which will result in a change of landscape character. However, the proposed allocation of the site for residential development in the emerging Local Plan indicates acceptance that development could be accommodated in principle. The proposed development protects the settings of settlements through the retention of a strategic landscape buffer, retained woodland and SANG, and provides landscaped areas and open space throughout the site. These requirements are set out in local plan policy LP6.

9.114 The Landscape and Visual Assessment submitted with the application includes 13 representative viewpoints from publicly accessible locations that have been produced to indicate where changes to the landscape as a result of the proposed development may be visible. It is considered that the development will not significantly affect the landscape character of the site and its surrounding area, particularly in the long term when new tree planting matures. Views of the proposed development will be softened by retention of existing woodland on site boundaries and by additional tree planting that will take place. Views of the site will be opened up at the vehicular access points which will be apparent to users of Nine Mile Ride. Residential development will also be viewed from South Road but the proposed landscaping buffer of approximately 20m will soften views in the long term. The development will also be viewed from West Road, glimpsed views from Great Hollands Recreation Ground and from the gardens of the crematorium.

9.115 The 13 representative viewpoints indicate that views are mainly local and the visual impacts of the development will be restricted to very close proximity to the site.

9.116 Within the development, a landscape design strategy has been devised that sets out the approach to ensuring that the development plan landscape policy requirement will be met on the site.

9.117 All homes within the development will be within easy reach of open space. The green infrastructure will protect the landscape character of the site and the area. Active

and Passive Open Space will provide opportunities for children's play within retained forestry. It would not be appropriate to increase the amount of trees felled to accommodate sports pitches and kickabout areas, particularly given the adjacency of Great Hollands Recreation Ground. Passive open space will be provided in well sized areas of amenity space. Pocket parks and communal gardens will also be available. The provision of open space throughout the development will protect the landscape character of the site and provide a layout where residents will have easy access to green spaces throughout the site.

9.118 The SANG and the woodland buffer will help protect and enhance the settings of settlements Bracknell and Crowthorne. These areas will be undeveloped, except for the site access road. The existing landscape features will be retained to ensure that the settlement's settings are protected and local landscape character is upheld. A strategic landscape buffer is provided along Nine Mile Ride. This is a substantial area of retained forest and broadleaved trees with understorey vegetation in places. The retained forest will create a strong edge to the development and ensuring the character of Nine Mile Ride is not weakened. Retaining a strategic landscape buffer along the southern part of the site was considered in policy LP6 to be necessary to preserve the visual and physical separation between Crowthorne and Bracknell, and also retain the wooded character of Nine Mile Ride. This application meets these requirements.

119 The Strategic Gap designation that was included in the emerging Local Plan has not been carried forward as the NPPF does not support such an approach. The Landscape Character Assessment provides a means of protecting the setting and character of settlements. The application follows guidance in the Landscape Character Assessment in the inclusion of the SANG and woodland buffer and by directing development to relate to existing development east of the site.

9.120 A network of pedestrian and cycle routes is proposed into and through the development providing for the safe passage of pedestrians and cyclists. Paths give access to amenity open spaces, play trails and the SANG. Connections are provided to adjacent assets such as Bucklers Park Primary School, Great Hollands Recreation Ground and to Bucklers Park and Great Holland SANGs. It should be made clear the access and routes to neighbouring SANGs in the final SANG and Biodiversity Safeguard Area Management Plan which will be a requirement of the s106 Agreement.

9.121 On-site sustainable urban drainage features such as swales and basins will be integrated into the landscape providing space for surface water conveyance and attenuation.

9.122 The proposed development would have a limited impact on the character, appearance and function of this site and recognises and responds to the intrinsic character and quality of the local landscape and the wider countryside, consistent with para 180 of the National Planning Policy Framework (NPPF).

#### vii Affordable Housing

9.123 The application proposes that 113 of the 226 dwellings i.e. 50% will be provided as affordable housing. Policy LP6 and policy LP 16 of the local plan seek 79 affordable units or 35% of units to be affordable. The policy compliant level of 35% will be secured by means of the s106 Agreement, with the remaining 15% provided as a result of Homes England funding to be secured through a condition. The breakdown of affordable units is:

	2b4p flat	2b4p house	3b5p house	3b6p house	4b8p house	Total
Private	0	19	30	39	21	113
Affordable rent	24	0	14	0	4	38
Social rent	0	10	23	5	0	38

9.124 This proposed mix includes a significant number of larger social and affordable rented homes. These are required to address the Council's priority housing needs and the Housing Enabling Officer strongly supports their provision.

9.125 In conclusion, the provision of affordable housing, including family houses above the required development plan policy level is considered to be a significant benefit in meeting an acknowledged need for affordable housing.

#### viii Thames Basin Heaths Special Protection Area (TBH SPA)

9.126 The site is located within the 400m – 5km SPA buffer zone with part of the site within 400m of the TBH SPA. There are however no dwellings proposed in this zone. An on-site Suitable Alternative Natural Greenspace (SANG) will be created in the northern part of the site. This will extend to approximately 5.5ha, which exceeds the policy requirement of 8ha per 1,000 new population.

9.127 Without mitigation there is potential for this proposal to lead to the loss of functionally linked land in relation to the TBH SPA, increased recreational pressure on the TBH SPA, and adverse effects on habitats sites as a result of air pollution.

9.128 In 2021 breeding bird surveys on the site were undertaken. Nightjar were recorded in all three targeted surveys.

9.129 Residential development is proposed in the south of the development site which currently supports plantation woodland which is the least suitable on-site habitat for the Annex I SPA bird species. It is proposed that land in the north of the development site be used as SANG specifically to cater for dog walkers and other recreational users.

9.130 Mitigation measures have been proposed as part of the development to protect the integrity of the TBH SPA and include a 5.9ha safeguarded biodiversity area which is not accessible to the public. The safeguarded biodiversity area will be managed to enhance the existing habitats. Natural England advises that the safeguarded biodiversity area is considered as part of the SANG, and so must also be secured in perpetuity. A S106 for the site would secure the adoption of the SANG once implemented, by BFC who would take over responsibility for future management. The biodiversity safeguarded land would also be managed by BFC.

9.131 With the retention and protection of suitable habitats for Annex I SPA bird species within the safeguarded biodiversity area which will be inaccessible to the public and secured in perpetuity through the s106, the proposed development would not lead to a significant adverse effect on the integrity of the TBH SPA as a result of the loss of functionally linked land.

9.132 The applicant has submitted a SANG and Biodiversity Safeguard Area Management Plan which also covers the biodiversity safeguarded area which would be inaccessible to the public which NE advises is considered part of the SANG. Once

agreed by the Council, the SANG and Biodiversity Safeguard Area Management Plan will be appended to the s106 agreement as a draft version, with an obligation to finalise this in agreement with the Council before commencement of the development. The SANG must be completed and available for public recreation before occupation of the first dwelling.

9.133 The proposed SANG (the publicly accessible area) is not large enough as a standalone SANG to accommodate NE's minimum 2.3 km circular walk requirement. The length of the circular walk on the proposed SANG is reported to be 1.2km. The SANG should therefore provide footpath links to Great Hollands and Bucklers Forest SANGs to form part of a SANG network. This must be included in a final version of the SANG and Biodiversity Safeguard Area Management Plan with a plan showing how visitors will access the other SANGs from this site. Access to the proposed SANG for the separate Beaufort Park Offices site and an explanation of how signposting and other information will enable visitors to walk on foot between the three SANGs should also be shown.

9.134 A SANG car park is not strictly required by Natural England as the development it serves lies within 400m of the SANG. However, any use of excess SANG capacity on this site for other developments will require a SANG car park and a car park is also desirable as SANGs in Bracknell Forest are very popular.

9.135 An area for grazing to include access, a cattle corral and water trough have been proposed in the safeguarded biodiversity area off West Road. There is an existing access point with field gate in the northwest of the safeguarded area which should be used for this purpose. Furthermore, there needs to be information on how the existing sewer/drainage system which in a few places opens within the SANG causing a potential safety hazard will be permanently sealed and made safe. The final version of the SANG and Biodiversity Safeguard Area Management Plan is required to address these matters.

9.136 The proposed development will also be required to make a contribution towards SAMM which will need to be paid on commencement of the development.

## Conclusion

9.137 An Appropriate Assessment has been carried out for this proposed development in accordance with Conservation of Habitats and Species 2017 (as amended). Without any appropriate avoidance and mitigation measures the Appropriate Assessment will conclude that the development is likely to have a significant effect upon the integrity of the TBH SPA.

9.138 This site (then proposed for 226 dwellings) was included in the Pre-Submission Bracknell Forest Local Plan Air Quality Assessment (March 2021). This assessment demonstrated that there will be no adverse effect on the integrity of habitats sites (either alone or in-combination) due to changes in air quality, so no air quality mitigation is required.

9.139 In order to mitigate for the potential loss of functionally linked land and potential recreational effects on the SPA, the applicant must agree to enter into a S106 agreement to secure the SAMM contribution, a safeguarded biodiversity area which is inaccessible to the public and a restriction on the occupation of each dwelling until BFC has confirmed that sufficient quantity and quality of SANG is provided in perpetuity. An obligation will also be required to agree a Final SANG and Biodiversity Safeguard Area Management Plan prior to the commencement of development and to implement and

lay out the SANG in accordance with the Final SANG Management Plan prior to the first dwelling occupation. If the applicant is prepared to provide these SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

9.140 The Council is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. Pursuant to Regulation 63(5) of the Conservation of Habitats and Species 2017 (as amended) permission may be granted.

#### ix Drainage

9.141 No objection to the application subject to conditions to secure a SuDS scheme. The applicants have demonstrated that the application will not increase the risk of flooding and can be satisfactorily drained.

#### x CIL and Securing Necessary Infrastructure

9.142 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.143 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings. Affordable housing can be exempt should the process to apply for social housing relief be followed.

9.144 Any development is also required to contribute to the delivery of necessary infrastructure (CSDPD Policy CS6 and LP24 of the Local Plan 2024). Guidance in the Planning Obligations SPD, is relevant. The following matters will be required to be addressed through the s106 obligation:

#### Community Facilities

9.145 The development would contribute to the need for enhancement of Community Facilities in the area. The Community Hub at TRL is in need of additional funding to help with the fixtures and fittings and start-up costs. This development would be expected to contribute towards the fixtures, fittings and start-up costs of the Community Facilities at TRL or other Community Facilities capable of serving the development.

#### Open Space

9.146 Sites over 2ha should provide full Passive and Active Open Space of Public Value (OSPV) to a standard of 2.3ha/1000 persons passive OSPV and 2ha/1000 persons active OSPV. Active OSPV includes recreation grounds, sports pitches, tennis courts, multi-use games courts, children's play areas and allotments. Where the full standard of Active OSPV (in this case 1.04ha) cannot be provided on site, the Council may consider a contribution towards improvements, expansion or enhancements of existing off-site Active OSPV capable of serving the development.

9.147 In the event of the application being permitted, a planning obligation would be required to secure submission of an OSPV specification prior to commencement which details the provision and ongoing management and maintenance of any on-site open space. If it is agreed that the open space will be transferred to the Council, a commuted sum to cover the maintenance in perpetuity will be required.

## xi Climate Change

9.148 Policy LP 27 seeks development proposals to be supported by a Climate Change Assessment to demonstrate how the application has maximised measures to adapt to climate change by reducing emissions. A Climate Change Assessment has been submitted with this application and this covers all areas within policy LP 27.

## 10 CONCLUSIONS AND PLANNING BALANCE

10.1 Policy LP6 allocates this site for residential development and includes the part of the site that is subject to residential development as an extension to the settlement of Bracknell. LP6 seeks 35% affordable homes and provision of an element of specialist accommodation for older people and up to 5% of dwellings to be offered as serviced plots for sale to self and custom builders. This application does not provide for specialist housing or self-build plots but does provide a greater level of affordable housing than would be required under policy LP6 and larger family houses will be provided as part of this provision to meet the Council's priority needs.

10.2 The site will change in character from greenfield land to a residential development which will have an inevitable impact on landscape character. However, the allocation of the site for residential development in the Local Plan indicates an acceptance that development could be satisfactorily achieved on the site. Policy LP6 of the Local Plan clarifies that the identification of the site on land between Bracknell/Wokingham and Crowthorne is acceptable subject to measures to protect and enhance the setting of these settlements. The provision of an on-site SANG and OSPV provide this enhancement together with the provision of a strategic landscape buffer along Nine Mile Ride.

10.3 The proposed design is considered to be appropriate for the site. The defined character areas respond to features of the areas surrounding the site and provide for variety throughout the site, assisting legibility. The change in form of development across the site reflects the surrounding land which ranges from heathland in the west to the more developed character in the east. The contemporary architectural styles will create a distinctive character to the site but elements of design will reflect local design features.

10.4 The proposed development maintains the proposed landscaped buffers, protects areas of high and medium ecological value to the north of the site and provides connecting routes to nearby SANGS. This site supports habitats and species of significant ecological value that are particularly vulnerable to impacts from development. The safeguarded area and SANG will assist in protecting the existing ecological features of the site.

10.5 The submitted Biodiversity metric shows a net gain of 12.97% for area habitats, 100% gain in hedgerow units and 23.19% in river (ditch) units. 10% biodiversity net gain is required under policy LP53 of the Local Plan. Subject to mitigation measures to be secured through conditions and a s106 agreement, the proposals are considered likely to protect and enhance biodiversity.



10.6 The development would include trees along the streets and within open spaces including the pocket parks. This would provide a greater tree variety across the site than currently exists and allow for the greening of the development. The retention of the landscape buffer along the boundary with Nine Mile Ride and retention of woodland to the west of the proposed residential development would ensure the setting of the settlements of Bracknell, Wokingham and Crowthorne.

10.7 The traffic impact from the development is considered to be acceptable and will not result in capacity issues on the highways network. Traffic modelling has been carried out and takes into account existing traffic flows in the vicinity of the site and projected future growth including existing commitments and future housing allocations.

10.8 Parking is provided in a variety of forms throughout the development. The parking provision does not fully meet car parking standards in terms of the parking to serve the affordable apartments. These units will have a parking provision of 1.5 spaces to serve each two bedroom apartment. The adopted parking standards do allow for a relaxation of parking standards for affordable housing schemes in some circumstances and in considering the appeal for the previous planning application on this site the inspector considered that this level of parking was acceptable.

10.9 The provision of 50% of the units on site for affordable housing, including family houses above the LP6 requirement 35% is considered to be a significant benefit in meeting an acknowledged need for affordable housing.

10.10 The proposed development includes an on site SANG of approximately 5.5ha which exceeds the policy requirement of 8ha per 1,000 new population, together with a safeguarded area of 5.9ha where public access will not be permitted. A S106 will secure a SANG Landscape Management Plan and contributions towards SAMM. The Council is convinced, following consultation with Natural England, that the above measures will prevent an adverse effect on the integrity of the SPA. Pursuant to Regulation 63(5) of the Conservation of Habitats and Species 2017 (as amended) permission may be granted.

10.11 In weighing the planning balance, Members will have regard to the status of the development plan. In the event that the Local Plan has been adopted prior to the consideration of this application by the Planning Committee, the application should be viewed as relating to an allocated site within an up-to-date development plan. In such instances, the application should be approved in accordance with the development plan unless material considerations indicate otherwise.

10.12 The application is considered to be compatible with the relevant adopted policy for the reasons set out in this report and there are no material considerations that would weigh against approval of the application.

10.13 Should the new Local Plan not have been adopted, the site would remain in land identified as countryside. However, from landscape assessments undertaken as part of the Local Plan process and information submitted with the application, it is considered that the development would cause only limited harm to the character of the countryside. Furthermore, the land is allocated for housing purposes within a Local Plan which is at an advanced stage such that it can be afforded significant weight, and the application proposes significant benefits particularly in terms of the delivery of housing and above policy levels of affordable housing. Therefore, it is not considered that any adverse impacts of approving the development, including that arising from the conflict with current development plan policies and any associated harm to the

character, appearance or function of the countryside, significantly and demonstrably outweigh the benefits of approving the scheme.

10.14 In either Local Plan scenario the previous appeal decision is a material consideration. The appeal was dismissed on narrow grounds which are all overcome in this application. The Inspector did not raise any objection to the principle of the site's development for a housing scheme of this scale or disposition within the site.

10.15 Therefore, in both scenarios, the application is recommended for approval.

## 11. RECOMMENDATION

Following the completion of Planning Obligations under Section 106 of the Town and Country Planning Act 1990 relating to:

- Measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath SPA to include a sum for the future management and maintenance..
- Requirement to enter into S278 for the construction of the access and off-site in-kind works to pedestrian/cycle ways.
- Travel Plan
- Contributions towards community facilities.
- Off-site OSPV contributions.
- SuDS monitoring fee.
- Affordable housing
- Secure Biodiversity Net Gain in line with the submitted plans for 30 years.
- Biodiversity Net Gain Monitoring sum
- 30 Year Development Landscape Management Plan to ensure delivery of biodiversity net gain.
- Woodland Management Plan – to cover woodland outside SANG within the red line boundary
- Contributions towards local junction improvements.
- Enter into a S38 agreement to secure lighting along South Road

That the Assistant Director: Planning be authorised to APPROVE the application subject to the following conditions amended, added to or deleted as the Assistant Director: Planning considers necessary: -

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
REASON: To comply with Section 91 of the Town and Country Planning Act 1990.
02. The development hereby permitted shall be carried out only in accordance with the following approved plans:

123-PS-103-REV Q  
BFT-AHR-SO-ZZ-DR-A-10-100B Rev C13  
BFT-AHR-SO-ZZ-DR-A-10-110 Rev C8  
BFT-AHR-SO-ZZ-DR-A-10-112 Rev C7  
BFT-AHR-SO-ZZ-DR-A-10-114 Rev C6  
BFT-AHR-SO-ZZ-DR-A-10-143 Rev C3

8765.007 Arboricultural Impact Assessment December 2022

D8765.002 Illustrative Masterplan Rev D  
D8765.005 Open Space of Public Value Areas Plan  
D8765.010 Landscape SANG Plan Rev C

BFT-AHR-F1-XX-DR-A-08200 Rev C2  
BFT-AHR-H1-XX-DR-A-08200 \_Rev C2  
BFT-AHR-H1-XX-DR-A-08201 \_Rev C2  
BFT-AHR-H1-XX-DR-A-08202 \_Rev C2  
BFT-AHR-H1-XX-DR-A-08203 \_Rev C2  
BFT-AHR-H2-XX-DR-A-08200 \_Rev C2  
BFT-AHR-H2-XX-DR-A-08201 \_Rev c2  
BFT-AHR-H2-XX-DR-A-08202 Rev C2  
BFT-AHR-H2-XX-DR-A-08203 \_Rev c2  
BFT-AHR-H3-XX-DR-A-08200 \_Rev C1  
BFT-AHR-H3-XX-DR-A-08201 \_Rev C1  
BFT-AHR-H3-XX-DR-A-08202 Rev C1  
BFT-AHR-H3-XX-DR-A-08203 Rev C1  
BFT-AHR-H3-XX-DR-A-08203 Rev C1  
BFT-AHR-H4-XX-DR-A-082004\_ Rev C2  
BFT-AHR-H4-XX-DR-A-08201 Rev C2  
BFT-AHR-H4-XX-DR-A-08202 Rev C2  
BFT-AHR-H5-XX-DR-A-08200 Rev C2  
BFT-AHR-H5-XX-DR-A-08201 Rev C2  
BFT-AHR-H5-XX-DR-A-08202 Rev C2  
BFT-AHR-H5-XX-DR-A-08203 Rev C2  
BFT-AHR-H6-XX-DR-A-08200 Rev C2  
BFT-AHR-H6-XX-DR-A-08201 Rev C2  
BFT-AHR-H6-XX-DR-A-08202 Rev C2  
BFT-AHR-H7-XX-DR-A-08200 Rev C2  
BFT-AHR-H7-XX-DR-A-08201  
BFT-AHR-H7-XX-DR-A-08202 Rev C2  
BFT-AHR-H5-XX-DR-A-08211 elements - GRC cladding OM Rev C1  
BFT-AHR-H7-XX-DR-A-08211 H7\_4B 8P Rev C1

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

03. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) 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 details set out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- a) identify those area/features on site that are particularly sensitive for bats and where lighting is likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
  - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans with vertical calculation planes and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and

locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

REASON: In the interests of nature conservation

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

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

05. No occupation of any flatted unit shall take place until details of appropriate signage for the car parking spaces for the flatted units shall be submitted to and approved by the Local Planning Authority. The signage shall be installed as approved and retained thereafter.

REASON: To ensure adequate parking is provided.

06. No gates at either the Nine Mile Ride or South Road entrances shall be provided at the vehicular accesses to the site.

REASON: In the interests of highway safety.

07. The development shall not begin until a scheme for the provision of affordable housing in addition to the 35% affordable housing secured through the Section 106 agreement has been submitted to and approved in writing by the Local Planning Authority. The 15 % additional affordable housing ( total provision of 50%) shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework 2023 or any future guidance that replaces it.

The scheme shall include:

(i) the numbers, type, tenure and location on the site of the affordable housing provision to be made, which shall consist of not less than 15% of housing units, including a minimum of 4 x M4(3) adaptable units;

(ii) the timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;

(iii) the arrangements for the transfer of the affordable housing to an affordable housing provider;

(iv) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing;

and (v) the occupancy criteria to be used for determining the identity of the occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

REASON: to secure the provision of additional affordable housing, over and above the policy requirement, in the event that grant funding is awarded by Homes England.

08. No development shall take place until (excluding site clearance), until a scheme

for the phasing of the development has been submitted to and approved in writing by the Local Planning Authority.

REASON: In order that the Local Planning Authority retains control over the development in the interests of the proper planning of the area.

09. No development shall take place until a scheme for the protection of the retained trees, in accordance with Tree Works Plan, D8765.002A within the Arboricultural Impact Assessment September 2021 has been submitted to and approved by the Local Planning Authority.  
REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area
10. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive.  
REASON: In the interests of nature conservation
11. The development hereby permitted shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- i) control of noise
  - ii) control of dust, smell and other effluvia
  - iii) control of surface water run off
  - iv) site security arrangements including hoardings
  - v) proposed method of piling for foundations
  - vi) construction and demolition working hours
  - vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site.
- The development shall be carried out in accordance with the approved scheme.  
REASON: In the interests of the amenities of the area.
12. No development (including site clearance) shall take place, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include as a minimum:
- (i) Location of the access for demolition and construction vehicles;
  - (ii) Routing of construction traffic (including directional signage and appropriate traffic management measures);
  - (iii) Details of the parking of vehicles of site operatives and visitors;
  - (iv) Areas for loading and unloading of plant and materials;
  - (v) Areas for the storage of plant and materials used in constructing the development;
  - (vi) Location of any temporary portacabins and welfare buildings for site operatives;
  - (vii) Details of any external lighting of the site;
  - (viii) Measures to prevent ground and water pollution from contaminants on-site;
  - (ix) Details of wheel-washing facilities;
  - (x) Measures to minimise the pollution potential of unavoidable waste;
  - (xi) Measures to dispose of unavoidable waste in an environmentally acceptable manner;
  - (xii) details of measures to mitigate the impact of demolition and construction activities on ecology; and
  - (xiii) 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 Plan shall be adhered

to throughout the demolition and construction period.

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

13. No development (including site clearance) shall begin until an updated Ecological Mitigation and Enhancement Strategy to has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of:
- i. Updated protected species surveys
  - ii. measures to avoid harm to protected and notable species
  - iii. features provided to mitigate the loss of habitat
  - iv. habitat and biodiversity enhancements (not mitigation)
  - v. on-going management of new features/habitat.

The Updated Ecological Mitigation and Enhancement Strategy shall be implemented in accordance with the approved details. An ecological site inspection report confirming the implementation of the approved measures shall be submitted for approval within three months of the first occupation of any dwelling hereby approved.

REASON: In the interests of nature conservation

14. No development within a phase shall take place until full details of the Drainage Strategy and System(s) for that phase showing all off-site connections and a programme for delivery have been submitted to and approved in writing by the Local Planning Authority.

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

15. Prior to occupation of any dwelling in that phase details of how the surface water drainage shall be maintained and managed for that phase must have been submitted to and approved in writing by the Local Planning Authority. The details shall include confirmation of the required maintenance activities with expected frequency, with site specific assessments included to demonstrate that health and safety has been fully considered in the design and that access and egress for future residents will be maintained during any operations to repair or replace drainage features.

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

16. The development hereby approved shall not be occupied until details of car ports have been submitted for approval. The car ports once approved shall be retained for the use of the parking of vehicles at all times and, notwithstanding the provisions of the Town and Country (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no enlargements, improvements or alterations shall be made to the car port, and no gate or door shall be erected to the front of the car port.

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

17. No development above slab level shall take place until details of the materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

18. The development hereby approved shall not be occupied until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities for the flatted development within the scheme. The flatted development shall not be occupied until the approved scheme has been implemented. The facilities shall be retained thereafter.  
REASON: In the interests of accessibility of the development to cyclists.
19. The development hereby approved shall not be occupied until details of on-site refuse storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the dwelling to which it relates and thereafter permanently retained.  
REASON: To ensure the provision of satisfactory waste collection facilities in the interests of amenity.
20. The development hereby approved shall not be occupied until the following have been submitted to and approved in writing by the Local Planning Authority:
- 1) details of both hard and soft landscaping works, and
  - 2) a comprehensive five year post planting maintenance schedule
- No dwelling shall be occupied until the landscaping for that plot has been carried out in accordance with the approved soft landscape planting scheme. All other hard landscape elements of the approved landscape scheme shall be carried out prior to the occupation of the 226th dwelling on the approved development.

The details in respect of 1), above shall include:

- a) Comprehensive planting plans showing 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.
- b) Details of semi mature tree planting.
- c) Means of enclosure (walls and fences etc)
- d) Paving including pedestrian open spaces, paths, patios, proposed materials and construction methods, cycle routes, parking courts, play areas etc.
- e) Any trees or plants which die, are removed, uprooted, are significantly damaged, become diseased or deformed within a period of 5 years from the completion of the development are to be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved

REASON: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area.

21. The development hereby approved shall not be occupied until an Air Quality Assessment has been submitted to the Local Planning Authority to demonstrate any likely changes in air quality exposure to air pollutants as a result of the proposed development, including any impacts on air quality management areas. The assessment is to compare the air quality following completion of the development with that expected at the time without the development. The assessment will need to:
1. assess the existing air quality in the study area (existing baseline)
  2. predict the future air quality without the development in place (future baseline)

3. predict the future air quality with the development in place (with development)

4. provide details of any mitigation required.

It should include impacts on nitrogen dioxide and particles (PM10 and PM2.5), as well as the cumulative impact with other committed developments.

Consideration must also be given to potential uncertainties in predicting future emissions from vehicles i.e. predict potential future air quality with and without the development/committed developments in place assuming no improvements in emissions from vehicles to compare against predicted future air quality with improvements in vehicle emissions. Isopleths maps of air quality concentrations and exceedance areas should also be included in the Air Quality Assessment Report so the public can easily see potential impacts on air quality.

The air quality assessment should demonstrate that the proposal will deliver safe and habitable standards of air quality for future residents of the development.

Reason: To protect air quality in the area and safeguard public

22. The development hereby approved shall not be occupied until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the Energy Statement as approved and retained as such thereafter.

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

23. The development hereby approved shall not be occupied until a Water Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/ person/day, has been submitted to, and agreed in writing by, the Local Planning Authority. The development shall be implemented in accordance with the Water Statement as approved and retained as such thereafter.

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

24. No development above slab level shall take place until a plan showing visibility splays has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.

REASON: In the interests of highway safety.

25. No development above slab level shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for offsite highway works including the following:

- I. the proposed roundabout access onto Nine Mile Ride which is to be constructed within land in the applicant's control or adopted highway; and
- II. the proposed access on South Road.

No dwellings served by the relevant access shall be occupied until the relevant off site highway works have been completed in accordance with the approved scheme.

REASON: In the interests of highway safety.

26. No part of the development shall be occupied until a scheme for informing buyers about protected species such as reptiles and nesting birds in gardens and the surrounding area, their importance, how they may impact on, and encounter them, has been submitted to the Local Planning Authority and



approved in writing. The development shall be implemented in accordance with the scheme to inform buyers.

REASON: In the interests of nature conservation

27. No dwelling shall be occupied until a means of access to the dwelling has been constructed for pedestrians and/or cyclists in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The means of access shall thereafter be retained unobstructed for its intended use.  
REASON: In the interests of accessibility and to facilitate access by cyclists and/or pedestrians.
28. No dwelling shall be occupied until the associated vehicle parking and turning space(s) for the dwelling has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Identified parking courts shall not thereafter be used for any purpose other than parking and turning.  
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
29. A landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by, the Local Planning Authority prior to the practical completion of the development. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed including UKHABS types over a period of 30 years
  - b) Ecological trends and constraints on site that might influence management
  - c) Aims and objectives of management including biodiversity net gain target habitat types and condition
  - d) Appropriate management options for achieving aims and objectives
  - e) Prescriptions for management actions
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
  - g) Details of the body or organisation responsible for implementation of the plan
  - h) On-going monitoring and remedial measures.
- The landscape and ecological management plan (LEMP) shall be implemented as approved.  
REASON: In the interests of nature conservation
30. Prior to practical completion of any dwelling in each phase a verification report, appended with substantiating evidence demonstrating the agreed/approved construction details and specifications have been implemented, shall be submitted to and approved in writing by the Council. This will include photos of excavations and soil profiles/horizons, any placement of tanking, crating, connecting pipe work, hydrobrakes or control mechanisms, cover systems etc.  
REASON: To ensure that the site is properly drained and does not increase the risk of flooding.
31. No development shall commence until a programme of archaeological work including a Written Scheme of Investigation (WSI) has been submitted to, and approved by, the local planning authority in writing. The WSI shall include an assessment of significance and research questions; and:

- 1 The programme and methodology of site investigation and recording
- 2 The programme for post investigation assessment
- 3 Provision to be made for analysis of the site investigation and recording
- 4 Provision to be made for publication and dissemination of the analysis and records of the site investigation
- 5 Provision to be made for archive deposition of the analysis and records of the site investigation
- 6 Nomination of a competent person or persons/organisation to undertake the works set out within the WSI.
- 7 Early mitigation, prior to reserved matters, is recommended which would permit any archaeology found to inform on the design details of this development.

32 The Development shall take place in accordance with the WSI approved under condition 31

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the WSI approved under condition 31 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

**Reason:**

The site lies in an area of archaeological potential, particularly for, but not limited to, Prehistoric Roman and Medieval remains. The potential impacts of the development can be mitigated through a programme of archaeological work. This is in accordance with national and local plan policy.

In the event of the S106 agreement not being completed by 30<sup>th</sup> June 2024, the Assistant Director: Planning be authorised to either extend the period further or refuse the application for the following reasons: -

01 In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017 (as amended), 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 the Thames Basin Heaths Special Protection Area Supplementary Planning Document (2018).

02 The proposed development would unacceptably increase the pressure on highways and transportation infrastructure and public open space. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway measures, open space, biodiversity and community facilities, the proposal is contrary to Policies R5 and M4 of the Bracknell Forest Borough Local Plan and CS6, CS8, and CS24 of the Core Strategy Development Plan Document and to the Planning Obligations SPD and the NPPF.

03 In the absence of a planning obligation to secure a biodiversity net gain which would deliver measurable improvements for biodiversity by creating or enhancing habitats in association with the development the proposal is contrary to paras 8c and 170d of the NPPF

04 In the absence of a planning obligation to secure an appropriate level of affordable housing the proposal is contrary to policy LP16 of the Local Plan 2024.

05 In the absence of a planning obligation to secure payments to monitor the required SuDS scheme it has not been demonstrated that the proposed development would incorporate a sustainable drainage system (SuDS) for the management of surface water run-off which would be maintained for the lifetime of the development. This is contrary to the House of Commons: Written Statement (HCWS161) Sustainable Drainage Systems 18/12/2014, the Flood Risk and Coastal Change PPG updated 15/04/2015, and the NPPF.

Doc. Ref: Uniform 7/DC/Agenda

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