

Unrestricted Report

ITEM NO: 05

Application No.
23/00031/OUT

Ward:
Town Centre and The
Parks

Date Registered:
16 January 2023

Target Decision Date:
17 April 2023

Site Address:

**Bracknell Town Football Club Larges Lane Bracknell
Berkshire RG12 9AN**

Proposal:

Outline application with matters of access, appearance, layout and scale to be determined for the erection of 24no. dwellinghouses and two residential apartment buildings comprising 64no. dwellings (88no. dwellings total) with associated access and parking, following demolition of existing dwelling and sports buildings.

Applicant:

Mr Kayne Steinborn-Busse

Agent:

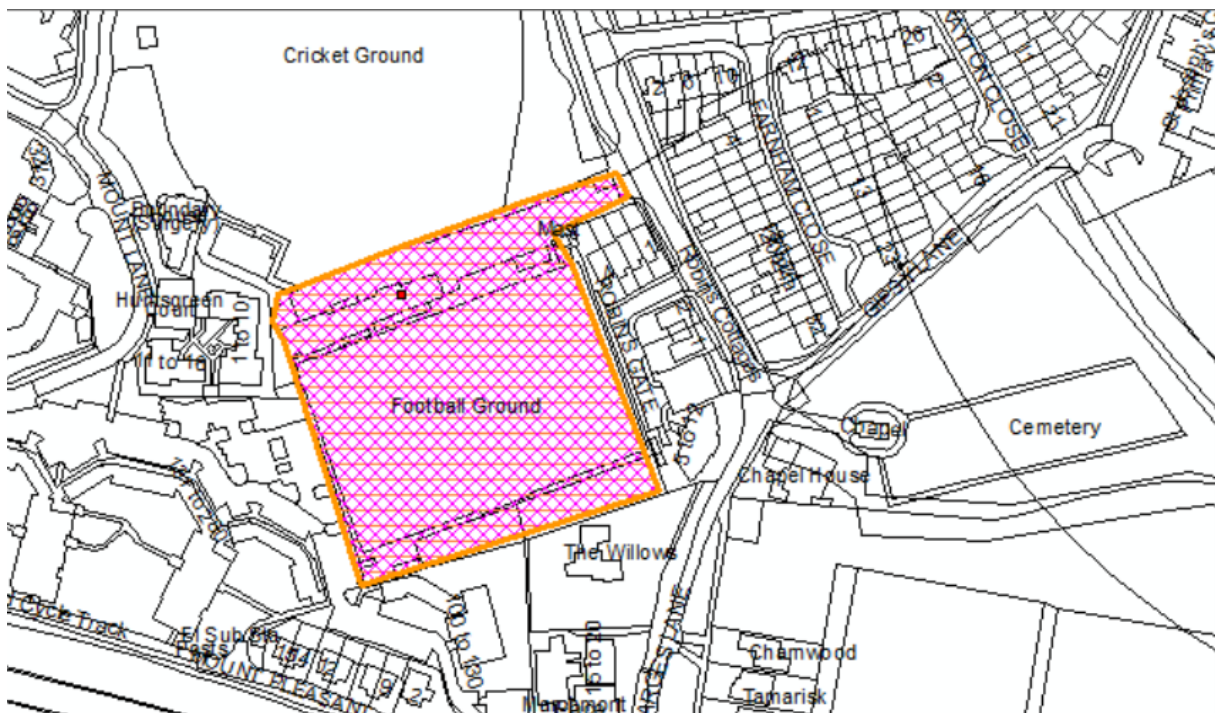
Mr Matthew Miller

Case Officer:

Margaret McEvit, 01344 352000

Development.control@bracknell-forest.gov.uk

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



1. SUMMARY

1.1 The application is considered to be acceptable and is recommended for approval subject to the completion of a S106 agreement and conditions as set out in Section 11. The site is allocated in policy SA2 of the Site Allocations Local Plan for residential development with a capacity of 102 units. Policy SA2 is not superseded by the Bracknell Forest Local Plan and still forms part of the development plan. A previous planning application on the site (21/00250/OUT) was considered by the planning committee in May 2022 where it was resolved to approve the application subject to the completion of a S106 agreement. That application was for 117 apartments within 3 buildings, however the s106 agreement has yet to be completed so the permission has not been issued. This application is for 64 apartments within two buildings and 24 houses.

1.2 The football club formerly located on the application site has relocated to Sandhurst and other replacement facilities have been identified, to be secured through conditions, that are considered to be equivalent provision to the loss of the football club on the site.

1.3 The application provides adequate parking to meet adopted car parking standards and would not result in any significant highway safety implications.

1.4 The layout and design ensure that the development will not adversely impact on existing occupiers and provides an appropriate standard of amenity for future residents.

RECOMMENDATION

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

2.1 The application is being presented to Committee as more than 5 letters of objection have been received.

3.0 PLANNING STATUS AND SITE DESCRIPTION

Within settlement and allocated for housing under SALP Policy SA2 which is 'saved' as part of the Development Plan.

Within 5km of Thames Basin Heaths SPA

3.1 The 1.16ha application site is a roughly rectangular parcel of land formerly comprising a football pitch with associated spectator and club facilities – including spectator stands, a car park, and a clubhouse. In addition the site contains a single dwelling. The football club has moved from the site and some site clearance has taken place.

3.2 The site takes access from Larges Lane to the east. It is bounded to the north by Bracknell Cricket Club, and to the west, south and east by residential properties. These include flatted developments up to four stories in height to the west and south-west; a two-storey detached house adjoining the southern boundary and a development of three storey town houses and a small apartment block on the eastern boundary.

The site is located in a mixed-use area, including various sports facilities, religious, education and health uses in addition to residential properties.

The former sports pitch itself was level but was raised above surrounding ground levels at the north and east of the site where the ground slopes steeply down to adjacent properties

on Robins Gate and Larges Lane and retaining walls are required to step down from the level of the pitch. There is a 6.3m level difference between the west of the site and Larges Lane on the east. Some works have taken place to level the site.

4. RELEVANT SITE HISTORY

4.1 The application site contains an extensive planning history, dating back to 1962. The most relevant recent planning applications are listed below.

21/00250/OUT- Outline application including access, appearance, layout and scale for demolition of existing dwelling and sports buildings and erection of 117 apartments with associated parking. Approved subject to the completion of a S106 agreement – not yet completed.

20/00350/OUT - Demolition of existing dwelling and sports buildings. Erection of 164 apartments (80 x 1 Bedroom, 80 x 2 Bedroom and 4 x 3 Bedroom) and associated access and parking. Withdrawn 11.09.2020

19/00400/FUL – Section 73 application for variation to planning permission 16/00738/FUL. Approved 28.05.2020.

16/00116/FUL for the "Refurbishment of existing football ground including relocating and installation of new artificial football pitch (3G pitch) and rebuilding/upgrading of existing stands and associated facilities". Approved 28.05.2020.

17/00384/FUL - Erection of single storey extension to existing clubhouse and change of use to mixed use for club office and residential flat. Approval 05.03.2019

16/00738/FUL – Section 73 application for variation to planning permission 16/00116/FUL. Approved 31.10.2016.

16/00116/FUL for the refurbishment of existing football ground including relocating and installation of new artificial football pitch (3G pitch) and rebuilding/upgrading of existing stands and associated facilities. Approved 31.10.2016.

16/00116/FUL - Refurbishment of existing football ground including relocating and installation of new artificial football pitch (3G pitch) and rebuilding/upgrading of existing stands and associated facilities. Approval 16.05.2016

5. THE PROPOSAL

5.1 This is an outline application with matters of access, appearance, layout and scale to be determined for the erection of 24no. dwellinghouses and two residential apartment buildings comprising 64no. dwellings with associated access and parking, following demolition of the existing dwelling and sports buildings.

5.2 The 2 apartment blocks will be located on the western side of the site. Block A in the north west is shown as 4.5 storeys in height with Block B to the south shown as 3.5 storeys. The proposed materials include a buff brick to the main façades with a dark grey brick plinth. Light cladding materials are proposed on the upper floors where the accommodation steps back from the main facade. Balconies are provided. Amenity space to serve the apartments is shown south of each apartment block.

5.3 Car parking to serve the apartments is shown at surface level between the two apartment buildings.

5.4 The houses to be provided in the east of the site are a mix of 3 storey town houses in terraces of 3 and 4 houses and 2 no. two bedroom flats over parking barns. The houses have gable features with light coloured materials to the upper floors with a dark brick used at ground floor level.

5.5 Parking for the houses is provided through parking spaces in front of the properties, a rear parking court behind units 3 - 7 with 4 bedroom units also provided with car ports.

6. REPRESENTATIONS RECEIVED

6.1 15 letters of representation have been received raising the following planning considerations:

- Larges Lane cannot accommodate vehicles from 88 dwellings on the site. This will be dangerous for pedestrians. (Officer note. The highways officer has no objection to the application on highway grounds)
- Parking inadequate to serve the development. (Officer note. The proposal meets the adopted car parking standards).
- Local GP services cannot cope with an increase in residents in the area.
- Due to the levels of the site, the apartment buildings will tower over properties in Farnham Close and Goodways Drive and would be out of character with the area. (Officer note. The height of the apartment buildings is the same as in the previous application 21/00250/OUT and is considered to be acceptable.)
- The relocation of Bracknell Town football club has resulted in noise and excessive traffic to local residents. The football club should remain in Bracknell. Sandhurst does not have the infrastructure necessary to accommodate the football club. (Officer note. Bracknell Town football club has left the application site and the upgrade of its new site at Sandhurst Town Football Club was considered and approved under application 19/01085/FUL. This application is concerned only with the proposal for 88 residential units on the site.)

6.2 1 letter of support has been received raising the following matters:

- Improvement on the previous application for the site.
- Site would be improved by allowing vehicular access from 2 points or from London Rd only. [Officer note. The application must be considered as submitted. The highways officer has no objection to the proposed access arrangements to the site.]
- A pedestrian crossing should be provided in Larges Lane.
- First floor terraces will overlook The Willows. [Officer note. The balcony on plot 15 is shown with screens on the side elevation with The Willows. Details of balcony material can be secured through condition.]

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

No objection subject to conditions and S106 requirements.

Biodiversity Officer

No objection subject to conditions and a S106 to secure BNG monitoring.

Drainage Officer

No objection subject to conditions.

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:

Development Plan:

LP3 Sustainable Development Principles

LP24 Infrastructure

LP25 Transport Principles

LP26 Transport infrastructure provision

LP27 Climate Change

LP28 Design Principles

LP33 Flood Risk

LP38 Accessible and adaptable dwellings

LP44: Protection of community facilities and services

LP45: Play, open space and sports provision

LP50 Design

LP54 Protection and enhancement of Trees and Hedgerows

LP55 Sustainable Construction

LP57 SuDS

LP60 Assessing Transport Impacts and requirements

LP61 Travel Plans

LP62 Parking

SA2 Other land within defined settlements

Supplementary Planning Documents (SPD):

Parking Standards SPD (2016)

Other publications:

National Planning Policy Framework (NPPF) (2023) National Planning Policy Guidance (NPPG)

9.0 PLANNING CONSIDERATIONS

9. 1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications
- v Biodiversity and Landscaping
- vi Drainage
- vii Affordable Housing
- viii Sustainability and Energy

- ix Accessibility
- x Thames Basin Heaths SPA
- xi S106 Obligations
- xii Community Infrastructure Levy/ CIL

i. Principle of development

9.2 The site is located within the defined settlement boundary of Bracknell. It is in a sustainable location, approximately 0.5km from Bracknell Town Centre and within walking distance of Bracknell Railway Station and several bus routes. In accordance with the provisions of BFLP policy LP 2 (Settlement Hierarchy) new residential development consistent with the character, accessibility and provision of infrastructure and services within Bracknell is acceptable in this location.

9.3 The site also forms part of a site allocated under SALP Policy SA2 for residential development, with an indicative capacity of 102 units. This policy is 'saved' and remains part of the development plan.

9.4 The site is the former location of Bracknell Town Football Club. The Club moved from the site in December 2020 and now operates from three separate sites; Ranelagh School Playing Fields, Larges Lane; a multi use games area (MUGA) at the main school site; and the Sandhurst Town Football Club at Bottom Meadow, Yorktown Rd Sandhurst. The development proposed would result in the loss of a football playing field and stadium site, which provided an artificial pitch however these facilities have already been relocated to other sites.

9.5 Paragraph 102 of the NPPF states that "access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate."

9.6 As part of its evidence base for the Local Plan the Council carried out the assessment required by paragraph 102 (Playing Pitch Strategy 2016 – 2036 [PPS]). This states that the Larges Lane "site should be protected as playing fields as part of the Local Plan. This is one of the major football sites in the area and is privately owned by the club. The club is currently building a full-sized FIFA 1* Artificial Grass Pitch (AGP) to be used for matches by the senior club at all levels. The club is looking to develop the nearby pitches at Ranelagh school to provide a large, high-quality supply of grass pitches".

9.7 It is acknowledged that there is some conflict between the allocation of this site in SALP and the above recommendation of the PPS.

9.8 Paragraph 103 of the NPPF states that "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or

b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;
or

c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.”

9.9 The above national policy is reflected in BFLP policy LP 44 which is consistent with the NPPF.

9.10 Policy LP 44 states that development will be permitted where the loss of community facilities and services would be replaced by an equivalent or better facility in a suitable and accessible location.

9.11 Appendix 4 of the SALP sets out a number of requirements to be met in the development of the allocated sites. One is the requirement to provide an alternative location for the Football Ground.

9.12 Bracknell Town Neighbourhood Plan was “made” in October 2021. Policy EV 1 states:

Development proposals are expected to retain all Open Space of Public Value provision as shown on the Policy EV1 Open Space of Public Value Map. [This site is explicitly listed under Policy EV1]

Proposals that would result in the loss of Open Space of Public Value will only be supported when alternative public open space is provided to address both the existing area of open space lost and any additional open space needs created by the development.

Alternative public open space provision proposed as part of such development proposals will be required to meet the following criteria:

- the scale of alternative provision must be of at least an equivalent scale to the existing public open space provision and
- any alternative site must be of at least an equivalent standard, or better, in terms of layout to the existing public open space provision and
- ancillary uses which are required to complement the provision of the open space must not significantly reduce the overall area of open space and
- the location of the alternative provision must be generally accessible by foot and within or adjacent to the existing settlement boundary of Bracknell Town.

9.13 It was accepted at the time that application 21/00250/OUT was considered, that the loss of the existing football ground had been replaced with a package of replacement facilities that, on balance and in total, were considered to represent an equivalent provision subject to conditions relating to the full implementation of the upgrade at Sandhurst and the completion of Community Use Agreements in relation to the mitigation sites.

9.14 Subject to the same mitigation being secured by means of appropriate conditions, it is considered that the principle of the proposed development is acceptable in accordance with Local Plan policy LP 2 (settlement hierarchy), Local Plan policy LP 3 (Sustainable development principles), LP4 (Provision of housing), LP 38 and LP 45.

ii Impact on character and appearance of the area

9.15 Local plan policy LP 28 relates to design considerations in new development and seeks to ensure that developments achieve a high standard of design that positively contributes to placemarking. More detailed guidance is provided in the Design SPD (2017).

9.16 Local Plan policy LP 28 seeks to create attractive places by responding to and enhancing the distinctive character, heritage, amenity and/or appearance of the local area, or where appropriate, create character, identity and attractiveness.

9.17 Local Plan policy LP 50 sets out “design principles” that applicants will need to consider. These include: (v) relate well to their location and surroundings through their siting, scale (including height and massing), form, roofscape, design and materials, and in relation to adjoining buildings, spaces and views; and (vi). do not adversely affect the amenity of surrounding properties.

9.18 Issues discussed within the Design SPD include placemaking, integrating development into the existing context, making connections to surrounding facilities such as schools and town centres, contributing to the environmental sustainability of the development itself and SuDS and surface water drainage management. It states at paragraph 3.3.3 that “plots should be large enough to accommodate the proposed built development and the requirements associated within (such as amenity space, parking, servicing, waste and recycling collection) in an arrangement that is practical and attractive. They [plots] should be configured to make sure that new development relates well to its neighbours.” This is reinforced at 3.9.1. Paragraph 3.9.8 states that there should be “a balance between building footprint, its position on the plot in response to local character, parking provision and usable amenity space for residents.”

9.19 In addition to the above policies and design guidance, the site falls within Area A of the Bracknell Study area of the Character Area Assessments SPD. Key issues of character in this area including the “Central open space enables views across the character area to the surrounding landmarks such as Holy Trinity Church” relate to conserving and enhancing hedge and tree planting in this area. The area is also described as a transitional area between the lower density Victorian elements and the higher densities in the town centre. Cohesion is stated as being important for new development coming forward and so enhancing links to the existing network and approaches to the town centre would be a key objective for development within this character area. Landscape and townscape are also detailed as reflecting the transitional character of the area and contributing to creating a stronger sense of place.

9.20 The proposed development is for the erection of two apartment blocks to provide 64 apartments and 24 houses on the site, together with associated access and parking provision.

Layout

9.21 The site forms part of a larger site allocated for 102 units in the SALP.

9.22 Planning application 21/00250/OUT was for three apartment buildings on the site and an element of parking under buildings. In the current application one of the apartment buildings has been replaced with 24 houses provided in terraces along the access road from Larges Lane and forming a cul de sac next to apartment building B. Parking is provided in a combination of on street in front of units, on plot and in a parking court behind plots 3-7. This reduces the impact of parking on the streetscene. Landscaping is also provided along the access road.



9.23 The two apartment buildings are sited west of the houses served by a continuation of the access road. The two buildings face each other with car parking between the buildings. Some landscaping has also been provided within the parking area. Bin stores are provided within the car parking areas, visitor cycle parking within the car parking areas and resident cycle parking provided within the apartment buildings.

9.24 Building A is positioned along the northern boundary of the site, in a similar position to building A in the previous planning application 21/00250/OUT with car parking provided west of the building. The car parking is approximately 11m from the apartment building at Mount Lane, with trees along the boundary and landscaping proposed.

9.25 Building B is positioned close to the southern boundary with existing trees on the western and southern boundaries. The building is positioned adjacent to apartments in Mount Pleasant to the west.

9.26 In the previous planning application car parking was provided under the apartment buildings which resulted in areas of amenity space between the buildings. The provision of surface car parking to serve the apartments has reduced available open space within the site but the two buildings have landscaped areas around them.

9.27 The site levels drop from west to east by approximately 2.5m. Existing retaining structures in the east and south east of the site are to be removed and the ground levelled to allow the site to reflect the levels around the site.

9.28 The positioning of the apartment buildings close to apartment buildings west of the site, with three storey housing positioned to the east closer to two and three storey houses means that the proposal will reflect the scale and character of surrounding development.

Design and External Appearance

9.29 The design and external appearance of the two apartment blocks is considered acceptable in this location. The height, bulk and mass of the blocks are considered to be appropriate within the context of the site and the surrounding area. Immediately west and north west of the site are apartment buildings in Mount Lane and Mount Pleasant which are three and four storeys in height. The previous scheme for this site also proposed apartment buildings of four and five storeys in height and this was considered to be acceptable. The proposed materials include a buff brick to the main façade with a dark grey brick plinth which would also be used for the recessed cores, and some vertical elements in the facades. Light cladding materials are proposed on the upper floors where the accommodation steps back from the main facade. Full details of the materials can be secured through an appropriate condition. Balconies will be provided on each apartment building.



BUILDING A - NORTH ELEVATION



BUILDING B - NORTH ELEVATION

9.30 The proposed houses in the eastern part of the site will be three storeys in height with a two storey element on plot five where access to the rear parking court is provided through the terrace with a two bedroom flat above.

9.31 Properties east of the site are a mix of two and three storey houses and the height of the houses is considered to be appropriate. The houses will be constructed in a buff brick with a darker brick used at ground floor level and grey roof materials. The materials used will tie in with the apartment buildings.



9.32 The proposed development respects the scale of development in the area but also creates its own distinctive character and as such would be in accordance with those issues relating to character set out in Local Plan policy LP15 and LP 50 and the adopted Design SPD guidance.



PLOT 1
FRONT ELEVATION

PLOT 2

PLOT 3

PLOT 4



PLOT 5

PLOT 6

PLOT 7

iii Impact on Residential Amenity

9.33 Local Plan policy LP50 states that development should not adversely affect the amenity of surrounding properties. The NPPF at paragraph 127(f) states that developments should ensure a high standard of amenity both for existing and future users. Privacy is discussed at paragraphs 3.9.11 – 3.9.19 of the Design SPD. Paragraph 3.9.11 states that all development should be arranged on plots to achieve reasonable levels of privacy for the inhabitants and for residents of neighbouring buildings. Paragraph 3.9.13 states that “As

storeys rise additional separation distances may be necessary to mitigate against overlooking, overshadowing and overbearing impacts.”

9.34 Apartment buildings A and B reflect elements of planning application 21/00250/OUT where buildings of a similar height and design were proposed in the western part of the site. Building B has been reoriented east-west in the current application reducing its impact on apartments in Mount Pleasant. Only bathroom windows are provided on side elevations facing the western boundary.

9.35 Block C has been removed from this application and houses are now provided in the eastern part of the site. A separation of approximately 7.65 m is achieved between plot 15 and The Willows south of the site. Only bathroom windows are provided on the side elevation of plot 15 and intervening trees on the boundary are shown to be retained. Plot 16 is a distance of approximately 16m to the rear boundary with The Willows. This is considered to be a reasonable distance to prevent unacceptable overlooking of the garden of The Willows.

9.36 Plots 1-15 along the eastern boundary of the site with Robins Gate are positioned with 31m distance between windows. Windows on the rear elevations of plots 12-15 are at an oblique angle to the apartment block at 1-8 Robins Gate and distances of approximately 21m are achieved to windows on the existing apartment building.

9.37 The proposed buildings would not be unduly overbearing or give rise to unacceptable levels of overlooking or loss of light to any existing residential properties. The proposed development, as amended, is therefore not considered to materially harm the amenity of surrounding properties and would therefore be in accordance with Local Plan policies LP28 and LP50 and the Design SPD.

iv Transport implications

Access

9.38 The site is located on Larges Lane, which is subject to a 30mph speed limit. As well as providing access to this site, Larges Lane also serves a local school, a cemetery and existing housing. The road has controlled on street parking along its length to control vehicle speeds along it. In relation to wider access to the site the pedestrian routes from the site towards the town centre and wider pedestrian routes are good.

9.39 The current site has a wide access which it shares with the adjacent cricket club. It is proposed to create a new access in approximately the same location as the existing. The existing access to the cricket club onto Larges Lane would also be closed and a new access to the cricket club created off the new access road to this site. Such an arrangement is considered to represent an improvement in highway terms over the existing situation and would improve access for vehicles and pedestrians.

9.40 The internal road has been designed to be appropriate for the scale of the development and will be sought for adoption to ensure refuse collection and access to the cricket club can be achieved without ransom. The road would be 6m wide and has footways on both sides. This is considered adequate for the scale of the development. Due to its design, internal speeds are expected to be controlled to 20mph. Adequate visibility is provided within the development and at the junction with Larges Lane.

9.41 The internal road is likely to require double yellow lines to control parking along it to ensure any potential overspill parking from the surrounding area does not occur. Legal Agreements will be required to secure these. Lighting within the site and the pedestrian routes will be required. This can be conditioned and will also be covered by the adoption

agreement. As part of the access works, off-site highway works will also be required, including alterations to the current on street parking bays on Larges Lane. This involves creating a section of layby parking opposite the site entrance which will improve the safety of the access arrangements, particularly as there will be an intensification of use over the course of the day.

9.42 There will also need to be a minor modification to the current on street parking restrictions to ensure the on-street parking provision that currently exists will be maintained in the future.

9.43 Although the on-street parking has capacity for many parts of the day, it is heavily used during school pick up and drop off and therefore maintaining this capacity is important. The minor change involves reducing the extent of double yellow line near to Gipsy Lane by around 5-6m. This would not have a significant impact on the visibility of the junction.

9.44 In respect of pedestrian access, the Highway Officer has stated that as well as the internal road and turning head, the proposed footway in front of block A that runs to the Cricket Club would be sought for adoption for public access and any future development opportunities. The details supplied indicate that a suitable gradient route adjacent to the building can be provided as well as tie back into the access road and footway nearer the junction with Larges Lane. Final details could be covered by condition.

Traffic Impact

9.45 The predicted trip generation for the application is considered to be similar to the previously considered application for 117 residential units and as such is considered to be acceptable. The site has been identified as an allocated site in the SALP for 102 units and the impact of the proposed development on the highway network has been assessed and considered to be acceptable in highway terms.

Parking

9.46 The applicant has proposed parking to borough standard for the houses and a ratio less than standard for the flats. However, the previous application also had a lesser provision for flatted development which recognised the position of the site to the town centre but was also backed up by surveys of similar sites.

9.47 The proposal for the flats is to provide a total of 78 parking spaces for 64 flats, a ratio of 1.22 space per flat. This is slightly lower than previously provided but the development split of 1 and 2 bedroom properties is more even with a greater number of 1 bedroom units. Furthermore, the applicant is proposing 3 car club spaces which can provide flexible parking options for residents and can have the ability in providing up to the equivalent of 9 parking spaces for each car club space.

9.48 The 64 apartments would be provided with 78 unallocated parking spaces including 3 car club bays. Each car club bay delivers the equivalent of 9 parking spaces. This level of parking provision results in the equivalent of 105 parking bays to serve the 64 apartments. This would result in a parking ratio of 1.64 per dwelling for the apartments, which is very slightly higher than the parking ratio accepted under the previous application (21/00250/OUT). The proposed 64 apartments in isolation would provide 101 bedrooms. Therefore, the apartments would have a notional parking ratio of 1.04 spaces per bedroom. Under the current proposals, the houses would be provided with 2 parking spaces each for the three-bedroom units and 2 parking spaces and a car port (3 spaces total) each for the four-bedroom units, which accords with Bracknell Forest Council's adopted car parking standard. This would result in 59 car parking spaces in total to serve the 24 houses.

9.49 When considering the current proposals in total to include the apartments and houses, there would be an equivalent of 164 car parking spaces which would equate to an average parking ratio of 1.86 per dwelling or 0.89 per bedroom.

9.50 The approved car parking provision for the 117-unit scheme was 167 spaces overall, including 3 car club bays. Based on the provision of 3 car club bays, the notional parking capacity is equivalent to 191 car parking spaces which represents a notional ratio of around 1.63 spaces per dwelling or 0.82 per bedroom. Therefore, when comparing the proposed parking ratio of the apartment element of the current scheme (in isolation) to the previously consented scheme, the current scheme would result in a slightly higher parking ratio per dwelling of 1.64 and a significantly higher parking ratio per bedroom of 1.04. Equally, when considering the current proposals overall, the parking ratios per dwelling and per bedroom are higher than those approved for the previous scheme.

9.51 Cycle parking has been shown but it is not clear what type of fixings are being proposed to provide the sufficient number of stands required. Details can be secured through a condition.

9.53 The application is not considered to result in any adverse highway safety implications and as such complies with BFLP policies LP 25 and LP 62.

v Biodiversity and Landscaping Issues

9.54 The application includes a Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) Report with supporting Biodiversity Metric.

PEA

9.55 The site is not expected to impact protected sites, beyond the SANG requirements to mitigate impacts of recreation pressures. The habitats onsite are of a low value for biodiversity, being dominated by unvegetated land. The buildings onsite have been assessed as having negligible value for roosting bats.

9.56 Enhancements for biodiversity are recommended, and these should be secured by condition. Small amounts of sparse scrub is present onsite which may support nesting birds.
BNG

9.57 The baseline habitats have been assessed and comprise 0.53 units. The landscaping is a reserved matter but the Proposed Site Plan Coloured (Ascot Design, April 2023) shows indicative landscaping and has been used to assess the post-intervention values. Based on these plans, the site is able to achieve over 300% gain in habitat units, and a gain in hedgerow units. Given the low baseline and the layout of the site which is to include areas of grassland, garden and tree planting, it is considered that the site will be able to achieve a net gain.

9.58 Final figures should be secured by condition based on the finalised landscaping plans at reserved matters stage. A LEMP will be required to deliver the management of the onsite net gains. A S106 obligation will be required to secure at least 10% net gain for 30 years and a S106 contribution will be required for monitoring.

Tree Issues

9.59 Existing trees on the boundaries of the site are proposed to be retained. The trees are not subject to Tree Preservation Orders (TPOs) but they are beneficial to the character to the area and would provide amenities for prospective occupants. A full Arboricultural Survey has

therefore been provided, outlining protection measures to these trees in respect of the construction process.

vi Drainage

9.60 The entire site is located within Flood Zone 1 however, as it exceeds 1ha in size, a Flood Risk Assessment (FRA) accompanied the application. The drainage officer is satisfied that the development will not increase the flood risk either on this site or to neighbouring properties and complies with drainage advice in the NPPF and PPG.

vii Affordable Housing

9.61 The development will deliver 35% on-site affordable housing provision in accordance with the current policy requirement of 35% and is therefore acceptable. This affordable housing will be secured through a S106 agreement.

9.62 There is a priority need for larger family houses (3 and 4 beds). All larger affordable rental properties should be provided as Social Rent, which will help local families make the homes as affordable as possible.

9.63 Shared ownership dwellings should be provided on the smaller 1/2 bed units, as identified in the Housing Needs Assessment, which are acceptable as flats, although outside balcony space must be sufficient to allow for table chairs and leisure/play space.

viii Sustainability and Energy

9.64 Local Plan policy LP 55 requires development to meet climate change objectives and requires developments to meet water efficiency standard of 110 litres/person/day. An Energy Demand Assessment can be secured through a condition to set out how development will comply with carbon reduction requirements.

9.65 Local Plan policy LP 27 seeks a Climate Change Assessment to be submitted to demonstrate how the principles of the policy have been considered in the application. A Climate Change Assessment has been submitted and it covers the principles within policy LP 27.

ix Accessibility

9.66 BFLP policy LP 38 seeks new dwellings to be constructed to meet the requirements of Part M4 Category 2, accessible and adaptable dwellings. In addition developments of more than 10 new build dwellings at least 5% of all dwellings will meet the Part M4(3) (2)(a) standard for wheelchair adaptable dwellings. The applicant has confirmed that 5% of units will meet Part M4(3) (2)(a) standards and compliance with policy LP 38 can be secured through a condition.

9.67 The applicant has proposed 6 wheelchair accessible units (all 2bed 4person) which is significantly above policy requirement.

x Thames Basin Heaths Special Protection Area (SPA)

9.68 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 concludes that the development is likely to have a significant effect upon the integrity of the TBH SPA. In this instance, the development would result in a net increase of 88 dwellings within the 400m

– 5km TBH SPA buffer zone and is required to make a financial contribution towards SANG and SAMM (including SAMM monitoring) which will be secured by a s106 agreement and therefore satisfies the requirement for appropriate avoidance and mitigation measures.

xi S106 obligations

9.69 A S106 Legal Agreement is required to secure the following as planning obligations:-

- Affordable Housing – a minimum of 35% with a mix that generally reflects the type and size of market housing.
- Community Facilities - a contribution towards new community facilities under construction at Time Square.
- Open Space of Public Value (OSPV)
- Biodiversity - The Council will look for a contribution towards monitoring the implementation and management of Biodiversity enhancements which are delivered on site.
- Highways - A planning obligation will be required to secure completion of a s38 agreement for highway/foot/cycleway maintainable at public expense as well as to secure the car club proposed by the applicant. A planning obligation will also be required to secure a S278 agreement for any off-site works proposed to the public highway.
- SuDS - A planning obligation will be required to ensure approval of a Drainage Strategy which should include a Design Specification and Implementation Strategy and a long-term Management and Maintenance Plan prior to commencing on site. A planning obligation will also be required to secure a SuDS monitoring contribution to monitor SuDS for the lifetime of the development (100 years).

xii Community Infrastructure Levy (CIL)

9.70 Bracknell Forest Council has an adopted Community Infrastructure Levy (CIL). 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. The site lies within the Central Bracknell charging zone which applies a nil rate to Class C3 residential development.

PLANNING BALANCE AND CONCLUSIONS

10.1 Planning permission is sought for the erection of 24no. dwellinghouses and two residential apartment buildings comprising 64no. dwellings (88no. dwellings total) . This is an outline application, but all matters other than landscaping are to be considered at this outline stage. The site is located within the defined settlement boundary of Bracknell. It is within a sustainable location, approximately 0.5km from Bracknell Town Centre and within walking distance of Bracknell Railway Station and several bus routes. A previous application for the erection of 117 residential apartments in three detached blocks was approved by the Planning Committee in May 2022 subject to a S106 agreement which has not yet been completed.

10.2 Policy SA2 of the Site Allocation Local Plan allocates this site for housing with an estimated capacity of 102no. dwellings. The loss of the existing football ground has been replaced with a package of replacement facilities that, on balance and in total, are considered to represent an equivalent provision subject to them being secured by conditions. The development proposed is therefore considered to be acceptable in principle.

10.3 The development would be at an appropriate scale for this site and would provide a good quality design solution. The proposal is considered to strike an appropriate balance between creating a distinctive and attractive sense of place and making an efficient use of urban land. As such it is considered that the proposed development, while creating its own distinctive character would respect the existing character and appearance of the Larges Lane street scene and surrounding area.

10.4 The proposal is considered to provide adequate parking and would not result in any significant highway safety implications.

10.5 The layout and design ensure that the development will not adversely impact on existing occupiers and provides an appropriate standard of amenity for future residents. Subject to conditions and a completed S106 agreement securing all required planning obligations, the development will provide policy compliant biodiversity mitigation and enhancement, the provision and maintenance of surface water drainage, landscaping, affordable housing provision, SPA mitigation and adequate infrastructure mitigation.

10.6 It is therefore considered that the proposed development complies with Local Plan policies LP 28, LP 45, LP 50, LP 53, LP 54 and LP 62, Policy SA2 of the SALP, Policy EV1 of the Bracknell Town Neighbourhood Plan, relevant SPDs and the NPPF. No material considerations exist that indicate there should be a departure from the development plan and accordingly, the application is recommended for approval.

11. RECOMMENDATION

Following the completion of a Section 106 agreement pursuant to the Town and Country Planning Act 1990 to secure planning obligations relating to the following:

- a requirement to enter into a s278 and s38 Agreement with the Highway Authority to include works to Larges Lane to form the site access, lighting improvements and parking layby as well as the adoption of the internal access road and footway link to the Cricket Club.
- Car Club
- Affordable Housing
- Community Facility Contribution
- Contribution towards off-site OSPV
- SuDS specification/implementation/Management and Maintenance Strategy including a monitoring contribution
- SPA Mitigation
- Funding for Traffic Regulation Order (TRO) alterations on Larges Lane and any new TRO within the site to control indiscriminate parking and maintain safe access
- On-site Biodiversity Net Gain management obligations and monitoring fee

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

1. Approval of the details of landscaping of the development (hereinafter called “the reserved matters”) shall be obtained from the Local Planning Authority in writing before development is commenced. The plans and particulars in relation to the landscaping of the site shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.

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

2. Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).
3. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.
REASON: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).
4. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents: -

20-J3128-SLP01
20-J3128-609 REV A
20-J3128-608 REV A
20-J3128-607 REV A
20-J3128-606 REV A
20-J3128-605 REV A
20-J3128-604
20-J3128-603
20-J3128-602
20-J3128-601
20-J3128-504/A
20-J3128-503/A
20-J3128-503.2
20-J3128-502/A
20-J3128-501/A
Enzygo Geo-Environmental Report CRM.1265.021. GE.R.002.B

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

5. Prior to commencement of any development above slab level, samples of the external materials to be used in the buildings/dwellings hereby approved to include details of screens on the first floor balcony on plot 15 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: [BFLP LP 50]
6. Prior to commencement of any development above slab level, details showing the finished floor levels of the buildings/dwellings hereby approved in relation to a fixed datum point shall be 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 character of the area.
[Relevant Policies: BFLP LP50]
7. No development above slab level works, shall take place until a Sustainability 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 Sustainability Statement, as approved, and retained and maintained as such thereafter.

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

[Relevant Policy: BFLP LP 27 and LP 55]

8. The development hereby approved shall not be occupied until an Energy Demand Assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate how the development will contribute towards the target of net zero carbon for regulated emissions. The development shall be implemented in accordance with the Energy Demand Assessment as approved and retained as such thereafter.

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

[Relevant Plans and Policies: BFLP LP 27 and LP 55]

9. No development (including initial site-clearance) shall commence until a detailed scheme for the protection of existing trees to be retained, in accordance with British Standard 5837 (2012) 'Trees In Relation To Construction Recommendations' (or any subsequent revision), has been submitted to and approved in writing by the Local Planning Authority. Protection measures shall be phased as necessary to take into account and provide protection during demolition/site clearance works, all construction works and hard landscaping works. Details shall include an approved development layout plan at a minimum scale of 1:200, showing the following:-

a) Accurate trunk positions and canopy spreads of all existing trees within the site and on adjoining land adjacent to the development within influencing distance of the development.

b) All proposed tree, hedge or shrub removal shown clearly with a broken line.

c) Proposed location/s of 2.1m high protective barriers, supported by a metal scaffold framework, constructed as a minimum in accordance with Section 6 (Figure 2), to include

appropriate weatherproof tree protection area signage (such as "Keep Out – Construction Exclusion Zone") securely fixed to the outside of the protective fencing structure at regular intervals.

d) Illustration/s of the proposed protective barriers to be erected.

e) Proposed location/s and illustration/s of ground protection measures within the main root protection areas of retained trees, designed as necessary for pedestrian light traffic or heavy plant machinery, as necessary to prevent contamination and ground compaction.

f) Annotated minimum distances between protective barriers and trunks of retained trees at regular intervals.

g) All fenced off areas clearly annotated as Tree Protection Areas/Construction Exclusion Zones.

h) Notes regarding restrictions which apply to Tree Protection Areas/Construction Exclusion Zones.

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

REASON: In order to safeguard trees and other vegetation.

[Relevant Policies: BFLP LP 28]

10. The protective fencing and other protection measures specified by condition 9 shall be erected in the locations agreed in writing by the Local Planning Authority prior to the commencement of any development works, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site. Where phased protection measures have been approved, no works shall commence on the next phase of the development until the protective fencing barriers and other protective measures have been

repositioned for that phase in full accordance with the approved details. No activity of any description must occur at any time within these areas including but not restricted to the following: -

- a) No mixing of cement or any other materials.
- b) Storage or disposal of any soil, building materials, rubble, machinery, fuel, chemicals, liquids waste residues or materials/debris of any other description.
- c) Siting of any temporary structures of any description including site office/sales buildings, temporary car parking facilities, porta-loos, storage compounds or hard standing areas of any other description.
- d) Soil/turf stripping, raising/lowering of existing levels, excavation or alterations to the existing surfaces/ ground conditions of any other description.
- e) Installation/siting of any underground services, temporary or otherwise including; drainage, water, gas, electricity, telephone, television, external lighting or any associated ducting.
- f) Parking/use of tracked or wheeled machinery or vehicles of any description.

In addition to the protection measures specified above,

- a) No fires shall be lit within 20 metres of the trunks of any trees or the centre line of any hedgerow shown to be retained.
- b) No signs, cables, fixtures or fittings of any other description shall be attached to any part of any retained tree.

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.

[Relevant Policies: BFLP LP 28]

11. No development (other than that required to carry out remediation) shall commence until the approved remediation scheme (Geo-Environmental Report CRM.1265.021. GE.R.002.B) has been carried out in full accordance with its terms. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, and before any occupation of the development hereby permitted, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimized, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

[Relevant Plans and Policies: LP 58]

12. In the event that contamination is found at any time when carrying out the approved development that was not previously identified all on-site works shall cease, and the Local Planning Authority shall be informed immediately. Any further investigation/remedial/protective works required by the Local Planning Authority shall be carried out to agreed timescales and approved by the Local Planning Authority in writing before development recommences.

Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority before the re-commencement of on-site works.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

[Relevant Plans and Policies: LP 58]

13. No development (including demolition and 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 security hoarding;
- (viii) Details of any external lighting of the site;
- (ix) Details of the method of piling for foundations;
- (x) Measures to control the emission of dust, dirt, noise and odour during construction;
- (xi) Measures to control rats and other vermin;
- (xii) Measures to control surface water run-off during construction;
- (xiii) Measures to prevent ground and water pollution from contaminants on-site;
- (xiv) construction and demolition working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site;
- (xv) Details of wheel-washing facilities;
- (xvi) Measures to minimise, re-use and re-cycle materials and waste arising from demolition;
- (xvii) Measures to minimise the pollution potential of unavoidable waste;
- (xviii) Measures to dispose of unavoidable waste in an environmentally acceptable manner;
- (xix) details of measures to mitigate the impact of demolition and construction activities on ecology; and
- (xx) 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

[Relevant Policies: BFLP LP 58]

14. No building/dwelling hereby permitted shall be occupied until a means of vehicular access to the site has been constructed in accordance with the approved plans.

REASON: In the interests of highway safety.

[Relevant Policies: BFLP LP 25]

15. No building/dwelling hereby permitted shall be occupied until a means of access to it for pedestrians and cyclists has been constructed in accordance with the approved plans.

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

[Relevant Policies: BFLP LP 25]

16. No building/dwelling hereby permitted shall be occupied until visibility splays of 2.4m x 43m in each direction at the junction of the access road and Larges Lane have been provided.

The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height measured from the surface of the adjacent carriageway and 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.
[Relevant Policies: BFLP LP 25]

17. No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces 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.
[Relevant Policies: BFLP LP 62]

18. There shall be no restrictions at any time on the use of the car parking spaces shown on the approved plan for the occupiers of, or visitors to, the dwellings hereby permitted (other than those parking bays marked as disabled or as EV charging bays which may be restricted for use by people with disabilities or electric vehicle owners respectively).

REASON: To ensure that the development is provided with adequate parking in the interests of highway safety.
[Relevant Policies: BFLP LP 62]

19. The development shall not be occupied until secure and covered cycle parking spaces for residents and cycle parking spaces for visitors have been provided in accordance with details that have been submitted to and approved in writing by the Local Planning Authority, and in the locations identified on the approved plans for cycle parking within the development.

The cycle parking facilities shall thereafter be retained.

REASON: In the interests of accessibility of the development to cyclists.
[Relevant Policies: BFLP LP 62]

20. No gates shall be installed at any time at the vehicular accesses to the site.

REASON: In the interests of highway safety.
[Relevant Policies: BFLP LP 25]

21. No dwelling hereby permitted shall be occupied until the following off-site highway works have been completed:

The formation of the access to the site and the closure of the access to the cricket club. Alterations to Larges Lane to form a layby to relocate on street parking opposite the site entrance.

Improved street lighting along the footway adjacent to the site on Larges Lane from the site to its junction with A329 London Road

REASON: In the interests of highway safety.
[Relevant Policies: BFLP LP 25]

22. No development shall take place until the applicant or their agents or successors in title have implemented a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted by the applicant and approved in writing by the Local Planning Authority.

The programme of archaeological work will provide for:

- a) a programme of exploratory archaeological evaluation prior to the commencement of development
- b) further archaeological investigation prior to the commencement of development of any areas of archaeological interest identified by the exploratory archaeological evaluation
- c) post-investigation analysis reporting and publication commensurate with the significance of the archaeological results.

This condition may not be discharged until the full programme of archaeological work has been satisfactorily completed. The development shall only take place in accordance with the detailed written scheme of investigation approved pursuant to this condition.

REASON: The site lies within an area of high archaeological potential. The condition will ensure that any archaeological remains within the site are adequately investigated and recorded in order to advance our understanding of the significance of any buried remains to be lost and in the interest of protecting the archaeological heritage of the Borough.

[Relevant Policies: BFLP LP 29]

23. No development shall take place until Community Use Agreements prepared in consultation with Sport England have been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreements have been provided to the Local Planning Authority. The agreements shall apply to the enhanced facilities for football detailed in the submitted document Bracknell Town FC & Sandhurst Town FC – an overview of our position by the SB Group and shall include details of pricing policy, hours of use, access by community users, management responsibilities and a mechanism for review. The Community Use Agreements shall be retained, and access provided to the facilities in strict compliance with the approved agreements.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

24. No development shall take place until evidence has been submitted to and approved in writing by the Local Planning Authority that all the works permitted at the Sandhurst Town FC site at Sandhurst Memorial Park, Yorktown Road, Sandhurst under application 19/01085/FUL have been legally and fully completed in accordance with the planning permission and approved plans.

Reason: To ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

25. Any reserved matters submission shall be accompanied by a supplementary Biodiversity Net Gain report identifying any changes to the predicted biodiversity credits of that development parcel(s) as stated in the approved Biodiversity Net Gain Report (David Archer Associates, July 2023).

REASON: In the interests of biodiversity.

[Relevant Policies: BFLP LP 53]27.

26. No development shall commence until a scheme for the provision of biodiversity enhancements (not mitigation), including a plan or drawing showing the location of these enhancements, has been submitted to and approved in writing by the Local Planning Authority. An ecological site inspection report shall be submitted within three months of the date of the first occupation demonstrating the implementation of the approved enhancements. The approved scheme shall be performed, observed and complied with.

REASON: In the interests of nature conservation

[Relevant Policies: BFLP LP 53]

27. 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 any part 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 organization responsible for implementation of the plan
- h) On-going monitoring and remedial measures

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management bodies for the development being responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the predicted biodiversity net gain of the originally approved scheme as shown in the biodiversity metric.

The approved plan will be implemented in accordance with the approved details.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: BFLP LP 53]

28. No part of the development shall be occupied until details of a refuse management plan have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be operated in accordance with the approved details.

REASON: To ensure the provision of satisfactory waste storage facilities in the interests of amenity. [Relevant Policy: BFLP LP 50]

29. Development of Block A shall not commence until details of the footpath to the north of the block have been submitted to and approved in writing by the Local Planning Authority. The submitted details should include full details of the construction of this pedestrian route including retaining walls or other structures and levels along its length, together with connections with adjoining pedestrian routes within and beyond the site in order to ensure that this route provides an accessible pedestrian link to the cricket club.

REASON: To achieve accessibility and in the interests of the amenities of the area.

[Relevant Policy: BFLP LP 25]

30. No development shall take place until full details of the Surface Water Drainage System, in accordance with drainage strategy contained within Flood Risk Assessment Ref 10473 dated 12 July 2023, have been submitted to and approved in writing by the Local Planning Authority. These shall include:

- a) Full details of all components of the proposed drainage system including dimensions, locations, gradients, invert and cover levels, headwall details and drawings as appropriate; and
- b) Calculations demonstrating the drainage design can accommodate the design rainfall using FEH rainfall data
- c) Third party consent where required for offsite drainage works.
- d) Thames Water consent to discharge at proposed discharge rate into public sewers
- e) Confirmation of the gully spacing calculations to demonstrate that they are capable of conveying the rainfall volumes as set out in the Approved Drainage strategy.
- f) A Management and Maintenance Plan for the proposed drainage system to demonstrate how it would be maintained over the lifetime of the development.

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

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

[Relevant Policy: BFBLP LP 57]

31. No development shall commence until details of how the surface water drainage system (inclusive of flood mitigation measures) shall be maintained and managed after completion 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.

[Relevant Policy: BFBLP LP 57]

32. No building or dwelling or use hereby permitted shall be occupied or the use commenced until the sustainable urban drainage scheme for this site has been completed in accordance with the submitted details. The sustainable urban drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. Written confirmation of agreements for the management and maintenance of the drainage scheme shall be submitted and approved by the Local Planning Authority.

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

[Relevant Policy: BFBLP LP 57]

33. No occupation of any dwelling shall take place until a verification report by an independent body, appended with substantiating evidence demonstrating the agreed/approved construction details and specifications have been implemented to serve the particular property, has been submitted to and approved in writing by the Local Planning Authority. This will include photos of excavations and soil profiles/horizons, any placement of tanking, crating, connecting pipe work, hydrobrakes, cover systems, etc.”

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

[Relevant Policy: BFBLP LP 57]

34. No development shall commence until a scheme has been submitted to and approved in writing by the Local Planning Authority to show how all dwellings will meet the requirements of Part M4 Category 2 – Accessible and adaptable dwellings of the Building Regulations 2010 (Approved Document ‘M’ – Access to and use of Buildings – dwellings 2015) (as amended) and any subsequent updates and how at least 5% of all dwellings will meet the Part M4(3)(2)(a) standard for wheelchair adaptable dwellings. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development meets high standards of accessibility.

Relevant Policy: BFLP LP 38.

35. Prior to the occupation of each phase of the development details of the design, operation and ongoing maintenance regime for electric vehicle charging infrastructure with a minimum output of 7kW shall be 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 sustainable transport.

[Relevant Policy: BFLP LP62.

36. The first floor window in the side elevation of plot 15 hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent). They shall at all times be fixed shut with the exception of a top hung openable fanlight.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFLP LP 50.

In the event of the s106 planning obligations not being completed by 30th June 2024 the Assistant Director: Planning be authorised to either extend the deadline 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 LP 32 of the Local Plan 2024 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, public open space and community facilities. 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, and community facilities, the proposal is contrary to policies LP 25, LP 44, LP 45, LP 60 of the Local Plan 2024 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 policy 53 of the Local Plan 2024.

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 policy LP 57 of the Local Plan 2024.

Informatives

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. The applicant is advised that the following conditions require discharging prior to commencement of development:

3,9,10,11,13,22,23,24,25,26,29,30,31,32,34

The following conditions require discharging prior to development above slab level:

5,6,7

The following conditions require discharge prior to the practical completion of any dwellings hereby approved:

27

The following conditions require discharge prior to the occupation of the dwellings hereby approved:

8,14,15,16,17,19,21,28,33,35

No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

1,2,4,12,18,20,36