

Notice of Meeting

Planning Committee

Councillor Dudley (Chair),
Councillor Brossard (Vice-Chairman),
Councillors Angell, Dr Barnard, Bhandari, Bidwell, D Birch, Brown,
Gbadebo, Green, Mrs Hayes MBE, Heydon, Mrs Mattick,
Mrs McKenzie, Mrs McKenzie-Boyle, Mossom, Skinner and Virgo

Thursday 19 May 2022, 6.30 pm
Council Chamber - Time Square, Market Street, Bracknell, RG12 1JD



Agenda

Item	Description	Page
1.	Apologies for Absence	
	To receive apologies for absence.	
2.	Minutes	5 - 12
	To approve as a correct record the minutes of the meeting of the Committee held on 21 April 2022.	
3.	Declarations of Interest	
	<p>Members are asked to declare any disclosable pecuniary or affected interests in respect of any matter to be considered at this meeting.</p> <p>Any Member with a Disclosable Pecuniary Interest in a matter should withdraw from the meeting when the matter is under consideration and should notify the Democratic Services Officer in attendance that they are withdrawing as they have such an interest. If the Disclosable Pecuniary Interest is not entered on the register of Members interests the Monitoring Officer must be notified of the interest within 28 days.</p> <p>Any Member with an Affected Interest in a matter must disclose the interest to the meeting. There is no requirement to withdraw from the meeting when the interest is only an affected interest, but the Monitoring Officer should be notified of the interest, if not previously notified of it, within 28 days of the meeting.</p>	
4.	Urgent Items of Business	
	Any other items which, pursuant to Section 100B(4)(b) of the Local Government Act 1972, the Chairman decides are urgent.	

Planning Applications

(Assistant Director: Planning)

EMERGENCY EVACUATION INSTRUCTIONS

If you hear the alarm, leave the building immediately. Follow the green signs. Use the stairs not the lifts. Do not re-enter the building until told to do so.

The conditions for public speaking have been met in the applications marked 'PS'. For further information or to register for public speaking, please contact Customer Services 01344 352000.

5.	PS 21/00250/OUT Bracknell Town Football Club, Larges Lane, Bracknell, Berkshire, RG12 9AN	17 - 50
	Outline application including access, appearance, layout and scale for demolition of existing dwelling and sports buildings and erection of 117 apartments with associated parking.	
6.	PS 20/01087/FUL 186 -188 High Street Crowthorne Berkshire RG45 7AP	51 - 70
	Erection of 3 storey building (with parking, refuse and cycle storage at lower ground floor level), comprising 2no. retail units at ground floor level and 8no. one bedroom flats above, with associated parking following demolition of existing building.	
7.	21/01090/FUL Abbey House Grenville Place Bracknell Berkshire	71 - 86
	Erection of an additional third floor storey to the existing building together with extension at second floor level to create a further six residential units (4 x 2 bedroom and 2 x 1 bedroom) and ancillary development.	
8.	21/00498/FUL Land Rear Of 78 College Road College Town Sandhurst Berkshire	87 - 102
	Proposed erection of 2 x 3 bedroom, semi-detached houses with associated vehicular access and parking spaces.	
9.	21/00507/REM Land North Of Tilehurst Lane and West Of South Lodge Tilehurst Lane Binfield Bracknell Berkshire	103 - 124
	Submission of reserved matters application to outline planning permission 17/01174/OUT for the approval of details of appearance, landscaping, layout and scale relating to the erection of 40 dwellings including 10 affordable dwellings, together with the provision of parking, landscaping and drainage attenuation features, with access from Tilehurst Lane.	
10.	21/00566/FUL 3 Lyndhurst Close Bracknell Berkshire RG12 9QP	125 - 134
	Proposed part single, part two storey rear and side extension, single storey front entrance porch and change of use of amenity land.	
11.	21/01165/FUL 37 North Road Ascot Berkshire SL5 8RP	135 - 144
	Installation of loft conversion including dormer to rear elevation and 2 no. rooflights to front elevation, enlarged side facing window and part garage conversion.	
12.	Q4 2021/22 Planning Performance Report	145 - 150

EMERGENCY EVACUATION INSTRUCTIONS

If you hear the alarm, leave the building immediately. Follow the green signs. Use the stairs not the lifts. Do not re-enter the building until told to do so.

Sound recording, photographing, filming and use of social media is permitted. Please contact Hannah Harding, 01344 352308, hannah.harding@bracknell-forest.gov.uk, so that any special arrangements can be made.

Published: 9 May 2022

EMERGENCY EVACUATION INSTRUCTIONS

If you hear the alarm, leave the building immediately. Follow the green signs. Use the stairs not the lifts. Do not re-enter the building until told to do so.

This page is intentionally left blank



**PLANNING COMMITTEE
21 APRIL 2022
7.30 - 9.45 PM**

Present:

Councillors Dudley (Chair), Brossard (Vice-Chairman), Angell, Dr Barnard, Brown, Gbadebo, Green, Mrs McKenzie-Boyle and Virgo

Present Virtually:

Councillors Bidwell, Mrs Hayes MBE, Heydon and Skinner

Apologies for absence were received from:

Councillors Bhandari, D Birch, Mrs Mattick, Mrs McKenzie and Mossom

126. Minutes

RESOLVED that the minutes of the meeting held on 24 March 2022 were approved as a correct record.

It was reported to the Committee that 21/00361/PARC – Lavenir and 21-00250-OUT Bracknell Town Football Club which had been deferred by the Advisory Committee at its meeting on the 24 March, would be brought back to a future meeting of the Planning Committee.

127. Declarations of Interest

There were no declarations of interest.

128. Urgent Items of Business

There were no urgent items of business.

129. 21/01090/FUL Abbey House, Grenville Place, Bracknell, Berkshire

Erection of an additional third floor storey to the existing building together with extension at second floor level to create a further six residential units (4 x 2 bedroom and 2 x 1 bedroom) and ancillary development.

The Committee noted:

- The supplementary report tabled at the meeting.
- The comments of Bracknell Town Council recommending refusal as detailed in the agenda.
- The 7 representations received as summarised in the agenda.

A motion to **APPROVE** the recommendation in the officer report was proposed but fell at the vote. However, as an alternative motion was not put forward, the application would be deferred to a future meeting of the Planning Committee.

130. **21/00092/COND Land At Tilehurst Lane, Tilehurst Lane, Binfield, Bracknell, Berkshire**

Details pursuant to conditions 25 (External Lighting) & 26 (Lighting Design for Biodiversity) of planning permission 18/00758/FUL (APP/R0335/W/19/3231875).

The Committee noted:

- The supplementary report tabled at the meeting.
- The 6 representations received as summarised in the agenda.

RESOLVED that the application be **APPROVED** on the basis of the following details:

01. Conditions 25 (External Lighting Scheme) and Condition 26 (External Lighting 1871-DFL-HLG-XX-DR-EO-13001 P11 Lighting Layout S38 received 21.04.2022
Luminaire Specification Sheet received 04.04.2022

131. **21/01052/FUL 18 Heath Hill Road, North Crowthorne, Berkshire RG45 7BX**

Proposed conversion of existing residential care home to form 8no. flats (2x1 bed, 5x2 bed and 1x3 bed), including external alterations.

The Committee noted:

- The supplementary report tabled at the meeting.
- The comments of Crowthorne Parish Council as detailed in the agenda.
- The 6 representations received as summarised in the agenda.

Following the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act to secure SPA Mitigation, RESOLVED that the application be APPROVED 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 and other submitted details, received by the Local Planning Authority,

01 (Location Plan)

07 Rev. E (Site Plan Proposed)

08 Rev D (Proposed Ground Floor Plan)

09 Rev. A (First floor plan)

10 Rev. A (Second Floor Plan)

11 Rev. C (Elevations Proposed)

12 Rev A (Cycle Store details)

Arboriculture Assessment and Method Statement (ref. MW.21.0809.AIA)

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

03. No development shall take place until a plan showing visibility splays at the site access onto Heath Hill Road North 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.

[Relevant Policies: Core Strategy DPD CS23]

04. No development shall take place until details of the accessway along the northwestern side of the building have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

(a) Confirmation that all obstructions to the width of the accessway will be removed such that the full width between the boundary and side of the building is available for vehicle movement;

(b) Details of signage and markings to indicate vehicle priority and to ensure that the accessway and waiting areas at either end will be kept clear and unobstructed; and

(c) Details of how enforcement of the areas to be kept clear and unobstructed in (b) above will be enforced.

No dwelling shall be occupied until the accessway has been laid out within the site in accordance with the approved details and the accessway shall be operated in accordance with the approved details at all times.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23, NPPF paragraphs 110b) and 112c)]

05. No dwelling shall be occupied until a means of access for pedestrians to Heath Hill Road North and to the rear parking area has been constructed in accordance with the approved plans.

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

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

06. No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawing and the electric vehicle charging infrastructure has been provided. Thereafter, the parking spaces and turning space shall be kept available for parking and turning at all times and electric vehicle charging infrastructure shall be maintained in working order.

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, and parking which is designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS23, NPPF paragraph 112e)]

07. No dwelling shall be occupied until 16 secure and covered cycle parking spaces have been provided in the location identified for cycle parking on the approved plans within the development. The cycle parking spaces and facilities shall thereafter be retained. The door(s) to the cycle store shall be of a sliding or roller-shutter design.

Any door replacement or repair shall only be with a sliding or roller-shutter type door.

REASON: In the interests of accessibility of the development to cyclists and to ensure that the cycle store can be accessed when the door(s) are open.

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

08. No gates shall be provided at the vehicular access to the site.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

09. 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 design, demolition and 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 account for and provide protection during demolition, construction 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 as identified within the Arboriculture Assessment and Method Statement (ref. MW.21.0809.AIA) ,
- b) Proposed location/s of protective barrier/s, 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 securely fixed to the outside of the protective fencing structure at regular intervals.
- c) Illustration/s of the proposed protective barriers to be erected.
- d) Proposed location/s and illustration/s of site-specific 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
- e) Annotated minimum distances between protective barriers and trunks of retained trees at regular intervals
- f) All fenced off areas clearly annotated as tree protection areas/construction exclusion zones
- g) Notes regarding restrictions which apply to tree protection areas/construction exclusion zones
- h) Arboricultural site monitoring - Note confirming that all protection measures are to be routinely monitored by site visits undertaken by a project arboriculturist (appointed by the land owners), at maximum 4-week intervals for the duration of all works on site to ensure full compliance with the approved tree protection and monitoring scheme. Copy of signed report to be forwarded to the local authority following each site visit. The development shall be carried out in full accordance with approved scheme.

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: Core Strategy CS7, Bracknell Forest Borough Local Plan EN1]

10. The protective fencing and other protection measures specified by condition 09 shall be installed 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: Core Strategy CS7, Bracknell Forest Borough Local Plan EN1]

11. No development shall commence until a detailed site-specific construction method statement for all hard surfaced areas of any description within the minimum root protection areas of retained trees calculated in accordance with British Standard 5837 (2012) 'Trees in relation to design, demolition and construction - Recommendations' or any subsequent revision, has been submitted to and approved in writing by the local planning authority. Details shall be based on a porous 'No Dig' principle of construction, avoiding any excavation of existing levels in all areas concerned, and shall include:-

- a) An approved development layout plan identifying all areas where special construction measures are to be undertaken.
- b) Materials including porous surface finish.
- c) Construction profile/s showing existing/proposed finished levels together with any grading of levels proposed adjacent to the footprint in each respective structure.
- d) Program and method of implementation and arboricultural supervision.

The construction method statement shall be implemented in full accordance with the approved scheme, under arboricultural supervision, prior to the occupation of the dwelling. The 'No Dig' structure shall be retained in perpetuity thereafter.

REASON:- In order to alleviate any adverse impact on the root systems and the longterm health of retained trees, in the interests of the visual amenity of the area.

[Relevant Policies: Core Strategy CS7, Bracknell Forest Borough Local Plan EN1]

12. The development shall not be occupied until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, wellformed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

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

[Core Strategy DPD CS7, BFBLP 'Saved' Policies EN2 and EN20]

13. Those windows shown on the approved drawings as having obscured glazing in part or full shall at all times be so fitted. The obscure glazing shall be a minimum of Pilkington Level 3 or equivalent.

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

14. The rooflights in the roof slope of the proposed development shall at all times be no less than 1.7 metres above internal floor level.

REASON: To prevent the overlooking of neighbouring property.

[Relevant Policies: BFBLP EN20]

15. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be of similar appearance to those of the existing building.

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

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

16. No external demolition or construction work shall take place outside the hours of 8:00hrs and 18:00hrs Monday to Friday; 8:00hrs and 13:00hrs Saturday and not at all on Sundays and Public Holidays.

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

[Relevant Policies: BFBLP EN25]

132. **21/01181/3 Perry Oaks, Bracknell, Berkshire**

Proposed conversion of grass area into 3 parking spaces.

The Committee noted:

- That Bracknell Town Council raised no objection.
- The one letter of support received as summarised in the agenda.

RESOLVED that the application is be **APPROVED** subject to the following conditions:-

1. 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.

2. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents received by the Local Planning Authority:
Design and Access Statement – Received 16.12.2021

Construction layout, site location plan and typical section - Received 16.12.2021

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

3. The development shall not be begun until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the parking spaces being brought into use, whichever is sooner. All hard landscaping works shall be carried and completed prior to the parking spaces being brought into use. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well-formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1)

'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design and the visual amenity of the area. [Core Strategy DPD CS7, BFBLP 'Saved' Policies EN2 and EN20]

CHAIRMAN

This page is intentionally left blank

**PLEASE NOTE PLANS FOR ALL OF THE APPLICATIONS ON THIS
AGENDA CAN BE FOUND ON OUR WEBSITE
www.bracknell-forest.gov.uk**

**PLANNING COMMITTEE
19th May 2022**

**REPORTS ON PLANNING APPLICATIONS RECEIVED
(Head of Planning)**

		Case Officer	Reporting Officer
5	<p>21/00250/OUT Bracknell Town Football Club Larges Lane Bracknell (Wildridings And Central Ward) Outline application including access, appearance, layout and scale for demolition of existing dwelling and sports buildings and erection of 117 apartments with associated parking. Recommendation: Approve Subject To The Completion Of Planning Obligation(s).</p>	Jo Male	Jo Male
6	<p>20/01087/FUL 186 -188 High Street Crowthorne Berkshire (Crowthorne Ward) Erection of 3 storey building (with parking, refuse and cycle storage at lower ground floor level), comprising 2no. retail units at ground floor level and 8no. one bedroom flats above, with associated parking following demolition of existing building. Recommendation: Approve.</p>	Simon Roskilly	Jo Male
7	<p>21/01090/FUL Abbey House Grenville Place Bracknell (Wildridings And Central Ward) Erection of an additional third floor storey to the existing building together with extension at second floor level to create a further six residential units (4 x 2 bedroom and 2 x 1bedroom) and ancillary development. Recommendation: Approve Subject To The Completion Of Planning Obligation(s).</p>	Katie Andrews	Jo Male
8	<p>21/00498/FUL Land Rear Of 78 College Road College Town (College Town Ward) Proposed erection of 2 x 3 bedroom, semi-</p>	Olivia Jones	Basia Polnik

detached houses with associated vehicular access and parking spaces.
 Recommendation: Approve Subject To The Completion Of Planning Obligation(s).

- | | | | |
|----|---|---------------|--------------|
| 9 | 21/00507/REM
Land North Of Tilehurst Lane and West Of South Lodge Tilehurst Lane Binfield (Binfield With Warfield Ward)
Submission of reserved matters application to outline planning permission 17/01174/OUT for the approval of details of appearance, landscaping, layout and scale relating to the erection of 40 dwellings including 10 affordable dwellings, together with the provision of parking, landscaping and drainage attenuation features, with access from Tilehurst Lane.
Recommendation: Approve. | Jo Male | Jo Male |
| 10 | 21/00566/FUL
3 Lyndhurst Close Bracknell Berkshire (Harmans Water Ward)
Proposed part single, part two storey rear and side extension, single storey front entrance porch and change of use of amenity land.
Recommendation: Approve. | Shelley Clark | Basia Polnik |
| 11 | 21/01165/FUL
37 North Road Ascot Berkshire (Ascot Ward)
Installation of loft conversion including dormer to rear elevation and 2 no. rooflights to front elevation, enlarged side facing window and part garage conversion.
Recommendation: Approve. | Shelley Clark | Basia Polnik |

Background Papers

Background papers comprise the relevant planning application file and any document therein with the exception of any document which would lead to disclosure of confidential or exempt information as defined in section 100A of the Local Government Act 1972 as amended.

PLANNING COMMITTEE - POLICY REFERENCES

Key to abbreviations used in the following planning reports.

BFBLP Bracknell Forest Borough Local Plan
CSDPD Core Strategy Development Plan Document
SALP Site Allocations Local Plan
RMLP Replacement Minerals Local Plan
WLP Waste Local Plan for Berkshire

SPG Supplementary Planning Guidance
SPD Supplementary Planning Document

RSS Regional Spatial Strategy (also known as the SEP South East Plan)

NPPF National Planning Policy Framework (Published by DCLG)
NPPG National Planning Policy Guidance (Published by DCLG)
PPS (No.) Planning Policy Statement (Published by DCLG)
MPG Minerals Planning Guidance
DCLG Department for Communities and Local Government

SITE LOCATION PLAN

For information the plans are orientated so that north is always at the top of the page.

THE HUMAN RIGHTS ACT 1998

The Human Rights Act 1998 (“the HRA”) makes it unlawful for a public authority to act in a way that is incompatible with the rights set out in the European Convention of Human Rights.

Those rights include:-

Article 8 – “Everyone has the right to respect for his private and family life, his home.....”

Article 1 - First Protocol “Every natural or legal person is entitled to the peaceful enjoyment of his possessions”.

In some circumstances a local authority may be under an obligation to take positive action to protect an individuals interests under Article 8.

The relevant Convention Rights are not absolute. A Council may take action even though it interferes with private and family life, home and enjoyment of possessions, if it is for a legitimate purpose, necessary and proportionate. In effect a balancing exercise has to be conducted between the interests of the individual and the wider public interest.

Such a test very largely replicates the balancing exercise which the Council conducts under domestic planning legislation.

The provisions of the Human Rights Act 1998 have been taken into account in the preparation of the reports contained in this agenda.

The Human Rights Act will not be specifically referred to elsewhere [in the Agenda] beyond this general statement, unless there are exceptional circumstances which require a more

detailed consideration of any Convention Rights affected.

Unrestricted Report

ITEM NO: 05

Application No. 21/00250/OUT	Ward: Wildridings And Central	Date Registered: 5 March 2021	Target Decision Date: 4 June 2021
--	----------------------------------	----------------------------------	--------------------------------------

Site Address: **Bracknell Town Football Club Larges Lane Bracknell
Berkshire RG12 9AN**

Proposal: **Outline application including access, appearance, layout and scale for demolition of existing dwelling and sports buildings and erection of 117 apartments with associated parking.**

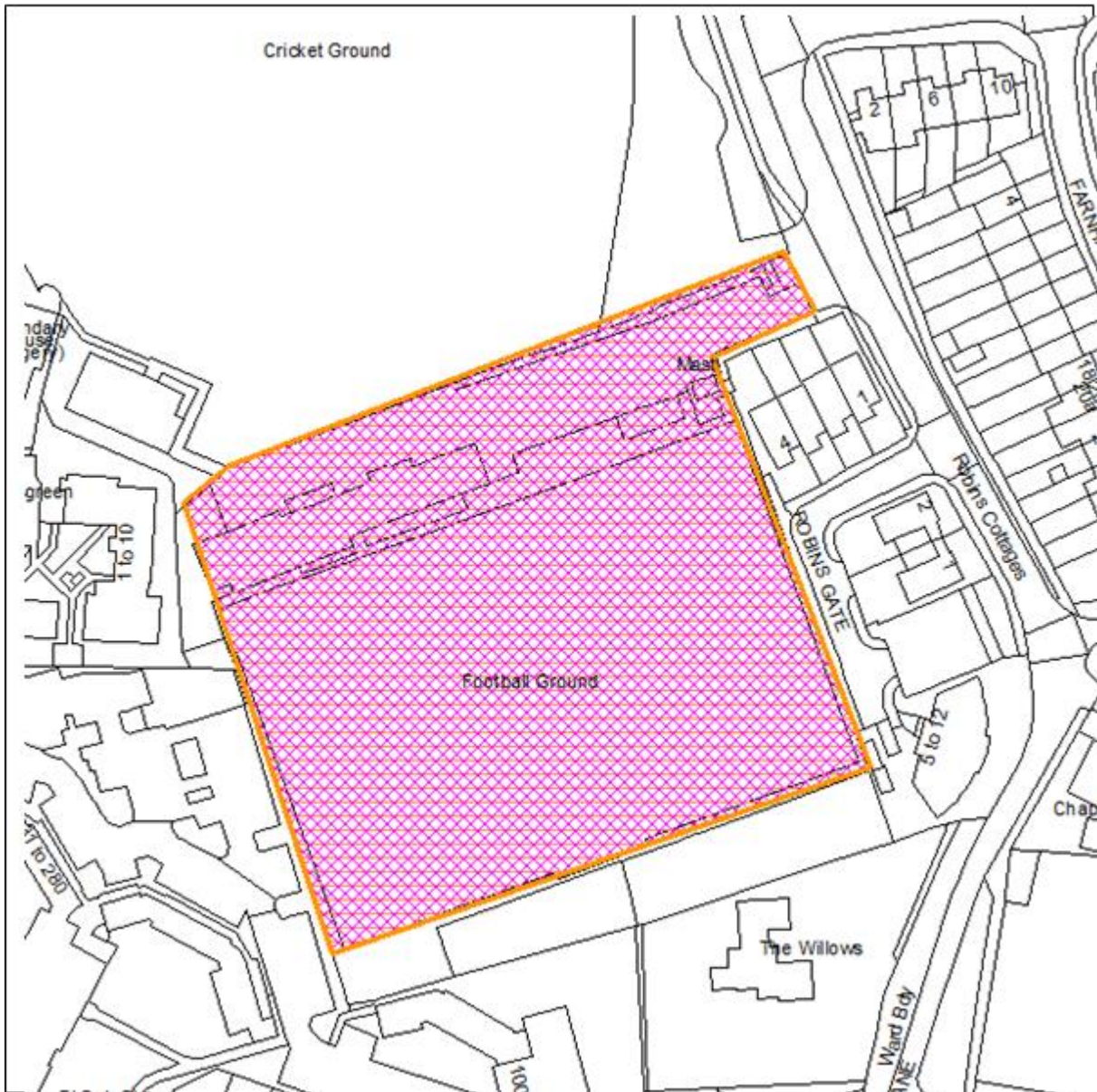
Applicant: Bracknell Town Football Club

Agent: Mr Matthew Miller

Case Officer: Jo Male, 01344 352000

Development.control@bracknell-forest.gov.uk

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



1. SUMMARY

- 1.1 As originally submitted, this application sought outline planning permission for the erection of 126 residential apartments in three detached blocks following the demolition of the existing buildings accessed off Larges Lane. The application was presented to an Advisory Meeting of the Planning Committee on 24th March 2022 at which a motion to endorse the recommendation in the officer report to approve the application was proposed but fell at the vote. The application has since been revised to reduce the number of proposed units to 117 and to provide 3 car club parking spaces and additional EV charging infrastructure.
- 1.2 The application proposes the development of land allocated for housing under Policy SA2 of the Site Allocation Local Plan SALP for approximately 102 dwellings.
- 1.3 The site lies within the defined settlement boundary of Bracknell. It is in a sustainable location close to the town centre and public transport and as such is considered a suitable location for new residential development. Notwithstanding the above, the applicant is required to demonstrate that appropriate replacement playing field provision has been secured to the satisfaction of the Council and Sport England, prior to the grant of any planning permission for the development of the Larges Lane site. On balance, and taking into consideration the views of Sport England, it is considered that the package of mitigation measures already approved and largely implemented by the applicant is sufficient to demonstrate this subject to the completion of the permitted enhancement measures at Sandhurst Memorial Park and conditions securing this mitigation for the long term.
- 1.4 Previous concerns in respect of the scale, massing, design, appearance, impact on the amenities of neighbouring properties and transport are now considered to have been satisfactorily addressed. It is considered that an attractive and well-designed development with a high-quality landscaping scheme could be achieved.
- 1.5 The recent amendments to the scheme, reducing the number of proposed units and providing 3no. car club spaces improves the parking provision to serve the development. The proposal is considered to provide adequate parking to serve the proposed use and would not result in any significant highway safety implications.
- 1.6 It is therefore considered that the proposed development would have an acceptable impact on the character and appearance of the area, on the amenity of neighbouring properties and on transport, subject to appropriate conditions and a completed S106 agreement. Approval is therefore recommended.

RECOMMENDATION
Planning permission be granted subject to completion of a S106 legal agreement and the conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

- 2.1 The application has been reported to the Advisory Planning Committee following the receipt of more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within defined settlement and allocated for housing under SALP Policy SA2 Located within 5km of Thames Basin Heaths SPA

- 3.1 The 1.16ha application site is a roughly rectangular parcel of land 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.
- 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 recent development of three storey town houses and a small apartment block on the eastern boundary.
- 3.3 The site is located in a mixed-use area, including various sports facilities, religious, education and health uses in addition to residential properties.
- 3.4 Although the sports pitch itself is level, this is 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.

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.

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 16/00116/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 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 Planning permission is sought for the erection of 117 residential apartments (14 x 1 bed, 89 x 2 bed, 14 x 3 bed) in three detached blocks following the demolition of the existing buildings. This is an outline application but all matters other than landscaping are to be considered at the outline stage.
- 5.2 The three blocks would be grouped around a central communal amenity space at the heart of the development. They would vary in height from two to five stories with setback top floors. 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.
- 5.3 The proposal also includes associated access and parking. Vehicular and pedestrian access would be from the existing single access on Larges Lane. This access would be improved and would incorporate a new access for the cricket club off the new access road into the site. A total of 167 car parking spaces would be provided, via a mix of exterior parking courts and an undercroft car park on the western part of the site.
- 5.4 The development would comprise 25% affordable housing.
- 5.5 The proposal would also require considerable changes to the existing levels with ground levels being generally lowered where there are retaining walls supporting the existing artificially raised playing field, and more gradual slopes across the site would be re-introduced. These level changes would also be utilised to create the undercroft car park under block B and a podium level amenity area. While full details of landscaping are reserved, outdoor soft landscaping areas would be provided through various amenity areas on the boundaries of the site as well as the centrally located podium level amenity area above the undercroft car park.
- 5.6 In response to feedback received from the previous application submission, pre-application feedback and community engagement the proposal was revised and as originally submitted proposed 126 units, a reduction of some 38 units when compared with the previously withdrawn application 20/00350/OUT. Detailed changes to parking & access arrangements, as well as proposed indicative landscaping features, have also been undertaken.
- 5.7 Following neighbour comments, the scheme was amended in April 2021 by the removal of balcony sections from the east-facing elevation of Building A to ensure that no harmful loss of privacy or overlooking impacts would occur to the neighbouring residents of Robins Gate to the east. Further amendments were made in January 2022 in response to comments from the Highway Officer.
- 5.8 Further to the consideration of the application by the Advisory Meeting of the Planning Committee in March 2022 at which a motion to endorse the recommendation in the officer report to approve the application was proposed but fell at the vote, further amendments have been made. These reduce the number of proposed units to 117, a reduction of 9 units, achieved through the removal of the third floor of accommodation provided within Block C; the provision of 3 car club parking spaces, and the provision of additional EV charging throughout the site.

6. REPRESENTATIONS RECEIVED

Bracknell Town Council

In response to the original 126 unit scheme, the Town Council commented: 'At this point in the planning process with a reduced amount of dwellings and more parking facilities Bracknell Town Councillors have no objection'.

The Town Council has been notified of the recent amendments to the scheme and any additional comments will be reported to the Committee via the Supplementary Report.

Other representations received

A petition has been received containing 16 signatures. It raises the following objections:

- Site is already over-developed and the scale of the application is not in keeping with the character and size of the development site and surrounding buildings.
- Risk to highway safety and traffic generation will create pollution, parking pressures and noise detrimental to all local residents in Larges Lane, the roads leading off it and surrounding neighbours.
- The layout and density of the proposed buildings will block natural light to existing buildings, overlook other properties and diminish privacy.

44 objections have been received from neighbouring properties. In addition, 22 representations in support of the application have been received.

The concerns raised can be summarised as follows:

Loss of Open space

- The area is rapidly becoming a concrete jungle and the proposed development would destroy one of the few remaining green spaces in the area.

- There are not enough facilities for children to play football throughout the winter months. This is such a waste of a fantastic opportunity to encourage children's fitness and social interactions.

- If we continue to replace all open spaces and leisure places with yet more housing, where are future generations going to play and social sports and recreation programs going to run from?

Impact on residential amenity

- views and sunlight will be lost to properties in Robins Gate.

- Building A east elevation's redesign has not removed the overlooking and loss of privacy for the 4 houses in Robins Gate, as the 4 balconies on the north eastern apartments have a direct line of vision into the gardens and the bedrooms of the 4 houses. There will still be associated shading and loss of daylight, during late afternoon and early evening when the sun would be blocked by Building A.

- Noise and disturbance from traffic using the new access road behind properties on Robins Gate

- This proposal will cause extreme stress on the residents of Huntsgreen Court. The height of the flats will overlook our properties, with balconies overlooking our gardens, and blocking light, also causing our flats to lose value

- Noise, dust and vibration during construction

Highway issues

- Revised application does not make any significant change to the access arrangements and car parking volume requirements. Reducing parking below the full standard will only result in an overspill onto Larges Lane which is already at capacity and has width restrictions and needs to allow access for school traffic at the same time as the peak traffic is expected. What is the point of having a "standard" if it is not met? As a minimum they would need 180.5 spaces. With only 28 visitor bays for 126 flats, there is no way of guaranteeing only a quarter of the flats will have a visitor at any one time.

- Concern about increase in vehicular traffic and parking problems on Larges Lane. The safety of egress from Larges Lane at the junction with London Road must be reviewed using accurate vehicle movement data for the entire Larges Lane area including all residential housing, St Joseph's Primary School and Football Academy traffic, as the vehicle movement data used for the Transport Assessment is incorrect and incomplete.

- Parking is already a nightmare for dropping/collecting from school and we are currently allowed to make use of the football car park for parking

Environment issues

- Detrimental to the town's air quality targets, as is so close to highly polluted areas, Downshire way and Bagshot Road which were recent areas of significant nitrogen dioxide pollution concern and this is in the immediate nearby area impacting health.

Character and Design issues

- development is totally out of keeping with the present properties and should not be permitted so close to a 'living' graveyard, a calm peaceful oasis.

- Due to its scale and size, this proposed development would tower above the nearby Goodways Drive area, causing a huge overbearing blot on the landscape. It is out of character with the immediate surrounding properties, which are not more than 3 floors in height. It would be an over development for Larges Lane.

Following the receipt of revised plans which amended the design of Block C only, further targeted neighbour notification was undertaken informing the residents of Robins Gate and The Willows, Larges Lane of the changes. Any further representations received as a result of this process will be reported to the Committee via the Supplementary Report.

7. SUMMARY OF CONSULTATION RESPONSES

Highways

7.1 No objection to amended scheme subject to conditions. Detailed comments included in report below.

Lead Local Flood Authority/Drainage Officer

7.2 Requires further information to confirm that proposed drainage strategy is suitable and achievable. Recommendation reflects this.

Environmental Health

7.3 Noise

Whilst the proposed development is located relatively close to the railway, there are a number of buildings between which would be expected to provide a barrier effect to protect the proposed dwellings from noise. The railway is in a cutting which will further reduce transmission of sound from the railway. The majority of neighbouring uses are residential, so residential in this location should be equally acceptable. The proposed development will have a positive impact on local residents as much lower noise levels are expected of a residential development than would be associated with a football club, particularly on match days. There are therefore no noise objections.

Air quality

There are no air quality concerns.

External Lighting

There are no lighting concerns, and the proposed development would be expected to have a positive impact for existing local residents and wildlife with the removal of the intense floodlighting associated with a football ground.

Contaminated Land

A contaminated land assessment has been submitted which recommends remediation for soil contaminants. A condition requiring implementation of the Approved Remediation Scheme is therefore recommended.

Construction and demolition impacts.

A CEMP condition is recommended due to the scale of the development and the proximity to existing residential dwellings.

SPA

- 7.4 An Appropriate Assessment has been carried out and the Council's Environmental Policy Officer has no objection to the scheme subject to appropriate mitigation being secured by way of a completed S106 agreement.

Biodiversity

- 7.5 The proposals are unlikely to affect protected or priority species, priority habitats or sites of importance for nature conservation. The Biodiversity Net Gain Assessment Report uses a precautionary approach to the value of habitats in the proposed development and calculates that it would increase from 0.29 to 1.71 biodiversity units (equivalent to a 483.11% increase). This demonstrates a clear biodiversity net gain which should be secured by condition.

Conditions are also recommended to secure biodiversity enhancement such as swift boxes and other wildlife features around the site.

Archaeology

- 7.6 The applicant has submitted an archaeological desk-based assessment in support of its application. Considering the known archaeology in the vicinity and the previously undisturbed nature of large areas of the site, the assessment notes that the site has some archaeological potential and the proposed development will impact on below ground deposits. The report concludes that a programme of archaeological work is therefore likely to be required and can be secured by an appropriately worded condition.

Berkshire Archaeology is in agreement with the conclusions of the assessment and recommends that a condition requiring a programme of archaeological work.

Waste and Recycling Officer

- 7.7 There is one separate bin area for each of the three buildings with enough space for a total of 36 x 1100 litre and 22 x 360 litre bins. This is sufficient for fortnightly refuse and recycling collections.

The bin stores for buildings A and C have adequate room and distance for bins to be taken to the collection vehicle and returned by the collection crews, providing there is a dropped kerb for the bins to be brought to the collection vehicle.

The bin store for building B is in an undercroft, however this is within 25 metres of the collection point from the vehicle, so providing there are no slopes or access issues, will not need to be presented on collection day to an agreed collection point for kerbside collection.

The identified stores in Buildings A and B provide sufficient space to store communal waste food bins, and the bin store in Block C is also of sufficient size providing that refuse collections are carried out on a weekly basis, rather than the standard fortnightly collection to flats, to reduce the number of bins required. Weekly refuse collections are preferred by the Waste Team for large developments located close to the town centre as they reduce the number of bins required and make collections as efficient as possible. Accordingly, it is recommended that a condition be imposed, securing a refuse management plan which will ensure that plans for waste collection are in line with Council guidance and help with identifying the movement of bins from the stores to the collection vehicle.

Renewable Energy Officer

- 7.8 The two renewable technologies most often used are air source heat pumps and Solar PV. If Solar is to be used a plan of the array will need to be submitted. Recommends condition that the development shall not begun until an Energy Demand Statement has been submitted to and approved in writing by the Local Planning Authority.

Sport England

- 7.9 No objection subject to conditions.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CS1 & CS2 of the CSDPD SA2 of the SALP	Consistent
Open Space and Sport	CS8 of the CSDPD	Consistent
Residential amenity	Saved policy EN20 of BFBLP	Consistent
Design and Character	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP and CS23 of the CSDPD	Consistent

Supplementary Planning Documents (SPD)
Design SPD (2017)
Other publications
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)
Bracknell Town Neighbourhood Plan (“Made” October 2021)

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Transport implications
- v Biodiversity and Landscaping
- vi Drainage
- vii Affordable Housing
- viii Sustainability and Energy
- ix Thames Basin Heaths SPA
- x S106 Obligations
- xi Community Infrastructure Levey/ 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 CSDPD Policy CS2 (relating to locational principles) new residential development consistent with the character, accessibility and provision of infrastructure and services within Bracknell would be acceptable in this location. The site also forms part of a site allocated under SALP Policy SA2 for residential development, with an indicative capacity of 102 units (of which 18 have been built/ have full planning permission on part of the site (Robins Nest).

9.3 However, the development proposed would result in the loss of football playing field and stadium site. Paragraph 96 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.” As part of its evidence base for the Submitted Local Plan the Council has carried out the assessment required by paragraph 96 (the playing pitch strategy [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”.

- 9.4 It is acknowledged that at present there is a conflict between the allocation of this site in SALP and the above recommendation of the PPS.
- 9.5 Of particular relevance to this application Paragraph 97 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.”

Ground b) is relevant to this application.

- 9.6 The above national policy is reflected in local policies which are consistent with this. Core Strategy (2008) Policy CS8 states that development will be permitted which; i. retains, improves and maintains existing Recreational Facilities; and/or ii. provides and maintains new Recreational Facilities. Appendix 4 of the SALP sets out a number of requirements to be met in the development of the allocated sites. Of particular relevance to the current application is the requirement to provide an alternative location for the Football Ground.
- 9.7 Bracknell Town Neighbourhood Plan was “made” in October 2021. Policy EV 1 states:
- “Open Space of Public Value
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
- It is noted that Bracknell Town Council has not objected to this application.
- 9.8 In response to the policy framework set out above, the applicant has put forward a package of mitigation measures which it considers satisfies the policy requirement. The proposed mitigation package would replace the loss resulting from the proposed development with an equivalent or better provision in terms of quantity and quality in a suitable location.

- 9.9 The applicant has explained that the football club wishes to relocate in order to improve its facilities and to enhance opportunities for grassroots and community football in the Borough. The FA has updated its Ground Grading Requirements which means that the current ground is not compliant with the new safety standards required. It is understood that the ground would require a standing capacity of 1,950 for supporters as stipulated for this league and in order to allow the opportunity of achieving the maximum future potential of 3,000. A greater investment is therefore required in order to progress beyond the current league status. A crucial limitation of the current facility is its design and its lack of opportunity to provide equality with regards access for female and disabled spectators. In order to realise its future ambitions, the club has stated that it needs to move to a larger stadium outside of Bracknell town centre. Indeed, it has already vacated the Larges Lane site and the refusal of the current application will not secure the football club's continued use of the site.
- 9.10 In response to these constraints and pressures the football club has implemented a package of replacement facilities including shared use of facilities at Ranelagh School and a shared facility with Sandhurst FC at Bottom Meadow, Sandhurst.
- 9.11 The Ranelagh School Larges Lane Playing Fields Site (now known as the SB Campus Larges Lane) obtained planning permission (application 20/00162/FUL Approved 10.11.2020) for the erection of a sports pavilion with associated access and car parking. This application did not make a clear link to the redevelopment of the current stadium site at Larges Lane. The only link made was a passing reference in paragraph 4.3 of the design and access statement: *"the site will be used by Bracknell Town Football Club during the week for youth training, and junior/youth non-competitive games at the weekend"*. Separately from this planning permission a number of pitch improvements have been carried out which did not require planning permission.
- 9.12 Also in partnership with Ranelagh School, Bracknell Town Football Club (BTFC) has an agreement to use the Multiuse Games Area within the main school site which has been upgraded from a tarmac surface to a 3G surface. Whilst it is the view of BTFC that planning permission was not required for this development, there was no linkage made to the stadium site the subject of this application. This was completed in 2020.
- 9.13 The third part of the mitigation package relates to the Sandhurst Town FC site at Bottom Meadow, part of the Sandhurst Memorial Park owned by Sandhurst Parish Council. This site has recently been upgraded under planning application 19/01085/FUL. This granted permission for the replacement of the natural grass football pitch with a 3rd generation artificial surface with associated 2.4m enclosure fence and hardstanding; the erection of new 1.2m pitch enclosure to replace existing pitch barrier fence, the installation of a new spectator stand and relocation of the existing spectator stand, the installation of a new turnstile entrance, team shelters and maintenance storage container, and the replacement of existing floodlight system with new 18m high columns and LED luminaries. This was granted planning permission on 27th November 2020. Neither Bracknell Town Football Club or the stadium site at Larges Lane was mentioned in the design and access statement which focused on Sandhurst Town. Notwithstanding this the applicant has made clear that this application was to be the replacement for the Larges Lane stadium site, yet there was no clear linkage.
- 9.14 The current application attempts to link the aforementioned sites as mitigation for the loss of the Larges Lane stadium site. There is always an element of doubt when

a post rationalism narrative is provided for justification in planning for the loss of a site. Furthermore, when the above sites are considered as mitigation toward the loss of the stadium site, there are two issues which need to be considered:

1. There remains a loss of a natural grass pitch.
2. The existing stadium is a freehold, whereas the new stadium site at Sandhurst Memorial Park, has a 15-year lease which is renewable.

Dealing with the first point, Sport England considers that the improvements of the pitches and MUGA at Ranelagh School can be considered to enhance the carrying capacity of the pitches and coupled with the new 3G AGP at Sandhurst will provide more hours of football overall. However, it acknowledges that the mitigation proposed does not strictly meet any of the planning policy exceptions.

- 9.15 Addressing point 2, the Sandhurst site has been, as a matter of fact, enhanced for football and Sport England, in line with the NPPF, is concerned about overall provision and not individual clubs. Bracknell Town FC has voluntarily given up its freehold and accepted a 15 year (renegotiable) lease, which is their choice. However, the key is that the facilities on this site have been enhanced to meet the loss of the stadium site, which will allow another club to use them in the future should Bracknell Town FC move on.
- 9.16 In conclusion on this issue, it is accepted that the proposal does not meet any of the planning policy exceptions set out in NPPF paragraph 97 or strictly comply with Policies CS8 or EV1. However, Sport England, the county Football Association and the Football Foundation are all supportive of the application due the benefits which have been brought to grass roots football. Whilst the 3G Artificial Grass Pitch has not been installed at Sandhurst yet, there is a public commitment from BTFC for this work to be completed. However, as the applicant has control over both sites, it is considered that a Grampian style condition could reasonably be imposed. This would prevent the development of the Larges Lane site until all the works permitted under application 19/01085/FUL have been legally and fully completed in accordance with the approved plans. In view of the importance placed on the benefits to grassroots and community football in reaching this balanced recommendation it is also considered necessary to require the completion of Community Use Agreements (CUAs) in relation to the three mitigation sites. The applicant has advised that it is currently updating existing Community Use Agreements and, once finalised, these CUAs can be secured by way of a Grampian style condition requiring their implementation and retention so that appropriate long term mitigation may be provided.
- 9.17 In summary this application proposes residential development on a site which is allocated for housing within the SALP. The loss of the existing football ground has been replaced with a package of replacement facilities that, on balance, in total are 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. The proposed development is therefore considered to be acceptable in principle and in accordance with CSDPD Policies CS1 (Sustainable Development), CS2 (Locational Principles), CS8 and the NPPF subject to it having no adverse impacts upon the character and appearance of the surrounding area, residential amenities of neighbouring properties, transport or other issues of acknowledged importance. These matters are assessed below.

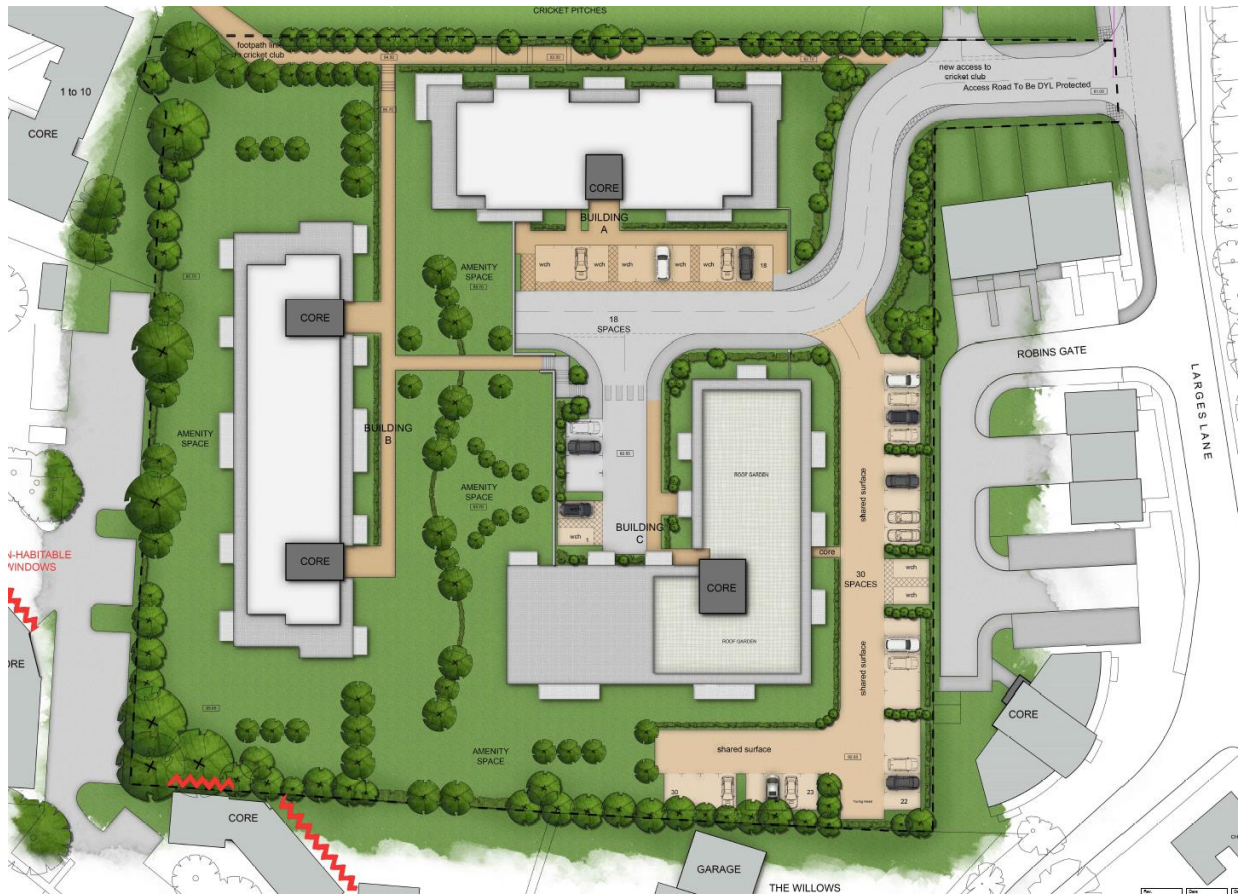
ii. Impact on character and appearance of the area

- 9.18 Core Strategy Policy CS7 and BFBLP 'Saved' Policy EN20 relate to design considerations in new development and seek to ensure that developments are sympathetic to the character of the area. More detailed guidance is provided in the Design SPD (2017).
- 9.19 The proposed development is the erection of three apartment blocks to provide 117 apartments on the site, together with associated access and parking provision. As reported above the site forms part of a larger site allocated for 102 units in the SALP. It is important, therefore, to assess the bulk and massing of the proposal and the balance between built form, parking and usable amenity for future residents when looking at dwelling numbers that considerably exceed those set out in the SALP. In assessing appropriate development on this site, some analysis of the site and context is also needed.
- 9.20 Policy CS7 of the Core Strategy requires high quality design that “build[s] on the urban, suburban and rural local character, respecting local patterns of development”, “enhance[s] the landscape and promote[s] biodiversity”, aids movement through “accessibility, connectivity, permeability and legibility”, provides “high quality usable open spaces and public realm” and looks to “innovative architecture” which would be appropriate within the context of Bracknell’s new town heritage.
- 9.21 Saved Policy EN20 states that the Council will consider whether a proposal is “appropriate in scale, mass, design, materials, layout and siting, both in itself and in relation to adjoining buildings, spaces and views”; whether it “retains” and where appropriate “enhances” beneficial landscape; promotes “or where necessary creates, local character” and provides “adequate space for private use and amenity”.
- 9.22 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.”
- 9.23 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. New development proposals are seen as being apartment blocks. 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.

Layout

9.24 The layout below has evolved from the previous (withdrawn) planning application 20/00350/OUT, pre-application discussions and public consultation responses.



It is considered that the required high quality of design for this site has now been achieved. This has been achieved through a significant reduction in the number of units from 164 to 117 which has resulted in a reduction in the scale of the buildings; reduced parking and increased landscaping and amenity space. Block A has been reduced in length and re-sited 2.5m north closer to the boundary with the cricket pitch. This, together with the omission of the previous access road and parking area along the northern boundary would create a softer setting for this block. The revised layout in this area would form a green edge to the development along this northern boundary, providing a transition area between the buildings and the cricket club site.

9.25 The revised layout also enables a much stronger frontage to Larges Lane to be provided than under the previous proposal, creating a positive view into the site, concluding the view from the east. In addition, this provides some legibility, giving visual clues as to what is within the site. It is considered that the changes that have been made would result in an attractive street scene and create a positive view on entering the site, providing a more positive arrival vista than previous layouts. Other changes include moving the parking area to the eastern boundary 1.5m off the boundary allowing a wider 2.0m planting buffer to be introduced

between the proposed developments and the Robin's Gate development which would soften this boundary. Overall, it is considered that the amended scheme would create a much better arrival into the site and sense of place from the Larges Lane streetscene.

- 9.26 The lower number of units has enabled an appropriate balance to be achieved between the number of parking spaces provided within the courtyard and the available space for landscaping. This has addressed previous concerns that on entering the site, parking would dominate the internal courtyard which would appear as a sea of parked cars enclosed by a vertical wall forming the entrance to the basement car park. The illustrative plans (landscaping is a Reserved Matter) show how a good quality enhanced landscape scheme, including vertical landscaping and arched brick openings/ colonnades to the podium wall could be used to create an attractive and less car dominated pedestrian environment within the courtyard.

Design and External Appearance

- 9.27 The bulk and massing and appearance of the proposed blocks is illustrated by the following drawings and illustrative view:



BUILDING A - NORTH ELEVATION



BUILDING B - WEST ELEVATION



BUILDING C - EAST ELEVATION



BUILDING C - SOUTH ELEVATION



ILLUSTRATIVE VIEW OF BUILDING B SHOWING ACCESS TO UNDERCROFT PARKING

9.28 The design and external appearance of the three blocks is considered acceptable in this location. The height, bulk and mass of the blocks have all been reduced

from the previous scheme and are now considered to be appropriate within the context of the site and the surrounding area. Overall, it is considered the development would create an interesting, attractive and varied appearance that picks up on a similar materials palette to other recent apartment blocks on Larges Lane, which is welcomed.

- 9.29 In conclusion on this issue, it is considered that the revised layout and the relationship with existing development in the immediate vicinity is greatly improved from the previous scheme and the development would be at an appropriate scale for this site. It would provide a high-quality design solution with sufficient legibility to navigate the site easily, particularly for pedestrians. The proposal is considered to strike an appropriate balance between creating a distinctive and attractive sense of place while delivering a significant amount of sustainable housing and making 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 and as such would be in accordance with those issues relating to character set out in Policies CS7 and EN20 and the adopted Design SPD guidance.

iii. Impact on Residential Amenity

- 9.30 'Saved' Policy EN20 of the BFBLP 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 3.9.13 states that “As storeys rise additional separation distances may be necessary to mitigate against overlooking, overshadowing and overbearing impacts.”
- 9.31 The proposed blocks on the southern and western edges of the site on the previous scheme were considered to be too close to neighbouring residential properties. In particular, the development was considered to have an overbearing relationship with The Willows to the south with potential overlooking of its private amenity space from apartments on the upper floors of the block C. In addition, the separation between existing blocks of flats and the proposed new apartments along the western and southern edges was also considered unacceptable.
- 9.32 The amended scheme reflects considerable efforts made to address these issues. In particular block C has been moved approximately three metres further from the southern boundary with The Willows providing a separation distance to the boundary of a minimum of 17.5m. Furthermore, the western side of block C has been reduced from four to two stories where it is adjacent to the rear garden of The Willows. This substantially reduces the bulk and mass of this building, addressing concerns about being overbearing and overlooking the private garden area of The Willows. There are no habitable rooms in The Willows that face directly towards the proposed apartments, and it is therefore considered that the amended proposals would now have an acceptable relationship with that property.
- 9.33 In the most recent iteration of the plans submitted further to the consideration of the application by the Advisory Meeting of the Planning Committee, the height of Block C has been further reduced by the removal of the third storey accommodation previously proposed parallel to the site's eastern edge, further improving the relationship between the proposed development and the adjacent dwellings in Robins Gate.

- 9.34 The other main area of concern with the previous scheme was the relationship of Block B with existing apartment blocks at Mount Pleasant and Hunts Green Court. Block B has now been reduced in length providing substantially greater separation with the Mount Pleasant flats to the south. The minimum separation distance has increased from 15.5m to 19.5m. In addition, there are no habitable windows in the closest elevations of these flats facing towards this site. It is therefore considered that the amended scheme provides an acceptable relationship with the Mount Pleasant flats.
- 9.35 The reduction in the length of block B has also ensured that there is no building immediately behind the east facing flats at Hunts Green Court. A minimum separation distance of 23.5m is now provided with the buildings set at an angle to each other so any window-to-window views would be oblique. It is therefore considered that the amended scheme provides an acceptable relationship with the Hunts Green Court flats.
- 9.36 Building A would have a separation distance of 22.5 metres to the side elevation of 4 Robins Gate which is considered to provide acceptable separation to prevent any adverse loss of light and privacy, especially as the west-facing side windows to 4 Robins Gate do not serve habitable rooms. Building C would have a separation distance of 25 metres to the edge of the rear gardens of the properties of Robins Cottages, and a 35 metre building-to-building separation. This would exceed the minimum back-to-back distance requirements set out in the Design SPD. There would also be a separation space of 25 metres between Building C and the apartments of 5-12 Robins Gate which is considered acceptable.
- 9.37 In conclusion on this issue it is considered that the amended scheme has satisfactorily addressed the previous concerns in respect on the impact on the residential amenity of neighbouring properties and would provide adequate separation distances. It 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 'Saved' Policy EN20 of the BFBLP.

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 shared 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 original plans indicated that a refuse vehicle would overrun the centre line of the internal road by a noticeable amount. The applicant has addressed this concern by altering the radii of the bends within the site access. The amended layout is now considered acceptable as it will allow larger vehicles to pass through the site safely reducing the potential for conflict with other vehicles or the kerb edges of the road.
- 9.42 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.
- 9.43 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. 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 Gypsy 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. This footpath is steeply inclined in front of Block A and the Highway Officer raised concerns about the gradient as it provides pedestrian access to and from block B. However, the applicant has explained that the primary accessible route to this building is through the courtyard and the under-croft car park. The footpath running parallel to the cricket club is an additional route to Building B and is therefore technically not required to achieve the 1:20 gradient.
- 9.45 Whilst detailed design will be provided at a later stage via Reserved Matters, the site plan has been amended to show indicative levels and ambulant disabled steps proposed for the northern footpath. Relevant drawings to Building A have also been amended to reflect the levels which resulted in some changes to the northern elevation and ground floor plans. The applicant considers that this goes well above the minimum requirements given its status as a secondary route and is in full compliance with Approved Document M of the Building Regulations for wheelchair users.
- 9.46 The Highway Officer has provided further comments on the issue of the ramped route north of Block A, stating:

'I have looked at the submission made and have the following comments. The applicant indicates that the route north of the block is a secondary route as alternative provision is via the undercroft car park. The primary route that the applicant refers to appears to direct pedestrians into the main circulatory area of the car park and is not ideal for pedestrians. The route that runs to the north of block A is also to serve the cricket club and in the longer term could provide a suitable pedestrian link as part of any redevelopment of that area and so the need to have it accessible for all is important. It will be sought for adoption to provide public access and so having it accessible without steps would be key. Looking at the levels plans it is not clear why a suitable 1:20 ramp without steps cannot be achieved on this route. I appreciate that due to the deck over the car parking that the levels back towards block B mean that steps may be required but as the plans do not show the full extent of the site on the levels elevation it is not clear if an alternative ramped route alongside the route to the cricket club could be achieved as well to provide a route suitable for those users with mobility issues in addition to the steps.

I would agree that conditions to cover such matters could be used but if further consideration could be given to this issue now, at least on the main route to the cricket club, it should be to demonstrate that suitable access can be achieved without further impacts on the layout'.

- 9.47 In response to these comments, an additional condition has been recommended securing details of the footpath to the north of the Block A including their connections to adjoining pedestrian routes within and beyond the site in order to ensure that this route provides an accessible pedestrian link to the cricket club.

Parking

- 9.48 As originally considered by the Advisory Committee, the development proposed a total of 167 parking spaces for the 126 units (250 bedrooms) proposed representing a ratio of 1.33 spaces per unit (0.67 spaces per bedroom). Whilst this is below the level set out in the parking standards, the site is located very close to the town centre and is in an accessible location. Further justification of the level of parking proposed was provided in the form of parking surveys of a number of recent developments in the local area which are also located in accessible locations and close to public transport and the town centre.
- 9.49 In providing a critical analysis of this information, the Highways Officer also requested further parking beat surveys of on-street parking demand at and around the residential developments of Sterling Square and Fleming Place to understand the extent that these streets are subject to parking stress which may, in part, be contributed to by these new developments and hence result in additional parking demand which is unaccounted for within the initial parking beat surveys.
- 9.50 A further check was also carried out using the parking demand as a ratio per bedroom to ensure that developments which may have higher levels of 2+ bedroom units were evenly factored in.
- 9.51 The results of these surveys are set out below:

BRACKNELL COMMUNAL PARKING SPACE SURVEY - WEDNESDAY 04/11/2020

Location	Time of Observation	Number of Parking Spaces	Number of Parked Vehicles	Car Park Occupancy %	Number of Flats	One Bed Units	Two Bed Units	Total Bedrooms	Vacant Spaces	Parking Provision Ratio	Parking Demand Ratio (per Unit)	Parking Demand Ratio (per Bedroom)
Newlands Place	05:00	43	40	93	41	14	27	68	3	1.05	0.98	0.59
Abercrombie Mews	05:00	42	38	90	28	9	19	47	4	1.50	1.36	0.81
Robins Gate	05:00	15	6	40	8	2	6	14	9	1.88	0.75	0.43
Fleming Place	05:10	134	95	71	123	34	89	212	39	1.09	0.77	0.45
Sterling Square	05:20	115	102	89	99	40	59	158	13	1.16	1.03	0.65
Average Ratio											0.98	0.58

Potential On-Street	Total inc On-Street	Parking Demand Ratio (per Unit)	Parking Demand Ratio (per Bedroom)
2	42	1.02	0.62
1	39	1.39	0.83
3	9	1.13	0.64
24	119	0.97	0.56
34	136	1.37	0.86
Average Ratio		1.18	0.70

BRACKNELL COMMUNAL PARKING SPACE SURVEY - THURSDAY 05/11/2020

Location	Time of Observation	Number of Parking Spaces	Number of Parked Vehicles	Car Park Occupancy %	Number of Flats	One Bed Units	Two Bed Units	Total Bedrooms	Vacant Spaces	Parking Provision Ratio	Parking Demand Ratio	Parking Demand Ratio (per Bedroom)
Newlands Place	04:45	43	37	85	41	14	27	68	6	1.05	0.90	0.54
Abercrombie Mews	04:45	42	36	86	28	9	19	47	6	1.50	1.29	0.77
Robins Gate	04:45	15	5	33	8	2	6	14	10	1.88	0.63	0.36
Fleming Place	04:55	134	95	71	123	34	89	212	39	1.09	0.77	0.45
Sterling Square	05:05	115	103	90	99	40	59	158	12	1.16	1.04	0.65
Average Ratio											0.93	0.55

Potential On-Street	Total inc On-Street	Parking Demand Ratio (per Unit)	Parking Demand Ratio (per Bedroom)
2	39	0.95	0.57
1	37	1.32	0.79
3	8	1.00	0.57
23	118	0.96	0.56
31	134	1.35	0.85
Average Ratio		1.12	0.67

Sterling Square adjusted to 50% on-street parking

BRACKNELL COMMUNAL PARKING SPACE SURVEY - WEDNESDAY 04/11/2020

Location	Time of Observation	Number of Parking Spaces	Number of Parked Vehicles	Car Park Occupancy %	Number of Flats	One Bed Units	Two Bed Units	Total Bedrooms	Vacant Spaces	Parking Provision Ratio	Parking Demand Ratio (per Unit)	Parking Demand Ratio (per Bedroom)
Newlands Place	05:00	43	40	93	41	14	27	68	3	1.05	0.98	0.59
Abercrombie Mews	05:00	42	38	90	28	9	19	47	4	1.50	1.36	0.81
Robins Gate	05:00	15	6	40	8	2	6	14	9	1.88	0.75	0.43
Fleming Place	05:10	134	95	71	123	34	89	212	39	1.09	0.77	0.45
Sterling Square	05:20	115	102	89	99	40	59	158	13	1.16	1.03	0.65
Average Ratio											0.98	0.58

Potential On-Street	Total inc On-Street	Parking Demand Ratio (per Unit)	Parking Demand Ratio (per Bedroom)
2	42	1.02	0.62
1	39	1.39	0.83
3	9	1.13	0.64
24	119	0.97	0.56
17	119	1.20	0.75
Average Ratio		1.14	0.68

BRACKNELL COMMUNAL PARKING SPACE SURVEY - THURSDAY 05/11/2020

Location	Time of Observation	Number of Parking Spaces	Number of Parked Vehicles	Car Park Occupancy %	Number of Flats	One Bed Units	Two Bed Units	Total Bedrooms	Vacant Spaces	Parking Provision Ratio	Parking Demand Ratio	Parking Demand Ratio (per Bedroom)
Newlands Place	04:45	43	37	85	41	14	27	68	6	1.05	0.90	0.54
Abercrombie Mews	04:45	42	36	86	28	9	19	47	6	1.50	1.29	0.77
Robins Gate	04:45	15	5	33	8	2	6	14	10	1.88	0.63	0.36
Fleming Place	04:55	134	95	71	123	34	89	212	39	1.09	0.77	0.45
Sterling Square	05:05	115	103	90	99	40	59	158	12	1.16	1.04	0.65
Average Ratio											0.93	0.55

Potential On-Street	Total inc On-Street	Parking Demand Ratio (per Unit)	Parking Demand Ratio (per Bedroom)
2	39	0.95	0.57
1	37	1.32	0.79
3	8	1.00	0.57
23	118	0.96	0.56
16	119	1.20	0.75
Average Ratio		1.09	0.65

9.52 In light of the submitted information, the Highways Officer confirmed that the level of parking proposed to serve the development would appear to be sufficient and recommended that the parking should be conditioned as communal to provide the greatest flexibility.

9.53 Further to the submission of amended plans, the Highways Officer has provided the following comments:

‘The proposal has reduced in scale to 117 units within Building C and this appears to be the major change to the layout. The parking layout appears to remain the same but the change in unit numbers will have an impact on the parking ratio for the site. There are a total of 167 spaces for 117 units which equates to a ratio of 1.43 spaces per unit. The applicant has however now elected to allocate three of these spaces to a car club. These spaces are welcomed as they provide an opportunity for residents who do not own a car or choose not to own a car to be able to use such a facility when required. The long term retention of such a facility is questioned though as the evidence provided with the application does indicate that sufficient car parking would be available for residents and so reliance on a car club is likely to be less. This site although close to the town centre has a much higher parking ratio than town centre sites. It is advised that the car club for the site be secured by S106 agreement. Clearly with a reduction in the scale of development the parking ratio has increased from the previous level. However as I found the previous level acceptable the changes proposed do not impact my earlier conclusions subject to the conditions related to parking allocation as advised previously.

It is also noted that the electric vehicle charging provision for the site has also altered with 20% active spaces provided for residents with the remainder now being passive with the infrastructure being provided so that spaces could be easily converted as demand increases. The car club spaces are also proposed to have active electric vehicle charging. This is acceptable and should be conditioned....

9.54 In addition to the issue of vehicle parking, the applicant has provided details of the proposed cycle parking for the blocks. The plans indicate the ability to provide parking within the cycle stores using the Council's preferred Sheffield type stands which is acceptable. Provision of 250 spaces for residents and 28 spaces for visitors have been indicated. It is expected that Block B will require access to the store on the western end of Block C to ensure sufficient provision is made for Block B. Conditions are advised for final details to be submitted.

Traffic Impact

9.55 Further work has been carried out in relation to the proposal using the BFC traffic model as well as using traffic count information. A sensitivity test has also been carried out which takes account of current traffic that may be generated by the current club during the peak hours. In that respect the analysis has taken some account of the activities related to football at Ranelagh School playing fields near to the site.

9.56 The impact on the local road network, especially the MET Office roundabout and Eastern roundabout, where development traffic will have the most impact, are not considered to be negatively impacted by the proposal. The Highway Officer has confirmed that the small change in the scale of development will also reduce the peak hour and daily trip levels from or to the site but the change is not significant and the previous testing of the local road network and junctions is considered robust in that regard.

9.57 Construction traffic to the site will need to be coordinated and some of the offsite works may well be required prior to development to ensure that safety and on-street parking are not compromised by construction traffic. Conditions are advised to control such matters.

9.58 Given the above, the application is not considered to result in any adverse highway safety implications and as such complies with BFBLP Policies M4, M9 and CSDPD Policies CS23 and CS24 and the NPPF.

v. Biodiversity and Landscaping

9.59 The Council's Biodiversity Officer has commented that the submitted Biodiversity Net Gain Assessment Report uses a precautionary approach to the value of habitats in the proposed development and calculates that it would increase from 0.29 to 1.71 biodiversity units (equivalent to a 483.11% increase). This demonstrates a clear biodiversity net gain. Conditions are advised to secure biodiversity net gain in line with, or better than, the submitted Biodiversity Net Gain Assessment Report and to secure biodiversity enhancement such as swift boxes and other wildlife features around the site. A Section 106 obligation to secure biodiversity net gain monitoring is also recommended.

9.60 Whilst landscaping is a Reserved Matter an indicative layout has been provided showing general configurations of hardsurfaced areas, amenity spaces and other landscaping. It is considered that the development could provide adequate space for soft landscaping and amenity spaces that would enhance the character of this urban location. The overall amount of landscaping proposed has been significantly increased from the previous submission.

9.61 Existing trees on the boundaries of the site are proposed to be retained. While none of these trees are subject to Tree Preservation Orders (TPOs), 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

9.62 The entire site is located within Flood Zone 1 however, as it exceeds 1ha in size, a Flood Risk Assessment (FRA) accompanied the application. Following consideration of this information, the Council's Drainage Consultant raised a number of concerns in respect of the proposed drainage arrangements. Additional information was submitted which addressed a number of concerns, however at the time that the application was considered by the Advisory Committee, there remained a couple of outstanding issues including relating to the fact that the proposed discharge rate to the public sewer had not been agreed with Thames Water so it could not be confirmed that there was sufficient capacity within the drainage network. Additional information has recently been provided by the applicant, including a response from Thames Water, and the views of the Drainage Engineer have been sought and will be reported to the Committee via the Supplementary Report.

9.63 It is not considered that this matter can be subject of conditions as Members will wish to be assured that the drainage strategy is suitable and achievable before granting planning permission for any development. Accordingly, the recommendation being made to the Committee is subject to the receipt of satisfactory information to demonstrate that the proposed drainage strategy is suitable and achievable.

vii Affordable Housing

9.64 The development will deliver 25% on-site affordable housing provision, in accordance with the current policy requirement and is therefore acceptable. This affordable housing will be secured through a S106 agreement.

viii. Sustainability and Energy

9.65 Application of CSDPD Policy CS10 requires the submission of a Sustainability Statement covering water efficiency and demonstrating how average water use in new dwellings would be restricted to 110 litres/person/day.

9.66 For residential development of more than 5 dwellings, CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation.

9.67 Compliance with Policies CS10 and CS12 can be secured by means of appropriately worded conditions.

ix 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 with the result that BFC would be required to refuse a planning application. In this instance, the development would result in a net increase of 116 dwellings within the 400m – 5km TBH SPA buffer zone and is required to make a financial contribution towards SANG and SAMP (including SAMP monitoring) which will be calculated on a per bedroom basis once the mix of the development is determined taking account of any affordable housing delivered.
- 9.69 As this development leads to a net increase of more than 109 dwellings, the development normally would require a bespoke SANG solution. However, on review of the SANG capacity the developer instead may make a payment contribution towards strategic SANGs (subject to SANGs capacity in the right location within Bracknell Forest). Sufficient SANG capacity has therefore been safeguarded for this proposal. The Council will carry out SANG enhancement works as part of its on-going SANG enhancement programme and the remaining SANG contributions (for example, to fund in-perpetuity maintenance) will also be taken through Section 106 Agreement contributions. Provided that the applicant is prepared to make a financial contribution towards the costs of SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

x. S106 obligations

9.70 A S106 Legal Agreement is required to secure the following:-

- Affordable Housing – a minimum of 25% (29 dwellings) with a mix that generally reflects the type and size of market housing. In order to meet the Council's priority needs, the tenure breakdown required is 22 dwellings affordable rent capped at LHA and 9 shared ownership. The submitted Accommodation Schedule confirms that the applicant is prepared to provide a total of 29 affordable units and email confirmation has been provided to confirm that the number and tenure of the required affordable housing can be secured by the s106 obligation.
- Community Facilities - a contribution towards new community facilities under construction at Time Square.
- Open Space of Public Value (OSPV) - This site should provide 3780m² (0.95 acre) of on-site OSPV. The proposed on-site provision of amenity space plus the rooftop garden meet that quantity requirement. In addition, a contribution of £2500- £3500 per dwelling towards off-site provision would be sought. There are currently a number of OSPV projects seeking funding that are capable of serving the development.
- 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. A planning obligation will also be required to secure a S278 agreement for any off-site works proposed to the public highway as well as to secure the car club now proposed by the applicants.
- 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.

xi Community Infrastructure Levy/ CIL

- 9.71 Bracknell Forest Council has an adopted Community Infrastructure Levy (CIL). CIL is applied as a charge on each square meter of new development. The amount payable varies depending on the location of the development within the borough and the type of development.
- 9.72 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) including new build that involves the creation of additional dwellings. This application involves a net increase in dwellings and floorspace and would therefore be liable for CIL. However, the application site is within the Central Bracknell charging zone which has a nil charging rate.

10. CONCLUSIONS

- 10.1 Planning permission is sought for the erection of 117 residential apartments (14 x 1 bed, 89 x 2 bed, 14 x 3 bed) in three detached blocks following the demolition of the existing buildings. 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.
- 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, in total are considered to represent an equivalent provision subject to 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 high-quality design solution with sufficient legibility to navigate the site easily. The proposal is considered to strike an appropriate balance between creating a distinctive and attractive sense of place while delivering a significant amount of sustainable housing 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. Recent amendments to the scheme, reducing the number of units proposed and providing 3 car club spaces improves the parking ratio when judged against the Council's adopted standards, and secures additional EV charging infrastructure.
- 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, 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 'Saved' policies EN1 and EN20 of the BFBLP, Policies CS1, CS2, CS7 and CS8 of the CSDPD, Policy SA2 of the SALP, Policy EV1 of the Bracknell Town Neighbourhood Plan, relevant SPDs and the NPPF.

11. RECOMMENDATION

FOLLOWING THE PROVISION OF SATISFACTORY INFORMATION TO DEMONSTRATE THAT THE PROPOSED DRAINAGE STRATEGY IS SUITABLE AND ACHIEVABLE AND THE COMPLETION OF PLANNING OBLIGATION(S) UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT RELATED TO:

- Entering into s278 and s38 Agreements with the Highway Authority relating to 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 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
- Biodiversity Net Gain monitoring

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: -

The development hereby permitted shall be carried out only in accordance with the following approved plans and documents:

- 20-J3128-001 Rev.04 'Proposed Site Plan'
- 20-J3128-001.01 Rev.04 'Proposed Site Plan (Coloured)'
- 20-J3128-002 Rev.04 'Parking Layout'
- 20-J3128-003 Rev.02 'Building A Floor Plans'
- 20-J3128-004 Rev.02 'Building A Elevations'
- 20-J3128-005 'Building B Floor Plans'
- 20-J3128-006 'Building B Elevations'
- 20-J3128-007 Rev.01 'Building C Floor Plans'
- 20-J3128-008 Rev.01 'Building C Elevations'
- 20-J3128-009 Rev.02 'Street Elevation and Courtyard Sections'
- 20-J3128-010 Rev.02 'Massing Comparison Site Plan & Elevations'
- 20-J3128-011 'Massing Comparison Site Sections – Sheet 1'
- 20-J3128-012 Rev.01 'Massing Comparison Site Sections – Sheet 2'
- 20-J3128-013 'Section Through South Boundary'
- 20-J3128-015 Rev.03 'Cycle Parking'
- 20-J3128-016 Rev.01 'Proposed Amenity'
- 20-J3128-017 'Building A North Elevation (Information Plan)'
- 2001043-TN-002 Rev B Proposed EVC and Car Club Parking Allocation
Layout

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 hereby approved 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: BFBLP EN20, Core Strategy DPD CS7]

6. Prior to commencement of any development above slab level, details showing the finished floor levels of the buildings 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: BFBLP EN20, Core Strategy DPD CS7]

7. No 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: Core Strategy DPD CS10]

8. Prior to commencement of above slab level works an Energy Demand Assessment shall be submitted to and approved in writing by the Local Planning Authority. This shall demonstrate:

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

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

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

[Relevant Plans and Policies: CSDPD Policy CS12]

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: BFBLP EN1 and EN20, CSDPD CS7]

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: BFBLP EN1 and EN20, CSDPD CS7]

11. No development (other than that required to carry out remediation) shall commence until the approved remediation scheme 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 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.

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.

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: BFBLP EN20, EN25; Core Strategy DPD CS1, CS7

14. No building 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: Core Strategy DPD CS23]

15. No building 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: BFBLP M6, Core Strategy DPD CS23]

16. No building 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: Core Strategy DPD CS23]

17. No building hereby permitted shall be occupied until 167 car parking spaces have been laid out within the site in accordance with plan reference 20-J3128-002 Rev 04

PARKING LAYOUT. The spaces and turning space shall thereafter be kept available for parking and turning at all times.

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: BFBLP M9, Core Strategy DPD CS23]

18. No dwelling shall be occupied until the associated electric vehicle charging infrastructure with a minimum output of 7kW per charge point has been provided in accordance with plan reference 20-J3128-002 Rev 04 PARKING LAYOUT and thereafter the electric vehicle charging infrastructure shall be retained and maintained in working order.

REASON: In the interests of sustainable development and modes of travel.

[Relevant Policies: BFBLP M9, Core Strategy DPD CS1 and CS23]

19. There shall be no restrictions on the use of the car parking spaces shown on the approved plan for the occupiers of, or visitors to, the building 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: BFBLP M9, Core Strategy DPD CS23]

20. The development shall not be occupied until 250 secure and covered cycle parking spaces for residents and 28 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 for cycle parking on the approved plans within the development. The cycle parking facilities shall thereafter be retained.

REASON: In the interests of accessibility of the development to cyclists.

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

21. No gates shall be provided at the vehicular accesses to the site.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

22. No building 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: BFBLP M4, Core Strategy CS24]

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

24. 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.

25. No development shall take place until evidence has been submitted and agreed 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 approved plans. Reason: To ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

26. The development hereby permitted shall secure Biodiversity Net Gain in line with, or better than, the submitted Biodiversity Net Gain Assessment Report prepared by Applied Ecology (AEL1756_v1.0_20210705). REASON: In the interests of nature conservation [Relevant Plans and Policies: Core Strategy DPD CS1, CS7]

27. The development hereby permitted shall not be occupied until biodiversity enhancements including swift boxes and other features for wildlife around the site have been provided in accordance with a Biodiversity Enhancement Plan that has been submitted to and approved by the Local Planning Authority. REASON: In the interests of nature conservation [Relevant Plans and Policies: Core Strategy DPD CS1, CS7]

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: Relevant Policy: Core Strategy DPD CS13]

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.

Informative:

01. Notwithstanding the wording of Bracknell Forest Council's Parking Standards SPD, the Building Regulations part S "Infrastructure for the charging of electric vehicles" 2021 edition takes effect on 15 June 2022 for use in England. It does not apply to work subject to a building notice, full plans applications or initial notices submitted before that date, provided the work is started on site before 15 June 2023. The applicant should familiarise themselves with, and comply with, the requirements of this document with regard to provision of electric vehicle charging infrastructure.

In the event of the S106 agreement not being completed by 24th June 2022, the Assistant Director: Planning be authorised to either extend the period further or refuse the application for the following reason: -

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).

Unrestricted Report

ITEM NO: 06

Application No.
20/01087/FUL
Site Address:

Ward:
Crowthorne

Date Registered:
29 December 2020

Target Decision Date:
30 March 2021

186 -188 High Street Crowthorne Berkshire RG45 7AP

Proposal:

Erection of 3 storey building (with parking, refuse and cycle storage at lower ground floor level), comprising 2no. retail units at ground floor level and 8no. one bedroom flats above, with associated parking following demolition of existing building.

Applicant:

Mr P Schofield

Agent:

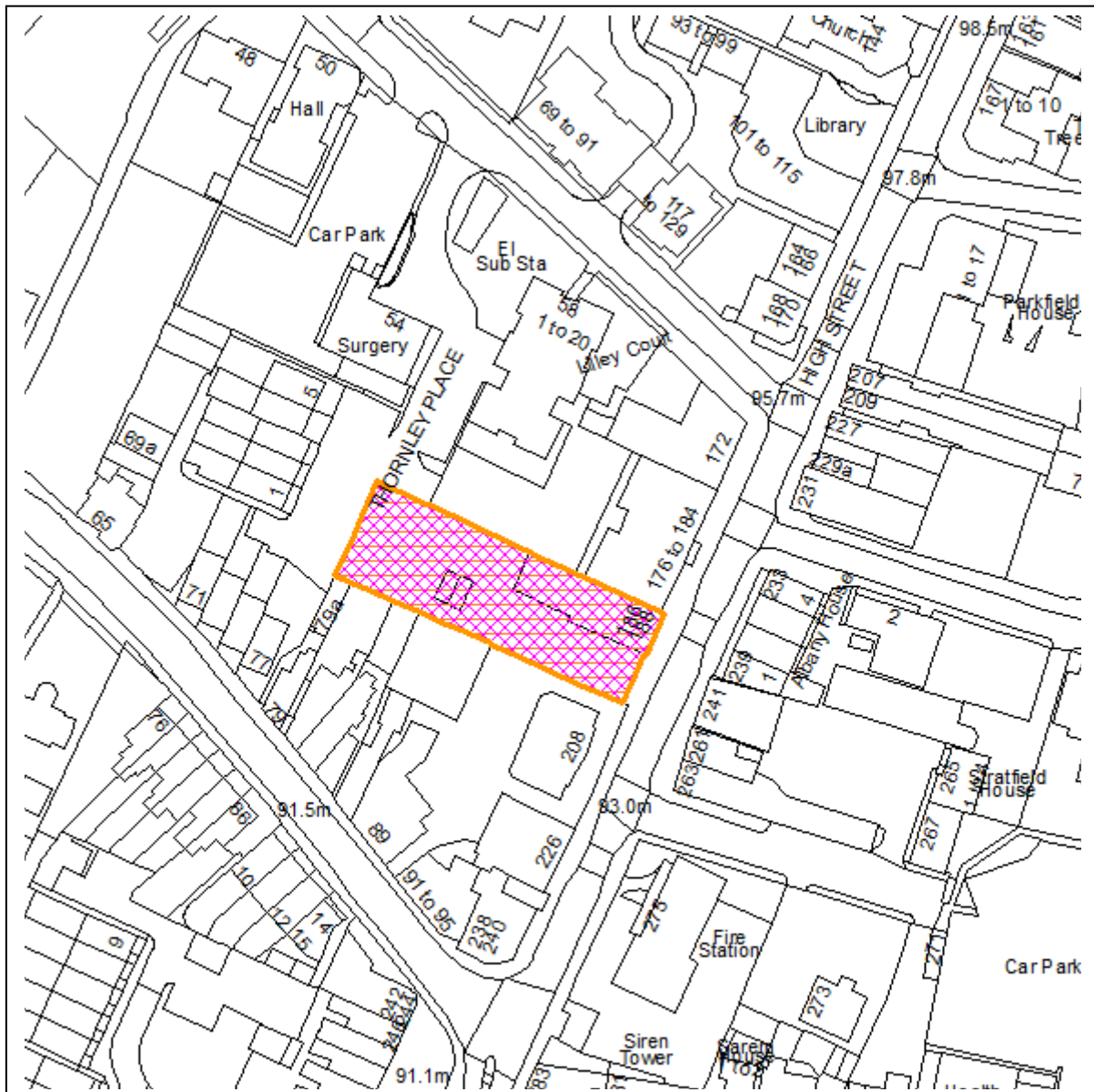
Mr Neil Davis

Case Officer:

Simon Roskilly, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1.0 SUMMARY

1.1 The principle of a part commercial, part residential development within the Crowthorne High Street retail area is considered acceptable in principle, especially as it would retain a retail use at ground floor level.

1.2 The development as a whole is considered in-keeping with the Crowthorne High Street retail area and is also sympathetic to the views of the side and rear of the building that would be experienced from the Church Road Conservation Area.

1.3 Although on-site parking provision would fall short of the parking requirements as set out in the adopted Parking Standards SPD, robust evidence has been provided and is considered acceptable by the Local Highway Authority (LHA). This is considered an appropriate approach in dealing with possible parking shortfalls as set out in the adopted Parking Standards SPD.

1.4 The proposal would result in no adverse impacts upon the amenity of both existing adjoining residents and future occupiers.

1.5 The scheme is also considered not to adversely affect any protected species, would provide adequate on-site surface water drainage and, subject to the completion of a S106 Legal Agreement, would provide suitable mitigation, including in respect of the Thames Basin Heaths Special Protection Area (SPA).

RECOMMENDATION
Planning permission be granted subject to conditions set out in Section 11 of this report and a section 106 agreement in relation to the Thames Basin Heaths SPA, highway matters, SuDS monitoring fee and associated infrastructure contributions.

2.0 REASON FOR REPORTING APPLICATION TO PLANNING ADVISORY COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 5 letters of objection.

3.0 PLANNING STATUS AND SITE DESCRIPTION

3.1 The site lies on the western side of Crowthorne High Street within the defined Crowthorne Retail Centre. The site frontage is highly mixed in terms of its character and appearance. Immediately to the north of the site is Guildgate House (176-184 High Street) a part three, part four storey building comprising retail uses on the ground floor and 16no. apartments above, created under a 'Prior Approval' application. To the south is the two storey Barclays Bank unit. The site is also adjacent to the Crowthorne Conservation Area which abuts the site on its north-west facing side boundary to an area of hardstanding.

3.2 The site currently comprises a detached two storey building containing a retail unit on the ground floor with ancillary retail storage above. To the rear, and side, is a large expanse of largely unused hardstanding. An existing access connects the property to Heath Hill Road South to the north of the site. This road also provides access to other neighbouring

residential properties including Guildgate House, a more recent residential development, retirement flats and a GP surgery.

3.3 As the site is located with the Crowthorne retail area it is considered sustainable in terms of shops and facilities, as well as public transport links further afield.

PLANNING STATUS
Within Crowthorne Retail Core Area
Within 5km of the SPA
Adjacent to Crowthorne Conservation Area
Crowthorne Study Area C (Crowthorne Centre) of the Character Area Assessments SPD

4.0 RELEVANT SITE HISTORY

4.1 There is no relevant planning history for this site.

5.0 THE PROPOSAL

5.1. The application has been amended since its original submission and now proposes the erection of a 3-storey building (with parking, refuse and cycle storage at lower ground floor level), comprising 2no. retail units at ground floor level and 8no. one-bedroom flats above, with associated parking following demolition of existing building.

5.2 The bulk and massing of the building has changed as a result of submitted amendments from a 4 storey flat roofed building approximately the same height as the adjoining Guildgate House, to a 3 storey building with a ridge height and eaves height lower than that of Guildgate House. The number of residential units has also changed from 12no. flats to 8no. flats.

5.3 Vehicular access to the site will be off a shared private road northwards onto Heath Hill Road South.

5.4 On site a total of 20no. parking spaces are to be provided for both the residential and retail uses, all accessed off Thornley Place.

6.0 REPRESENTATIONS RECEIVED

Crowthorne Parish Council

6.1 Recommend approval.

Other representations

6.2 Fifteen objections were received. The majority of these were received prior to the submission of an amended scheme that reduced the number of flats from 12 to 8 and the number of floors from 4 to 3.

The main concerns are as set out below and have been addressed in the main report: -

- Impact upon the character and appearance of the High Street and the adjacent conservation area. [Officer Comment: This point is addressed under (i) Impact on Character, Appearance and Function of the Area].

- The scheme represents an overdevelopment of the site. [Officer Comment: The revised scheme is not considered to represent an overdevelopment of the site]
- Vehicular access to the site is via a private access with no access rights [Officer Comment: This is a private matter between landowners].
- Development will cause noise and disturbance. [Officer Comment: There will inevitably be noise emanating from the development of a site. However, construction working hours will be restricted by condition so that any noise and disturbance is restricted to suitable daytime hours.]
- The proposal will impact on daylight currently enjoyed by adjoining properties. [Officer Comment: The proposal would not significantly overshadow any adjoining properties.]
- The bulk and massing of the building would add to the AQMA problems of High Street, Crowthorne. [Officer Comment: An Air Quality Assessment will be required 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 Environmental Health Officer has confirmed that this can be secured by condition.]
- The proposal would adversely impact upon the SPA. [Officer Comment: Subject to suitable mitigation being secured by way of a S106 Legal Agreement the proposal would not affect the integrity of the SPA.]

7.0 SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 No objection subject to conditions and a S106 obligation.

Environmental Health

7.2 No objection subject to conditions.

Biodiversity Officer

7.3 No objection subject to conditions.

Waste and Recycling Officer

7.4 No objection to the scheme now showing a separate residential bin store to that of a commercial bin store.

Lead Local Flood Authority

7.5 No objection subject to conditions.

Thames Basin Heaths SPA Officer

7.6 No objection subject to mitigation being secured by way of a S106 Legal Agreement.

8.0 MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CP1 of SALP,	Limited (policy not used in planning application decision-making)
	CS1 & CS2 of CSDPD	Consistent
	E5, E7, E9 & E10	Consistent

Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development.
Trees & Landscaping	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 130 & 174)
Drainage	CS1 of CSDPD	Consistent (paras. 167 & 169)
Biodiversity	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 170 & 180)
Noise and Pollution (including Land Contamination)	CSDPD Policy CS1 BFBLP 'Saved' Policy EN25	Consistent (paras. 120, 174, 183 & 185)
Sustainability (Renewable Energy and Water Use)	CSDPD Policies CS10 & 12	Consistent (para. 153)
Securing Necessary Infrastructure	CSDPD Policy CS6	Consistent (para. 55 to 57, 93 and 95)
Supplementary Planning Documents (SPD)		
Parking Standards SPD Planning Obligations SPD (2015) Thames Basin Heath SPA SPD Character Area Assessments SPD Design SPD		
Other publications		
National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)		

8.2 In addition, the Crowthorne Neighbourhood Plan was adopted 9 June 2021. The relevant policies from this which are considered consistent with the NPPF are: -

- CR1: High Quality Design
- CR4: Promoting Good Design in Crowthorne Centre
- CR12: Biodiversity

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of Development
- ii. Impact on Character, Appearance and Function of the Area
- iii. Impact on Residential Amenity
- iv. Transport and Highways Considerations
- v. Biodiversity
- vi. Sustainability
- vii. Surface Water Drainage/Flood Risk
- viii. Thames Basin Heaths Special Protection Area
- ix. Community Infrastructure Levy (CIL) and S106 Contributions
- x. Affordable Housing

i. Principle of Development

9.2 The site is located within the Crowthorne High Street Core Retail Area as designated by the Bracknell Forest Borough Policies Map. As the proposal will retain retail uses on the ground floor, thus supporting the function of the Core Retail Area, with residential accommodation above, it is considered to be acceptable in principle ;and in accordance with CSDPD policies CS1 (Sustainable Development) and CS2 (Locational Principles), BFBLP policies E5, 7, 9 and 10 (Core Retail Area) and paragraph 86b of the NPPF. This is also subject to no adverse impacts upon the character and appearance of the surrounding area, the character and appearance of the Conservation Area, residential amenities of neighbouring properties, highway safety etc. These matters are assessed below.

ii. Impact on Character, Appearance and Function of the Area

9.3 Policy CS7 of the Core Strategy requires high quality design which in this case should build on the local character, respect local patterns of development, comprise innovative design, enhance landscape and biodiversity, and aid movement and accessibility. Policy EN20 of the Local Plan supports Policy CS7 and sets out how development should be in sympathy with its local environment and appropriate in terms of mass and scale, layout and materials amongst other criteria. Policies E5, E7, E9 and E10 of the Local Plan seek to retain and where necessary enhance the vitality of the Crowthorne High Street retail area.

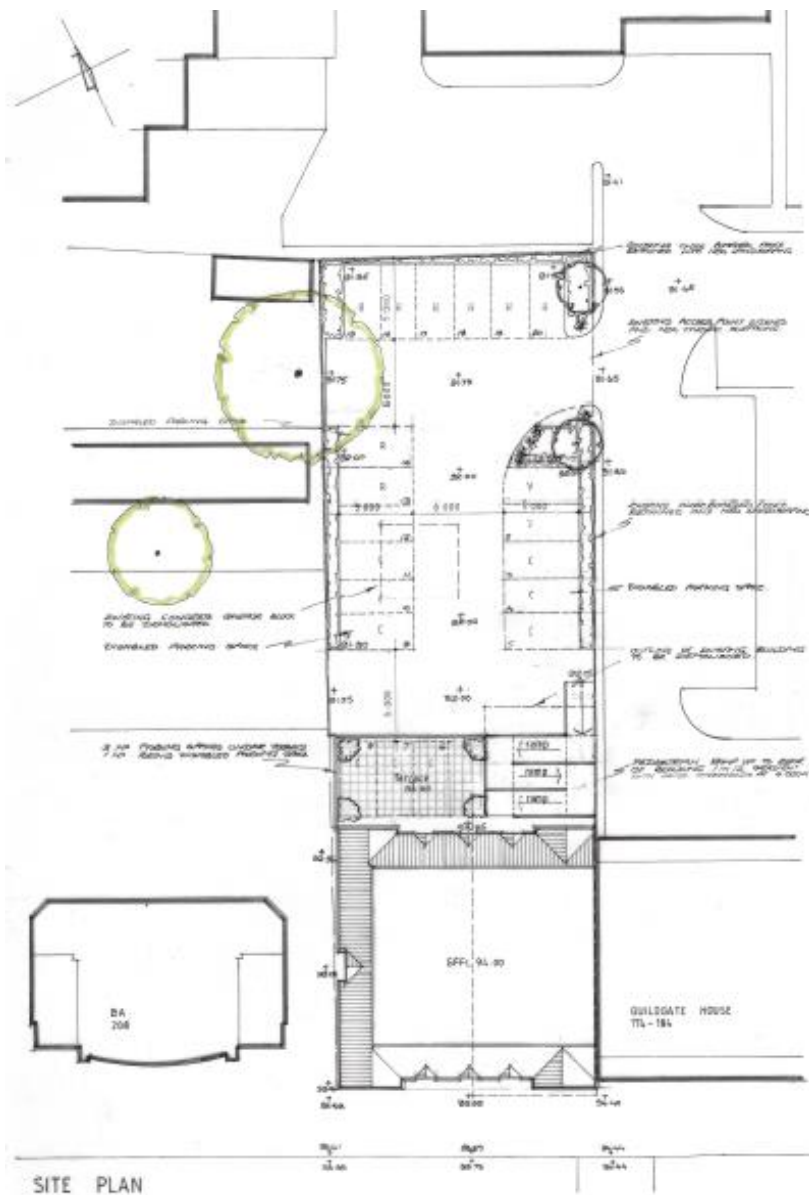
9.4 These policies are consistent with Chapter 12 of the NPPF and are therefore considered to have significant weight. The NPPF attaches great importance to the creation of high-quality buildings and places (para.126). Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Layout

9.5 The amended proposal now represents a suitable balance of built form, hardstanding and landscaping/amenity space, which includes a raised terrace at the rear and inset balconies. This minimum level of amenity space is considered appropriate for the location.

9.6 There is currently a two-storey building onsite adjoining Guildgate House fronting onto the High Street where a shoe shop previously operated from. Replacing this building at the front of the site is considered acceptable as it sympathetically fits in with the existing pattern of built form along the High Street. The fact that retail units would be provided at ground floor level is also considered appropriate given that the building falls within a designated Core Retail Area and the uses would maintain the vitality of this area.

9.7 Given this, the layout of the development is not considered to result in any adverse impacts upon the character and appearance of the area.



Bulk, Massing and External Appearance





Superseded 4 storey scheme



Amended 3 storey scheme

9.8 The revised 3 storey pitched roof building, containing retail at ground floor and apartments above, is now considered to represent a design that reflects a suitable transition in bulk and massing from the three storey Guildgate House down to the two storey bank building on the opposite side. This change in design also takes into consideration the slope of the land from north-east to north-west along this part of the High Street.

9.9 The inclusion of windows in the north-west facing side elevation, along with the pitched roof with accommodation within the eaves, achieves a sympathetic design that when viewed from outside the site would be considered in-keeping.

Potential for Affecting the Setting of the Crowthorne Conservation Area

9.10 The Crowthorne Conservation Area lies northwest of the application site running from the corner of the High Street Crowthorne, not including this site, northwest up to and slightly beyond St. John the Baptist Church. The Conservation Area map sets out that the main vistas of the Conservation Area run mainly northwest from High Street up Church Road, with there also being a vista shown at the bottom of Church Road, West along Waterloo Road. The main vistas do not specifically include any views of the application site and there are also no historic buildings adjoining the site. Given this assessment, and that the design of the building is considered appropriate for the Core Retail Area, it is not considered that the proposal would adversely affect the Conservation Area or its setting and that the approval of this application is consistent with the LPA's statutory duty, set out in s72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to pay special regard to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Conclusion on the Character and Appearance of the Area

9.11 In conclusion, given the above design and layout related assessment, the proposed building is considered acceptable in terms of not adversely impacting upon the character and appearance and function of the High Street Core Retail Area or the setting of the adjoining conservation area, thus complying with CSDPD Policy CS1, CS7, BFBLP 'Saved' Policies E5, E7, E9 E10, EN20, and the NPPF.

iii. Impact on Residential Amenity

9.12 Saved BFBLP Policy EN20 proviso (vii) seeks to prevent development that would adversely affect the amenity of surrounding properties. This is consistent with the NPPF.

Existing Residential Amenity

9.13 There is currently a commercial building (bank) south-west of the site and a recently converted office to residential apartment building south-east of the site (Guildgate House), with no side facing windows. North and north-east of the site, beyond the proposed parking area and vehicular access are residential properties approximately 46m from the rear of the proposed building at their closest point.

9.14 Given these relationships it is considered that no significant overlooking, overbearing and/or loss of privacy concerns will arise.

Future Residential Amenity

9.15 The proposal, including inset balconies and a raised terrace area providing amenity space, is also considered to have been designed in a way that provides a suitable outlook for future occupiers.

Conclusion on Impact on Residential Amenity

9.16 Given the above assessment, it is considered that the revised scheme would not result in any adverse impacts upon the amenity of both existing and future occupiers. As such the proposal is considered to comply with saved BFBLP Policy EN20 and the NPPF.

iv. Transport and Highways Considerations

9.17 The following comments were provided by the Local Highway Authority: -

'Parking and Deliveries

9.18 Parking is proposed as follows: -

- Residential parking @ 1 space per 1-bedroom flat = 8 spaces;
- Commercial parking @ 5 spaces per retail unit = 10 spaces;
- Visitor parking @ 2 spaces.

TOTAL = 20 spaces.

9.19 In pure numerical terms, the parking proposed is below the Parking Standards SPD requirements by circa 1 to 2 spaces for the commercial use (each unit measuring circa 109

sq.m NIA measured on floor plans and the Parking Standards SPD having a standard of 1:19 sq. m). Nevertheless, the visitor parking is above standard and could be used for commercial use visitors, and the applicant has provided a comprehensive parking survey and analysis demonstrating that there is sufficient parking in the vicinity that could be used for additional commercial users if needed. This is considered to be a robust evidence base in accordance with paragraph 1.7 of the Parking Standards SPD. Accordingly, the Highway Authority has no objection subject to relevant conditions.

9.20 Additional drawings have been provided showing swept paths and allocation of parking spaces to ensure that residents' parking is not obstructed by deliveries to the commercial use on the ground floor.

9.21 A condition is also requested regarding details of signage for parking spaces to be provided, along with a permanent sign to the front of the building (facing High Street) indicating that no deliveries are to be made to the front of the building and that all deliveries must be made to the rear via Heath Hill Road South and Thornley Place, to deter delivery vehicles from stopping on High Street in proximity to the pedestrian crossing, which would be a danger to other road users.

9.22 It is noted that, although no disabled spaces are currently annotated on the plans, the spaces numbered 14 (residential) and 5 (commercial) have sufficient area around to be provided with disabled transfer areas to the driver's side and to the rear (within the car park aisle). Condition wording is requested in this regard.

Cycle Parking and Refuse Storage

9.23 Separate cycle parking and refuse storage areas are provided at lower ground floor level to the rear for residential and commercial uses. A cycle parking condition is requested.

Pedestrian Access

9.24 Pedestrian access is proposed to the front of the building onto High Street, to the rear of the building onto the parking and turning area and to the lower ground floor cycle parking and refuse storage areas. Ramped accesses are necessary due to changes in levels and a condition is requested to ensure that these are compliant with Section 5.2: Ramps of the Department for Transport document 'Inclusive Mobility' and the Designing for Accessibility in Bracknell Forest SPD.

Trips

9.25 Over twelve hours (0700-1900) the application is predicted to generate circa 20 vehicular trips for the residential use and circa 65 vehicular trips for the commercial use based on the TRICS-based data which is used as an input to the Council's transport model. The extant retail use (268 sq. m floor area given on application form) is estimated to have generated circa 80 vehicular trips based on the same TRICS-based data which is used as an input to the Council's transport model. The net change in vehicular trips as a result of the proposal is predicted to be circa +5 over twelve hours 0700-1900, which is negligible and significantly less than a "severe" "residual cumulative impact" required by NPPF paragraph 111 to warrant refusal. Accordingly, the Highway Authority has no objection in this regard.

Summary

9.26 The Highway Authority is satisfied that, subject to conditions, the amended and additional plans and information submitted demonstrate that the application can operate safely and

provided sufficient parking and turning. Accordingly, the Highway Authority has no objection subject to suitably worded conditions.'

Conclusion on Transport and Highways Considerations

9.27 Given the above LHA comments, the application is not considered to result in any adverse highway safety implications and as such complies with BFBLP Policies M4, M9 and CSDPD Policies CS23 and CS24 and the NPPF.

v. Biodiversity

9.28 Policy CS1 of the CSDPD seeks to protect and enhance the quality of natural resources including biodiversity. Policy CS7 also requires the design of new development to enhance and promote biodiversity. These policies are consistent with the NPPF.

9.29 The Preliminary Roost Assessment concludes there is negligible potential for roosting bats within the site. The site is located in an urban area with no existing natural vegetation. However, there are opportunities to enhance biodiversity as follows:

- There are existing trees adjacent to the site to the rear of 81-85 Church Street that could be connected to this site by native planting. Some limited planting is shown around the parking areas which could provide some biodiversity value.
- Crowthorne High Street has historic records of swifts and new buildings should provide integrated swift boxes to support this local BAP species.

9.30 Requiring biodiversity enhancements is in line with Core Strategy policies CS1 and CS7 and in accordance with the National Planning Policy Framework paras 8c and 175d.

Conclusion on Biodiversity

9.31 Given the above assessment and subject to suitably worded conditions the scheme is considered to comply with policies CS1 and CS7 of the CSDPD and the NPPF.

vi. Sustainability

9.32 SALP Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day.

9.33 SALP Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation.

9.34 An Energy Demand Assessment has been submitted in-order to address these policies however it does not reflect the change from 12 units on the original submission to 8 units. This statement would need to be updated given the change in numbers. This could be secured by means of a condition.

vii. Surface Water Drainage/Flood risk

9.35 The Lead Local Flood Authority (LLFA) originally objected to the scheme and requested additional information be submitted. In response to the earlier objection the applicant submitted additional information on infiltration testing and groundwater monitoring. The LLFA were consulted on the additional information and replied with the following comment: -

9.36 'While the bore hole infiltration test was not undertaken in accordance with BRE365, we recognise that infiltration is possible on site. As a result, we believe that flood risk and surface water drainage at this site can be addressed through the imposition of suitably worded planning conditions on any planning permission granted which will include further testing to BRE365 at the design depth.'

Conclusion on Surface Water Drainage/Flood Risk

9.37 The LLFA has raised no objection to the proposal subject to conditions and a monitoring fee being secured by way of a S106 Legal Agreement. As such the proposal is not considered to result in any adverse impacts upon surface water drainage.

viii. Thames Basin Heaths Special Protection Area

9.38 The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (SPA) is likely to have a significant effect on the integrity of the SPA, either alone or in-combination with other plans or projects. An Appropriate Assessment has been carried out including mitigation requirements.

9.39 This site is located within the **400m – 5km** Thames Basin Heaths Special Protection Area (TBH SPA) buffer zone and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

9.40 On commencement of the development, a contribution (calculated on a per-bedroom basis) is to be paid to the Council towards the cost of measures to avoid and mitigate against the effect upon the Thames Basin Heaths SPA, as set out in the Council's Thames Basin Heaths Special Protection Area Supplementary Planning Document (SPD). The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures. The Council will also make a contribution towards SANG enhancement works through Community Infrastructure Levy (CIL) payments whether or not this development is liable to CIL.

9.41 In this instance, the development would result in a net increase of **8 dwellings** which is required to make a financial contribution towards SANG and SAMM which will be calculated on a per bedroom basis once the mix of the development is determined.

9.42 The applicant must agree to enter into a S106 agreement to secure this contribution and a restriction on the occupation of each dwelling until the Council has confirmed that open space enhancement works to a SANG is completed. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with SEP Saved Policy NRM6, Saved policy EN3 of the BFBLP and CS14 of CSDPD, the Thames Basin Heaths Special Protection Area Avoidance and Mitigation SPD, the Planning Obligations SPD and the NPPF.

9.43 In this instance, the development would result in a net increase of **8 x 1-bedroom** dwellings within the **400m – 5km** TBH SPA buffer zone which results in a total SANG contribution of **£35,224**.

9.44 The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) of **£3,192** which is also calculated on a per bedroom basis.

9.45 The total SPA related financial contribution for this proposal is **£38,416**.

Conclusion

9.46 Given the above assessment the proposal, subject to suitable SPA mitigation being secured by way of obligations contained within a S106 Legal Agreement, would not adversely affect the integrity of the SPA.

ix. Community Infrastructure Levy (CIL) and S106 Contributions

9.47 Bracknell Forest Council commenced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL applies to new builds including those that involve the creation of additional dwellings.

9.48 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 charging schedule states how much CIL will be charged (in pounds per square metre of net additional floorspace) based on the development type and location within the borough. The development is considered to be CIL liable.

9.49 The following obligations will be required to be secured by way of a S106 Legal Agreement: -

Community Facilities

9.50 The Community Hub at the Bucklers Park and former TRL site is nearing completion, however there are fixtures and fittings that need to be provided before it can open to the public. We will therefore look to secure a contribution towards fixtures, fittings and set up costs of the Community Facility at Bucklers Park TRL of £3000 per dwelling (index linked). Reason: Paragraph 5.5.5 of the Bracknell Forest Council Planning Obligations SPD

Open Space

9.51 Sites less than 1ha are not required to provide any passive or active OSPV on site but are required to mitigate the impact of their development off-site. The Council is aware of planned OSPV improvement projects at Morgan Recreation Ground which would be capable of mitigating the impact of this development. Considering the likely costs of the projects, the Council would look for a contribution of between £25,000 and £35,000 (up to date project costs awaited) secured by way of planning obligation. Should this not be agreeable, the developer will need to look into finding adequate provision of OSPV to serve the development or secure in-kind improvements to existing OSPV.

Drainage

9.52 A monitoring fee of £8000 will be sought through a planning obligation to enable the Council to monitor/inspect SuDS for their lifetime of the development. Reason: Para 5.15.6 of the Planning Obligations SPD 2015

Transport

9.53 The requirement to enter into highways agreements will be required and secured by s106 agreement for any roads/accesses to be adopted by the LHA or works to the public highway. Off-site in-kind works to foot-cycle ways will also be secured by s106 and any highways agreement where appropriate/agreed. A Private Accesses and Footways Specification and Management Plan may be required if there are communal accesses/footways which are not to be adopted.

Thames Basin Heaths SPA

9.54 Requirements as set out in section viii.

x. Affordable Housing

9.55 Policies CS16 & CS17 of the Core Strategy in relation to housing needs and affordable housing can be afforded full weight in relation to para. 62 & 63 of the NPPF as they are consistent with para.60 of the NPPF which seeks to deliver a wider choice of homes, a mix of housing and affordable housing. Policy CS17 seeks to provide affordable housing on suitable sites, and the Planning Obligations SPD seeks affordable housing provision on all development providing a net increase of 15 units or more, at a threshold of 25% subject to viability. This application would fall below the threshold and as such no affordable housing is required to be provided.

10. CONCLUSIONS

10.1 The application site is located within the Crowthorne High Street retail area as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal that seeks to provide 2no. retail units at ground floor level and 8no. flats above is considered to be acceptable in principle.

10.2 The proposed layout provides a suitable balance of built form, hardstanding and landscaping/amenity space, which now includes a raised terrace and inset balconies. Given the high street location, the level of on-site amenity space is considered appropriate.

10.3 The proposed bulk, massing and overall architectural design of the building is considered in-keeping within the streetscene providing a sympathetic transition from Guildgate House down the slope of the High Street towards the lower, two storey bank building.

10.4 The proposed bulk, massing and overall architectural design of the building is not only appropriate when viewed from High Street but also from the Church Road Conservation Area.

10.5 The proposal would result in no adverse impacts upon the amenity of both existing and future occupiers.

10.6 The Local Highway Authority (LHA) accept that the proposal, as a whole, will provide on-site parking of 20 spaces. This would result in parking provision being 2 spaces short for commercial visitors when assessed against the requirements of the adopted Parking Standards SPD. The LHA state in their comments that on-site visitor parking for the residential use would exceed the requirement and could be used by the commercial visitors. This, in combination with the accepted comprehensive parking survey and analysis demonstrating that there is sufficient parking in the vicinity that could be used for additional commercial users if needed, also helps to address this shortfall. Overall, given the robust evidence submitted as allowed for under the Parking Standards SPD, the on-site parking provision is considered acceptable in this case.

10.7 The LHA concluded, in their comments, that subject to conditions the proposed development will not result in any highway safety implications.

10.8 The proposal, as a whole, is also considered to meet with the Biodiversity, Drainage, Thames Basin Heaths SPA mitigation, general infrastructure requirements and renewable energy policies, subject to conditions and suitable obligations secured by way of a S106 Legal Agreement.

11. RECOMMENDATION

11.1 **Following the completion of planning obligation(s) 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.
- Requirement to enter into S278 for the construction of the access and off-site in-kind works to pedestrian/cycle ways.
- Contributions towards community facilities.
- Off-site OSPV contributions.
- SuDS 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: -

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 and other submitted details: -

2534 - 10 AMENDED - PROPOSED FLOOR PLANS 21st Sep 2021

2534 -11 AMENDED PLAN - PROPOSED PLANS AND ELEVATIONS 21st Sep 2021

2534 – 12C AMENDED PLAN - SITE PLAN AND BASEMENT PLANS 11th Apr 2022

2534 - 13 AMENDED PLAN - STREET SCENES AND SECTION 21st Sep 2021

201354/DS/01 REV/A DRAINAGE STRATEGY SITE PLAN 21st Apr 2022

2534-12C Site Plan showing parking space link to land uses

20.99 - 003 Swept Path Plot - FTA 10m Delivery Vehicle

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

03. Prior to commencement of any development above slab level, samples of the external materials to be used in the development 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: BFBLP EN20, Core Strategy DPD CS7]

04. Prior to commencement of any development above slab level, details showing the finished floor levels of the buildings in each phase 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.

05. 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, confirming the provision of the approved enhancements on site, shall be submitted within three months of the first occupation of the development.

The approved scheme shall be performed, observed and complied with.

REASON: In the interests of achieving net gains for biodiversity

[Relevant Plans and Policies: CSDPD CS1, CS7]

06. The building hereby permitted shall not be occupied until hard and soft landscaping, including boundary treatments and other means of enclosure, has been provided for in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule.

All planting comprised in the soft landscaping works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision and completed in full accordance with the approved scheme.

All trees and other plants included within the approved details shall be healthy, well-formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision.

Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the next planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

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

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

07. Prior to the commencement of development an Air Quality Assessment demonstrating 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, shall be submitted to and approved in writing by the Local Planning Authority. 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) details of mitigation

The Air Quality Assessment must 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 in the future, 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 must also

be included in the Air Quality Assessment Report so the public can easily see potential impacts on air quality.

REASON: To be sure that the development won't significantly add to the concerns of the existing Air Quality Management Area.

08. The sound rating level (established in accordance with BS4142:2014) of any plant, machinery and equipment installed or operated in connection with this permission shall not exceed, at any time, the prevailing background sound level at the nearest residential or noise sensitive property.

If the plant, machinery or equipment is to be enclosed details of the enclosure shall be submitted and approved by the Local Planning Authority before the commencement of development.

REASON: To protect the existing and future residents of the village and the occupants of nearby residential properties from noise.

09. The dwellings hereby approved shall not be occupied until noise mitigation measures for protecting the proposed dwellings external amenity areas from noise from the road traffic and existing plant and machinery have been implemented in full in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The noise mitigation measures shall be retained and maintained thereafter in accordance with the approved scheme.

REASON: To protect future residents from noise from road traffic (volumes pre 2020). (complied with BS8233:2014 recommendations.)

10. The means of vehicular access to and egress from the permitted building shall be from Thornley Place only. There shall be no vehicular access or egress from the site onto High Street. No gates shall be provided at the vehicular access to the site.

REASON: In the interests of highway safety and to reduce the likelihood of deliveries occurring on High Street, which would be a danger to other road users.

[Relevant Policies: Core Strategy DPD CS23]

11. No dwelling or commercial unit shall be occupied until a means of access for pedestrians has been constructed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority in the following locations:

(a) onto High Street;

(b) to the rear car park and delivery area; and

(c) to the cycle and refuse storage area at lower ground floor level.

All ramps and gradients shall be compliant with Section 5.2: Ramps of the Department for Transport document 'Inclusive Mobility' and the Designing for Accessibility in Bracknell Forest SPD.

REASON: In the interests of accessibility and to facilitate access by pedestrians, including those with disabilities.

[Relevant Policies: BFBLP M6 and M7, Core Strategy DPD CS23]

12. (a) No dwelling or commercial unit shall be occupied until space has been laid out within the site in accordance with approved plan 2534-12C for 20 cars to be parked, vehicles to turn, for the loading and unloading of delivery vehicles, and for refuse collection to take place.

(b) Parking spaces shall be restricted to the land uses annotated on the approved plan as follows:

C = Commercial users, 5 spaces per retail unit, 10 spaces total;

R = Residential users, 1 space per 1-bedroom flat, 8 spaces total;

V = Visitors, 2 spaces.

(c) Parking spaces numbered 14 (residential) and 5 (commercial) on the approved plan shall have disabled parking space transfer areas marked to the side which is away from adjacent parking spaces and also marked to the rear (into the car park aisle).

(d) No dwelling or commercial unit shall be occupied until details of the signage for the car parking spaces along with signage for the High Street frontage of the building stating that all deliveries are to be made to the rear via Heath Hill Road South and Thornley Place have been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the car parking spaces shall be provided and signed in accordance with the approved details and the signage shall be provided on the frontage to High Street.

The parking spaces, signage and areas for turning, deliveries and refuse collection shall thereafter be retained.

REASON: To ensure that the development is provided with adequate car parking, including for disabled users; for turning; and to allow for deliveries and refuse collection. To prevent the likelihood of on-street car parking and deliveries which would be a danger to other road users.

[Relevant Policies: BFBLP M7 and M9, Core Strategy DPD CS23]

13. No dwelling or commercial unit shall be occupied until 8 secure and covered cycle parking spaces for residents and 2 secure and covered cycle parking spaces for commercial uses have been provided in the locations identified for cycle parking on the approved plans within the development. The cycle parking spaces and facilities shall thereafter be retained.

REASON: In the interests of accessibility of the development to cyclists.

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

14. No development (including any site clearance or demolition) shall commence, until a Construction (and Demolition) Environmental Management Plan (CEMP) has been submitted to and has been approved in writing by the Local Planning Authority, setting out.
- a) routing of construction and demolition traffic (including directional signage and appropriate traffic management measures);
 - b) parking of vehicles for site operatives and visitors;
 - c) areas for loading and unloading of plant and materials;
 - d) areas for the storage of plant and materials used in constructing the development;
 - e) location of any temporary portacabins and welfare buildings for site operatives;
 - f) any security hoardings;
 - g) any external lighting of the site;
 - h) methods of piling for foundations;
 - i) measures to control the emission of dust, dirt, noise and odour during demolition and construction;
 - j) measures to control surface water run-off during demolition and construction;
 - k) construction and demolition working hours, and times during which delivery vehicles and vehicles taking materials away are allowed to enter or leave the site;
 - m) wheel-washing facilities during both demolition and construction phases; and
 - n) areas for the turning of construction and demolition vehicles such that the largest anticipated vehicles can turn and leave the site in a forward gear.

The approved CEMP shall be adhered to throughout the demolition and construction period.

No work relating to the development hereby approved, including works of preparation prior to building operations, shall take place outside the hours of 0800 and 1800 Monday to Friday; 0800 and 1300 Saturday and at no time on Sundays and Public Holidays.

The approved Construction Environmental Management Plan shall be operated/observed for the duration of the construction phase.

REASON: In the interests of the amenities of the area and highway safety.

[Relevant Policies BRBLP: EN20, Core Strategy DPD CS23]

15. No development shall take place until full details of the Drainage System(s) have been submitted to and approved in writing by the Local Planning Authority. These shall include:
- Results of intrusive ground investigations demonstrating infiltration testing in accordance with the BRE365 at the proposed design depth and the depth of the seasonally high groundwater table.
 - Full details of all components of the proposed drainage system including dimensions, locations, gradients, invert and cover levels, planting (if necessary) and drawings as appropriate taking into account the groundwater table.

REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

16. The development hereby permitted shall not be begun until an Energy Demand Assessment demonstrating that:
- (a) the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and
- (b) a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20%)
- has been submitted to and approved in writing by the Local Planning Authority. The building shall thereafter be constructed in accordance with the approved assessment and retained as such thereafter.

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

[Relevant Plans and Policies: CSDPD CS12]

17. The development shall not be begun 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 as such thereafter.

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

[Relevant Policy: Core Strategy DPD CS10]

In the event of the S106 agreement not being completed by 19th August 2022, 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).

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, 4, 5, 7, 14, 15, 16 and 17.

The following conditions require discharge prior to the occupation of the dwellings hereby approved: 6, 9, 11, 12, and 13.

No details are required to be submitted in relation to the following conditions; however they are required to be complied with: 1, 2, 8 and 10.

03. The Highways and Transport Section should be contacted at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at Highways.Transport@bracknellforest.gov.uk, to agree the construction details of the pedestrian access to High Street along with any incidental work affecting the adopted highway (including footway) and to grant an agreement or licence before any work is carried out within the highway. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.

04. Notwithstanding the wording of Bracknell Forest Council's Parking Standards SPD, the Building Regulations part S "Infrastructure for the charging of electric vehicles" 2021 edition takes effect on 15 June 2022 for use in England. It does not apply to work subject to a building notice, full plans applications or initial notices submitted before that date, provided the work is started on site before 15 June 2023. The applicant should familiarise themselves with, and comply with, the requirements of this document with regard to provision of electric vehicle charging infrastructure.

Unrestricted Report

ITEM NO: 08

Application No. 21/01090/FUL	Ward: Wildridings And Central	Date Registered: 16 November 2021	Target Decision Date: 11 January 2022
--	----------------------------------	--------------------------------------	--

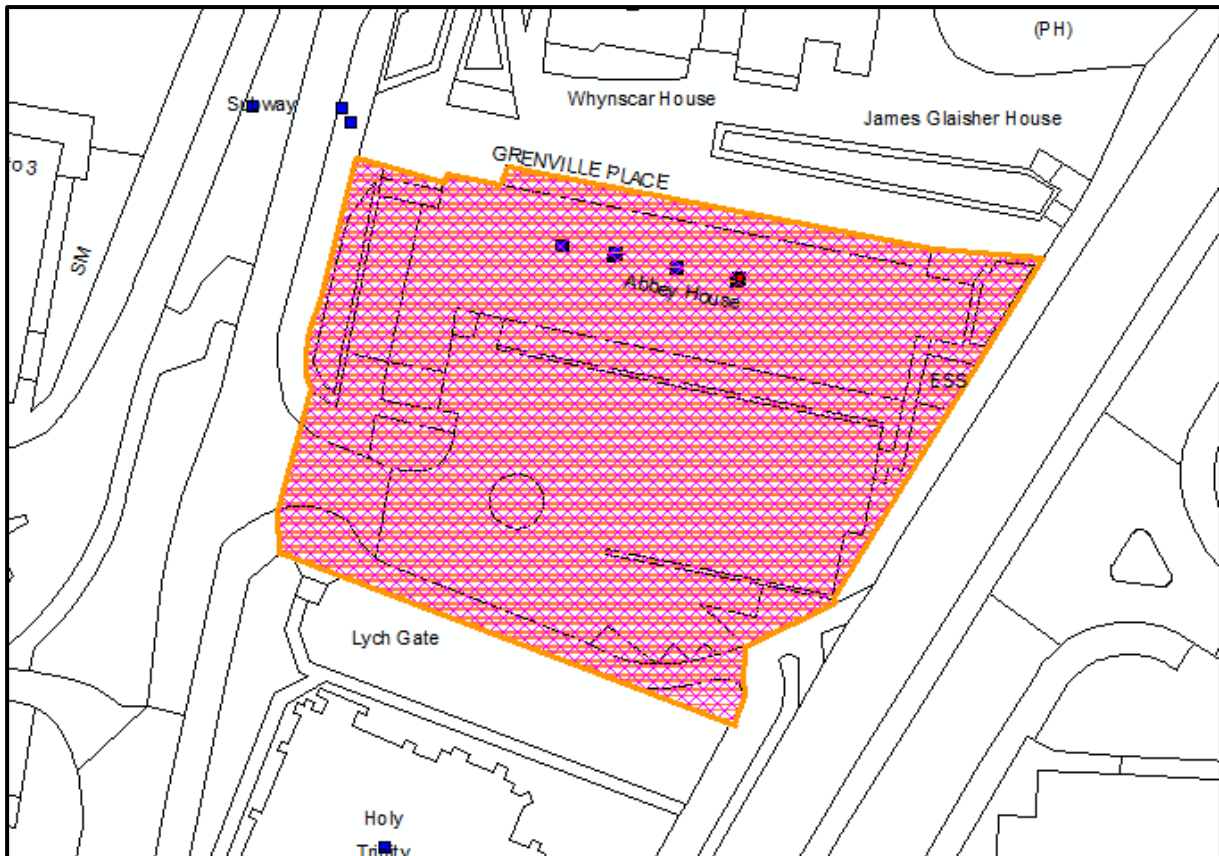
Site Address: **Abbey House Grenville Place Bracknell Berkshire**

Proposal: **Erection of an additional third floor storey to the existing building together with extension at second floor level to create a further six residential units (4 x 2 bedroom and 2 x 1 bedroom) and ancillary development.**

Applicant: Equinox Living
 Agent: Miss Tasha Bullen
 Case Officer: Katie Andrews, 01344 352000

Development.control@bracknell-forest.gov.uk

Site Location Plan



(for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

1.1 This application is for an extension to provide an additional floor to the existing building, together with an extension at the second floor, to create a further six residential units. The building below is in an existing residential use, providing 40 flats, which was permitted under prior approval consent 17/00562/PAC. The application is considered to be acceptable in terms of heritage, impact upon amenities, parking and design and appearance.

RECOMMENDATION

That the Assistant Director: Planning grant planning permission subject to the conditions in Section 11 of this report and subject to a S106 to secure SPA mitigation.
--

2. REASONS FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is before the committee due to the number of objections received.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Within Town Centre

Within Settlement Boundary

Within Setting of Listed Buildings

Within 5km of SPA

3.1 The application site relates to a block of 40 flats located within Bracknell Town Centre.

3.2 The site is surrounded by 3 x Grade II Listed Buildings; Whynscar House and The Old Manor Public House to the north and Holy Trinity Church to the south. The Ringway lies to the west and Church Road to the east. Bracknell and Wokingham College lies to the east.

3.3 The buildings surrounding the site are generally in office use with some residential, commercial and ecclesiastical uses.

4. RELEVANT SITE HISTORY

17/00562/PAC Application for Prior Approval for the change of use of from offices (Class B1) to 40 no. residential units (Class C3) comprising 34no. 1 bedroom, 5 no. 2 bedroom and 1no. studio apartments. Granted 19.07.2017

17/00683/FUL Installation of replacement windows. Approved 17.08.2017

17/00707/FUL Proposed external alterations to building including cladding, painted brickwork and changes to windows. Approved 20.09.2017

17/00816/FUL Provision of 6 additional car parking spaces. Approved 20.09.2017

17/01374/NMA Non Material Amendment to alter entrance layout for planning permission Approved 01.02.2018

5. THE PROPOSAL

5.1 Planning permission is sought for an additional floor to be erected above the current residential building, and an extension at the second floor, to create an additional 4 x 2 bed flats and 2 x 1 bed flats (6 in total).

5.2 The existing building is varied in its height but is generally between 11m in height at its lowest point and 16.5m in height at its highest point. This lower height would increase to around 14m, with the highest point remaining the same under this proposal. The second floor extension will create a new floor above an existing bin store element to the rear of the building.

5.3 The existing building is constructed with red brick. The proposed roof extension would be constructed using a grey metallic standing seam structure. The extension above the bin store would be constructed from red brick.

5.4 The carpark has 37 parking spaces in total. The application site is currently served by 29 parking spaces and does not propose any changes to the carpark or land surrounding the building. The remaining 8 parking spaces within the carpark are used by the Holy Trinity Church.

6. REPRESENTATIONS RECEIVED

Bracknell Town Council

6.1 Recommend refusal

1) Overdevelopment of this building taking it completely out of character with the old heritage buildings surrounding it, The Holy Trinity Church on one side and The Old Manor on the other.

2) Increased traffic congestion there is already proof of parking issues the spaces reserved for the Holy Trinity Church are regularly used for considerable lengths of time by visitors or trades persons to Abbey House adding more residential units will just exacerbate this problem. Referring to Bracknell Town Neighbourhood Plan Policy HO4 and Bracknell Forest Parking Standards are already not being met

The Bracknell Forest Society

6.2 Raises concern regarding the following matters:

- 1) Existing car parking problems
- 2) No additional parking provision
- 3) Parking demand
- 4) Inadequacy of parking standards

Other representations:

6.3 7 objections have been received on the following grounds:

- Parking for Holy Trinity Church currently used by Abbey House flat owners, their visitors and tradespeople. This will increase after extension.
- Parking unavailable for Holy Trinity Church use.
- Building work and disruption to Holy Trinity Church during the construction.

- Shortfall of parking across the development.
- Highway safety issue with vans parking across the access.
- Affects the amenity of The Church.

7. SUMMARY OF CONSULTATION RESPONSES

SPA

7.1 Seeks further contributions to mitigate the impact upon the SPA. This should be secured by S106.

Highways

7.2 No objections subject to conditions.

Waste

7.3 No additional bins are required or changes to the current bin store to accommodate the additional 6 units.

Heritage Consultant

7.4 No objections subject to conditions.

Environmental Health

7.5 Recommend conditions to secure a noise assessment and mitigation to minimise noise from external noise sources and hours of work to protect existing residents.

Biodiversity

7.6 Due to the flat roof design of this building and its highly urban location there are no notable ecological issues with the application. There are some surrounding trees that provide a green thread that runs north to south along Church Road which is identified in the Green Infrastructure study for its landscape and amenity function so it should be conserved if possible (*Officer note: there are no changes proposed to the area surrounding the building/trees*).

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

	Development Plan Policy	NPPF
General policies	CS1 & CS2 of CSDPD	Consistent
Town Centre	CS3 of CSDPD, E1 of BFBLP, SALP Policy SA11	Consistent
Heritage	CSDPD Policies CS1 & CS7	Consistent
Design	CS7 of CSDPD, EN1 and EN20 of BFBLP	Consistent
Parking	CS23 of CSDPD, M4 and M9 of BFBLP	Consistent
Highway Safety	CS23 and CS24 of CSDPD, M9 of BFBLP	Consistent
Cycling and pedestrians	CS23 and CS24 of CSDPD, M6 of the BFBLP, TC1 of the BNP	Consistent

Residential Amenity	EN20 and EN25 of BFBLP, ENV2 of BNP	Consistent
Housing	CS16, CS17 of CSDPD, H5 of BFBLP, SA6 of SALP.	Consistent
Accessibility	CS7 of CSDPD, EN22 of BFBLP	Consistent
Biodiversity	CS1(vii) and CS7 (iii) of CSDPD	Consistent
Sustainability	CS10 and CS12 of CSDPD	Consistent
Noise	EN25 of BFBLP	Consistent
SPA	SEP NRM6, CS14 of CSDPD and EN3 of BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Design SPD		
Streetscene SPD		
Parking Standards SPD		
Thames Basin Heaths Special Protection Area SPD		
Planning Obligations SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		

In addition, the Bracknell Town Neighbourhood Plan came into force on 27 October 2021. The relevant policies from this which are considered consistent with the NPPF are:

- Policy HE2 Protection of the Settings of Heritage Assets
- Policy HO4 Managing the Streetscape
- Policy HO6 Buildings: Energy Efficiency and Generation
- Policy HO8 Buildings: Good Quality Design
- Policy EC6 Broadband

9. PLANNING CONSIDERATIONS

- 9.1 The key issues for consideration are:
- i Principle of development
 - ii Heritage
 - iii Design and Character of the area
 - iv Impact upon residential amenities
 - v Highway Implications
 - vi Thames Basin Heaths Special Protection Areas
 - vii Sustainability
 - viii CIL

i. Principle of development

9.1 The application site is in a residential use following the conversion of the previous office to residential use under prior approval consent 17/00562/PAC.

9.2 Core Strategy Policy CS2 sets out a number of locational principles for new development within Bracknell Forest, including a sequence of allocation, directing development to the Town Centre first, followed by previously developed and other land within defined settlements. The site lies in the Town Centre, within a defined settlement, and is previously developed land. Policy CS2 states that development will be permitted within defined settlements and on allocated sites. The proposed development is therefore in accordance with Policy CS2.

9.3 The site is situated within the town centre boundary where policies, including BFBLP Policy E1, SALP Policy SA11, CSDPD Policy CS3 allow residential development. These policies are consistent with the NPPF. The principle of the development is therefore considered acceptable.

ii. Heritage

Listed Buildings and their settings

9.4 Surrounding the site are 3 x Grade II Listed Buildings. The Old Manor House Public House, a mid 15th century building which has been altered in the 16th, 17th, 19th and 20th centuries. Whynscar House, now used as offices is a 17th century building, extended and refaced in the 18th century and altered and extended in the late 20th century. Holy Trinity Church, the lychgate and section of the boundary wall are all Grade II Listed.

Planning (Listed Buildings and Conservation Areas) Act 1990

9.5 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act') states that:

'in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority, or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

9.6 Holy Trinity Church is an attractive and well-preserved parish church of 1851, built in anticipation of Bracknell's rapid growth in the mid-19th century. It contains a suite of good early 20th century fittings, as well as a number of stained-glass windows by leading designers.

9.7 Whynscar House is built of part timber frame encased in brick, and part brick in Flemish bond with some dark headers. It has an old tile gabled roof. The building is part 2 storeys and an attic.

9.8 The Old Manor House is a former hall house, now restaurant and public house. Built in the early to mid-15th century and altered in the 16th, 17th, 19th and 20th centuries. There are later extensions on the north elevation. The building is part two/three storeys, with an attic.

9.9 A number of visualisations have been supplied with the application to show the proposals in relation to the existing building. The existing building is a red-brick building built in a form of hard engineering brick. The proposed extensions would use a grey metallic standing seam structure which would, visually, break-up the mass of the building and aesthetically enhance a building which appears 'unfinished'. The metal stand-seam design together with its 'set back' from the parapet edge, differentiates between the main building and the new extension and gives a more completed appearance to the top floor.

9.10 The proposed extension above the bin store has been designed in a form which fits in with the existing overall design for the building and is proposed to be constructed in red brick.

9.11 Due to the design and appearance of the proposed roof storey extension and bin store extension the proposals are considered to have a negligible effect on the settings of

the Grade II Listed Holy Trinity Church, its associated church yard walls, the Grade II Whynscar House and the Grade II Old Manor House. In the absence of the development causing any material harm to the significance of adjacent heritage assets, approval of the development is considered to be consistent with the statutory s66 duty in relation to the desirability of preserving the setting of listed buildings.

iii Design and Character of the area

9.12 Policy CS7 deals with the design of new development and expects proposals to build on the urban character, respecting patterns of development and the historic environment. BFBLP Policy EN20 (proviso i) requires development to be in sympathy with the character and appearance of the local environment and appropriate in scale, mass, design, materials, layout and siting, both in itself and in relation to adjoining buildings, spaces and views. These policies are consistent with Chapter 12 of the NPPF and are therefore considered to have significant weight.

9.13 The site is located in the Town Centre and within the immediate setting of the application site there are the three listed buildings highlighted under the Heritage section of the report (ii). The site is also located close to Bracknell and Wokingham College to the east, which is an eight storey building, a five storey car park to the west, a seven storey office building to the south, and a five storey residential building to the north west. The site is also dominated by an extensive area of hard landscaped carparking, as well as main roads surrounding the site.



North (Front Elevation)



South (Rear Elevation)

9.14 The proposal results in the extension of the existing building, with a single storey extension on the roof of Abbey House, which is set back from the front and rear façades of the existing building, providing external terraces for the new flats. A first floor extension is also proposed above the existing bin store.

9.15 The main single storey extension, to the roof of Abbey House, is constructed with metal cladding, with fenestration following the existing building. The materials provide a contrast to the existing building and due to its set back position, provides a subordinate relationship with the existing building and a sympathetic addition.

9.16 The extension above the bin store provides a single storey element in matching red brick with the same proportions as the existing building.

9.17 The overall scale, mass and design of the extensions are considered to be sympathetic to the existing building and overall character of the surrounding street scene. The application is therefore considered to accord with CSDPD Policy CS7, CS9, BFBLP 'Saved' Policies EN8, and EN20, the Design SPD, and the NPPF.

iv. Impact upon residential amenities

9.18 Policy EN20 criterion (g) of the BFBLP stipulates that in considering proposals, the amenity of surrounding properties should not be adversely affected. The amenities of existing residents and future occupiers is therefore a material consideration in considering an application.

9.19 The site is surrounded by commercial and residential properties to the east, north and west, and the Holy Trinity Church to the south. The proposed development would not be located near to any residential properties, with the closest properties Wynscar House and Glaisher House directly opposite, being in office use and set over 12m from the development. The second floor extension over the bin store would be over 27m from Holy Trinity Church.

9.20 For future residents of the development, good lighting is provided and south facing private amenity space has been provided in the form of terraces.

9.21 The application has been supported by a Daylight, Sunlight and Overshadowing Assessment. This assesses both the daylight and sunlight impact to the surrounding developments, as well as analysing the daylight and sunlight levels within the residential spaces of the proposed scheme. This assessment identifies that the proposed development will meet the requirements of the policies in relation to daylight and sunlight for future residents and surrounding properties.

9.22 Accordingly, the proposal is considered to preserve the amenities of both existing and future occupiers and comply with Policy EN20 (g) of the BFBLP.

v. Highway Implications

9.23 Abbey House is located on the eastern side of The Ring, located within Bracknell Town centre. The site is within 650m (circa 10-minute walk) of Bracknell town centre, Bus Station and Train station which both provide frequent links to the wider area including London Waterloo and Reading.

9.24 A Prior Approval application, 17/00562/PAC, was granted approval in July 2017 for the change of use of the 1,830sqm office building to provide 40 residential units, comprising 1 x studio, 34 x one-bedroom and 5 x two-bedroom units. The application involved the removal of the mini roundabout within the car park and provided a total of 24 car parking spaces to serve the 40 units which equates to a ratio of 0.6 spaces per unit.

9.25 A full application, 17/00816/FULL, was granted approval in September 2017 for the provision of 6 additional car parking spaces. This increased the car park size from 24 car parking spaces to 30 car parking spaces, although only 29 spaces were implemented.

Access Arrangements

9.26 The pedestrian infrastructure surrounding Abbey House is extensive and of good quality. All roads surrounding the site are provided with footways to assist with safe pedestrian movement to the town centre, train and bus station as well as to the bus stop directly to the north of the site. Immediately adjacent to the site, The Ring benefits from 2m plus wide continuous footways on both sides of the carriageway. To the north of the site's access, a staggered signalised pedestrian crossing is provided across The Ring, equipped with dropped kerbs, tactile paving and guard rail, facilitating safe pedestrian movement to local bus stops and amenities within Bracknell town centre. Access for vehicles is taken from The Ring, via a left-in and left-out arrangement which serves the site and Holy Trinity Church. The applicant has confirmed that these access arrangements will be retained.

9.27 With regards to the visibility splays the access can achieve vehicle visibility splays of 2.4m x 43m to the right in accordance with Manual for Streets. Pedestrian visibility splays in excess of 2m can be achieved at the existing access to ensure drivers can see and be seen by pedestrians and cyclists approaching from either side.

9.28 None of the proposals will affect these existing arrangements.

Parking Provision/requirement

9.29 It should be noted that all the adopted roads within the vicinity of the site have double yellow line parking restrictions to prevent indiscriminate parking. Some spaces within the town centre are available but are restricted to a maximum stay of 30 minutes to 1-hour with no return within 30 minutes / 1-hour.

9.30 Under approved planning application 17/00816/FUL it was agreed that 4 spaces and a layby would be provided for the church and 30 spaces would be provided for Abbey House.

9.31 The Transport Note, submitted by Syntegra Consulting, dated February 2022 confirms that Abbey House is fully occupied, and the car park is solely for the residents at Abbey House and the church.

9.32 The 8 existing car parking spaces will be retained for the church.

9.33 Abbey House is provided with 29 spaces and permits are issued to the residents on a 12-month lease. As there are 40 apartments, this provides a current parking ratio of 0.725 spaces per unit.

9.34 The applicant now seeks to create an extra floor to provide:

4 x 2 bedroom units
2 x 1 bedroom units

9.35 To comply with Table 5 of the Local Authority's current Parking Standards SPD (2016) the development will require an additional 6 parking spaces (0.9 spaces per dwelling as site falls within Bracknell Town Centre).

9.36 The Transport Note confirms that the existing parking arrangements will be retained on site and no additional parking will be provided to accommodate the additional residential accommodation. This will therefore reduce the parking ratio from 0.725 to 0.63 on the basis that 29 car parking spaces will be retained for the residential element.

9.37 Following the Highway Authority's original comments, the applicant has now submitted 2 independent parking surveys of the existing car park to demonstrate whether there is capacity within the existing car park to accommodate the predicted increase.

9.38 The parking surveys were undertaken by Auto Survey Ltd on Wednesday 26th January and Thursday 27th January 2022 between 00:30 and 05:30.

9.39 Table 2 below, demonstrates that of the 29 car parking spaces available at Abbey House, 21 and 22 spaces were occupied on each of the night-time period surveys, leading to 8 and 7 available spaces. This equates to a parking stress of 72% and 74%.

Table 2 – Parking Stress Survey – Summary of Night-time Survey Results

Parking Location	No Spaces	26 th January (01:00)			27 th January (03:30)			Average Stress
		Occupied	Spaces	Stress	Occupied	Spaces	Stress	
Abbey House	29	21	8	72%	22	7	76%	74%
Church	8	0	8	0%	0	8	0%	0%

The above parking surveys were conducted on the 26th January 2022 at 01:00 and 27th January 2022 at 03:30.

9.40 From this evidence, it is considered that there is potentially sufficient parking available to accommodate the proposed development during the times when it is most needed. The Highway Authority disagrees with 5.1.4. of the Transport Note and would request that one designated space isn't allocated to each new flat. Instead, the spaces should remain communal, and a parking permit only issued if it is required. The Highway Authority would request that a car parking management plan is submitted.

Vehicle Movements

9.41 . It was said under the previous permissions that 40 apartments could generate circa 80 two-way trips and the previous office would have generated around 180 two-way trips. With the addition of 6 extra apartments the development will likely still produce significantly less vehicle movements per day compared to the previous office use.

9.42 The proposal is therefore not considered to have a detrimental impact on the local highway network in terms of capacity.

Cycle Provision

9.43 To comply with the Local Authority's current cycle parking standards, 10 additional secure, covered cycle spaces will be required (1 cycle space per bedroom).

9.44 The applicant will be required to submit this information as well as confirm the route from the store to the adopted highway to ensure a bicycle can be safely wheeled to and from the store.

9.45 Given the new accommodation will likely accommodate families with children, the type of facility should also be able to accommodate children's bicycles and those who are less able (i.e. vertical cycle parking is not suitable).

9.46 The Highway Authority has no objection to the proposed development subject to conditions and an informative being appended to the planning permission, should it be granted.

vi. Thames Basin Heaths Special Protection Areas

9.47 The Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (TBH SPA) along with any larger developments comprising over 50 net new dwellings within the 5 - 7km zone is likely to have a significant effect on the integrity of the TBH SPA, either alone or in-combination with other plans or projects.

9.48 This site is located within the 400m – 5km Thames Basin Heaths Special Protection Area (TBH SPA) buffer zone and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

9.49 On commencement of the development, a contribution (calculated on a per-bedroom basis) is to be paid to BFC towards the cost of measures to avoid and mitigate against the effect upon the TBH SPA, as set out in BFC's Thames Basin Heaths Special Protection Area Supplementary Planning Document (SPD) (April 2018).

9.50 The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the TBH SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures. The Council will also make a contribution towards SANG enhancement works through Community Infrastructure Levy (CIL) payments whether or not this development is liable to CIL.

9.51 In this instance, the development would result in a net increase of 2 X 1-bedroom and 4 X 2-bedroom dwellings within the 400m – 5km TBH SPA buffer zone which results in a total SANG contribution of £29,578.

9.52 The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) of £3,670 which is also calculated on a per bedroom basis.

9.53 The total SPA related financial contribution for this proposal is £33,248 payable on commencement of the development. The applicant must agree to enter into a S106 agreement to secure this contribution and a restriction on the occupation of each dwelling until BFC has confirmed that open space enhancement works to a SANG is completed. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with South East Plan saved Policy NRM6, saved policy EN3 of the Bracknell Forest Borough Local Plan (2002), Policy CS14 of the Core Strategy Development Plan Document (2008), the Thames Basin Heaths Special Protection Area Supplementary Planning Document and the National Planning Policy Framework.

vii. Sustainability

9.54 Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day.

9.55 Core Strategy Policy CS12 advises that for development proposals for five or more net additional dwellings, or for 500 square metres (GEA) or more of floorspace for other development, any application should be accompanied by an energy demand assessment demonstrating how (potential) carbon dioxide emissions will be reduced by at least 10% and will provide at least 20% of their energy requirements from on-site renewable energy generation.

9.56 The applicants have submitted a statement to advise that Solar Pv will be used but have not included figures to support the on-site generation. A condition is therefore required to provide further details including the panels' appearance in relation to the surrounding Listed Buildings.

viii. Community Infrastructure Levy (CIL)

9.57 Bracknell Forest Council commenced charging for its Community Infrastructure Levy (CIL) on 6th April 2015.

3.28 CIL applies to any new build (except outline applications and some reserved matters applications) including those that involves the creation of additional dwellings. 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.

9.58 The application site lies within the Town Centre where a nil rate is applied.

10. CONCLUSION

10.1 The proposal seeks planning permission for 6 additional flats. The site falls within the Town Centre and is acceptable in principle.

10.2 The design of the extensions is considered to be sympathetic to the existing building and subordinate in scale and mass. They would not harm the settings of the surrounding Listed Buildings or the amenity of the street scene and surrounding area.

10.3 The proposal would not result in any unacceptable detrimental impacts upon the amenities of existing and/or future occupiers.

10.4 The proposal is considered acceptable by the Local Highway Authority in terms of parking provision and safe access.

10.5 In conclusion, the proposal would be acceptable within the Town Centre location providing 6 additional units of accommodation.

10.6 Accordingly the application is recommended for approval.

11. RECOMMENDATION

11.1 That, following the completion of planning obligation(s) 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, 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 and other submitted details: -

23.12.2022:

Proposed North Elevation 03-E-300 P2
Proposed South Elevation 03-E-302 P2
Proposed East Elevation 01-E-301 P1
Proposed West Elevation 01-E-303 P2
Proposed Ground Floor 03-P-0G0 P2
Proposed Roof Plan 03-P-0R0 P1
Proposed Second Floor 03-P-002 P1
Proposed Third Floor 03-P-003 P2
Proposed Section 03-X-300 P1

17:02:2022

Proposed First Floor Plan 03-P-001 P3

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

03. The following, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

Sample panel of all facing materials, including the metal cladding for the extension

Sample of all facing materials including the brick finish for the extension

The relevant part of the works shall not be carried out otherwise than in accordance with the details thus approved.

REASON : In order to safeguard the special architectural and historic interest of the nearby Listed Buildings in accordance with the requirements of policy.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. The dwellings hereby approved shall not be occupied until noise mitigation measures for protecting the proposed dwellings from noise from external noise sources, which shall have included a noise assessment, have been implemented in full in accordance with a scheme that has been submitted to and approved in writing by the Local Planning Authority. The noise mitigation measures shall be retained and maintained thereafter in accordance with the approved scheme.

REASON: To protect future residents from external sources of noise

Relevant Policies: BFBLP EN25

05. No work relating to the development (including deliveries) hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Monday to Friday and 08:00 to 13:00 Saturdays and at no time on Sundays or public holidays.

REASON: To protect the occupiers of the existing building and neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

Relevant Policies: BFBLP EN25

06. No works or demolition shall take place until a construction management plan showing how demolition and construction traffic, (including cranes), materials storage, staff numbers, holding areas, delivery times, facilities for operatives and vehicle parking (including existing residents parking) and manoeuvring will be accommodated during the works period, shall be submitted to and approved in writing by the Local Planning Authority. The plan shall be implemented as approved and maintained for the duration of the works.

REASON: In the interests of highway safety and the free flow of traffic.

Relevant Policies - CS DPD CS1, CS7.

07. No part of the development shall be occupied until 10 additional covered and secure cycle parking facilities have been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall thereafter be kept available for the parking of cycles in association with the development at all times.

REASON To ensure that the development is provided with adequate parking facilities in order to encourage the use of alternative modes of transport.

Relevant Policies: BFBLP M9, Core Strategy DPD CS23.

08. No part of the development shall be occupied until the refuse bin storage area and recycling facilities have been provided in accordance with the approved drawing. These facilities shall be kept available for use in association with the development at all times.

REASON: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development.

Relevant Policies: SEP W2, BWLP WLP6 and WLP9.

09. No part of the development shall be occupied until a car parking allocation and management plan showing how the car parking facilities within the site will be allocated and managed has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved plan.

REASON : To ensure that car parking is allocated fairly and to demand that would not lead to increased roadside parking which could be detrimental to the free flow of traffic and to highway safety.

Relevant Policies: BFBLP M9, Core Strategy DPD CS23.

10. The development shall not be begun until an Energy Demand Statement has been submitted to and approved in writing by the Local Planning Authority. This shall demonstrate that before taking account of any on -site renewable energy the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations, and that a proportion of the development's energy requirements will be provided from on-site renewable Energy productions which shall be at least 20%.The statement shall include a plan showing the location of the proposed renewable energy and elevations. The buildings thereafter constructed by the carrying out of the

development shall be in accordance with the approved assessment and retained in accordance therewith.

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

Relevant Policy: Core Strategy DPD CS12

11. The development shall not be begun 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 as such thereafter.

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

Relevant Policy: Core Strategy DPD CS10

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, 6

The following conditions require discharge prior to the occupation of the dwellings hereby approved: 4, 7, 8, 9

No details are required to be submitted in relation to the following conditions; however they are required to be complied with: 1, 2, 5

03. Electric Vehicle Charging - Notwithstanding the wording of Bracknell Forest Council's Parking Standards SPD, the Building Regulations part S "Infrastructure for the charging of electric vehicles" 2021 edition takes effect on 15 June 2022 for use in England. It does not apply to work subject to a building notice, full plans applications or initial notices submitted before that date, provided the work is started on site before 15 June 2023. The applicant should familiarise themselves with, and comply with, the requirements of this document with regard to provision of electric vehicle charging infrastructure."
04. Incidental Works Licence - Any incidental works affecting the adjoining highway shall be approved and a licence obtained before any work is carried out within the highway, through contacting The Highways and Transport Section at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at Highways.Transport@bracknell-forest.gov.uk. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements

and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.

05. No Equipment Materials on Public Highway - No builder's materials, plant or vehicles related to the implementation of the development should be parked/stored on the public highway so as to cause an obstruction at any time.

In the event of the S106 agreement not being completed by 29TH July 2022, the Assistant Director: Planning be authorised to either extend the period further or refuse the application for the following reasons: -

The occupants of the development would put extra pressure on the Thames Basin Heaths Special Protection Area and the proposal would not satisfactorily mitigate its impacts in this respect. 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 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 Avoidance and Mitigation Supplementary Planning Document (2012), and the NPPF.

Unrestricted Report

ITEM NO: 08

Application No.
21/00498/FUL
Site Address:

Ward:
College Town

Date Registered:
9 June 2021

Target Decision Date:
4 August 2021

**Land Rear Of 78 College Road College Town
Sandhurst Berkshire**

Proposal: **Proposed erection of 2 x 3 bedroom, semi-detached houses with associated vehicular access and parking spaces.**

Applicant: Mr John Ray

Agent: Gregory Bunce

Case Officer: Olivia Jones, 01344 352000

Development.control@bracknell-forest.gov.uk

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



1. SUMMARY

- 1.1 The proposal is for the erection of a 2no. 3-bedroom dwellings within land currently forming the rear garden of 78 College Road, College Town, Sandhurst.
- 1.2 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. The proposal would result in a net increase of 1 no. dwelling to contribute to Bracknell Forest Council's housing supply.
- 1.3 The proposal would not adversely impact upon the character and appearance of the surrounding area. The proposal would not adversely affect the residential amenities of neighbouring occupiers and acceptable living conditions would be provided for future occupiers of the proposed dwellings. There would be no adverse highway safety implications.
- 1.4 The site is located between 400m and 5km from the boundary of the SPA and is therefore likely to have an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures which can be secured through a legal agreement pursuant to section 106 of the Town and Country Planning Act 1990.

RECOMMENDATION
Planning Permission be granted subject to the conditions in Section 11 of this report and the completion of a section 106 agreement relating to mitigation measures for the SPA.

2. REASON FOR REPORTING APPLICATION TO THE PLANNING COMMITTEE

- 2.1 The application is being reported to the Planning Committee as it has received more than 5 objections and is recommended for approval.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within a defined settlement boundary
Within 5km of the Thames Basin Heath SPA
Within Area E of the Sandhurst Study Area (Character Area Assessments SPD)
TPO 296 within and around site

- 3.1 The application site consists of a plot sited between the rear gardens of 76 and 80 College Road, backing onto the rear gardens of 78A & 78B College Road, and facing 22 The Breech, and the parking area serving 19-21 The Breech.

4. RELEVANT SITE HISTORY

- 4.1 The most recent applications relating to the site are:

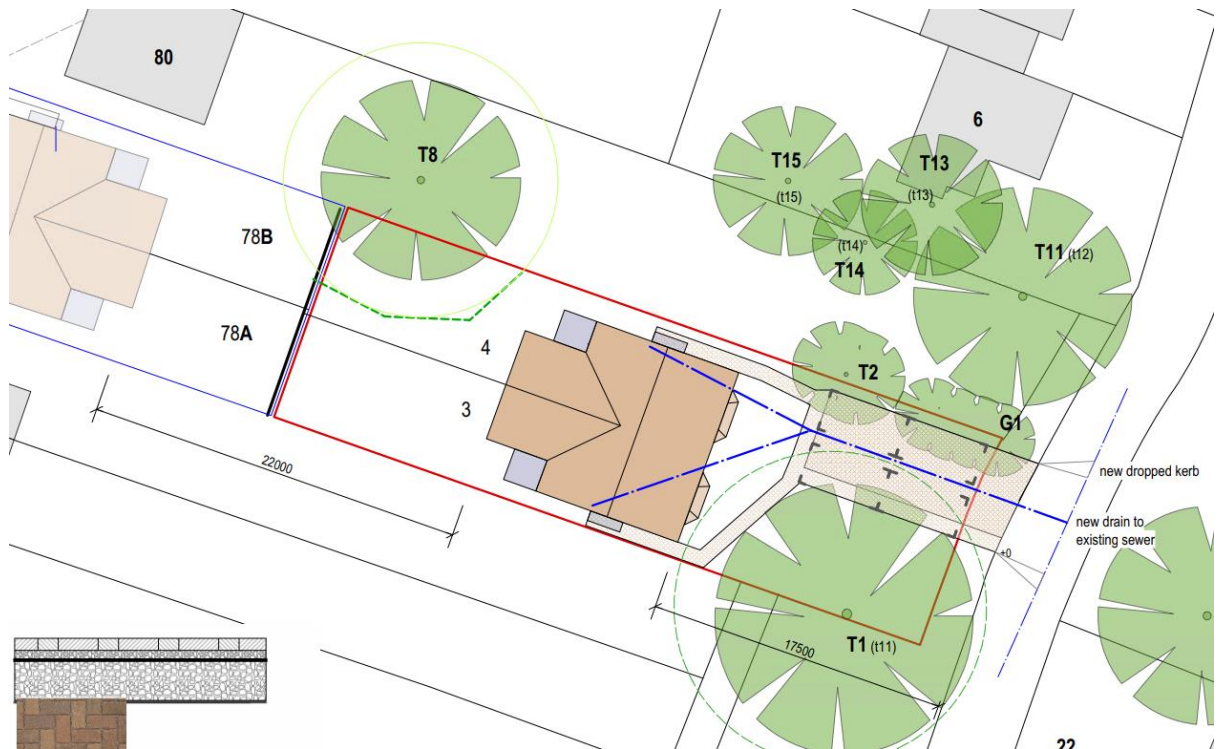
18/01225/FUL (affects 78A & 78B College Road)

Erection of 2 No. semi detached houses following the demolition of existing dwelling.

Approved 2020

5. THE PROPOSAL

- 5.1 The proposed scheme consists of the erection of 2no. 3-bedroom dwellings. It is proposed to form a new vehicular access and driveway to serve the properties from The Breech, Sandhurst.
- 5.2 The proposed dwellings would be semi-detached. They would include 3no. bedrooms at first floor, and lofts. The dwellings would have a pitched roof when viewed from The Breech, with a projecting gable feature to the rear.
- 5.3 The driveway would accommodate 4 parking spaces in total (2 for each dwelling).



6. REPRESENTATIONS RECEIVED

Sandhurst Town Council

- 6.1 No objection received.

Other Representations

- 6.2 Letters of objection were received from the occupiers of six neighbouring dwellings raising the following concerns:
 - (i) The scheme would provide insufficient parking, resulting in additional on street parking
 - (ii) The creation of an access to The Breech will cause highway safety issues
 - (iii) The proposal is out of keeping with the character of the area
 - (iv) Overlooking concerns
 - (v) Overshadowing concerns
 - (vi) Additional dwellings will put pressure on the drainage system
 - (vii) Additional dwellings and access would impact the quiet character of The Breech
 - (viii) Adverse impacts during the construction process
 - (ix) Adverse impact on biodiversity and landscape character due to the clearing of the site

7. SUMMARY OF CONSULTATIONS RESPONSES

Biodiversity Officer

7.1 No objection

Tree Officer

7.2 No objection

Highway Officer

7.3 No objection

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO DECISION

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

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Consistent (except for CP1 of SALP which is not wholly consistent)
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Housing	CS15 of the CSDPD	Out of date but not used for decision making on individual planning applications
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
Transport	CS23 of CSDPD	Consistent
Sustainability	CS10 & CS12 of CSDPD	Consistent
SPA	SEP Saved Policy NRM6, CS14 of CSDPD	Consistent
Trees, biodiversity and landscaping	Saved policies EN1, EN2 and EN3 of BFBLP, CS1 of CSDPD.	Consistent
Supplementary Planning Documents (SPD)		
Thames Basin Heath Special Protection Area (SPD)		
Design SPD		
Parking standards SPD		
Character Area Assessments SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		
CIL Charging Schedule		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of development
- ii. Impact on character and appearance of surrounding area

- iii. Impact on residential amenity
- iv. Impact on highway safety
- v. Biodiversity
- vi. Trees
- vii. Drainage
- viii. Sustainability
- ix. Thames Basin Heath SPA
- x. Community Infrastructure Levy (CIL)
- xi. Other considerations

i. Principle of Development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). Policy CS2 of the CSDPD states that development will be permitted within defined settlements. This is provided that the development is consistent with the character, accessibility and provision of infrastructure and services within that settlement. The above policy is considered to be consistent with the NPPF, and as a consequence is considered to carry significant weight.

9.3 The site is located in a residential area that is within a defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the amenity of the neighbouring occupiers, upon the character and appearance of the area, trees, biodiversity etc.

ii. Impact on Character and Appearance of Surrounding Area

9.4 CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area. It further states that the design of the development should promote local character and a sense of local identity.

9.5 The Sandhurst Study Area E (College Town) of the Character Area Assessments SPD sets out, in summary, that the character area is defined by its distinct street and plot pattern and is distinguished by its long straight roads. The following relevant recommendations are set out in the SPD:

- o Small infill development and redevelopment of individual plots may not be detrimental to the character of this area;
- o Infill development should be in character and set out around an orthogonal street pattern (i.e. not designed around typical highways requirements);
- o Along the street frontage plots should be developed separately for housing;
- o Road frontage treatment should be enhanced;
- o The road alignment and dominance of plot pattern should be maintained.

9.6 The proposal is for the erection of a pair of semi-detached properties fronting onto The Breech. The properties would be located in between the rear gardens of 76 and 80 College Road. However, residential properties on The Breech would face onto the application site and can be found further along The Breech. Given the residential

character of The Breech, it is not considered the introduction of a new pair of semi-detached dwellings would appear incongruous.

- 9.7 The Breech is characterised by terraced dwellings, linked by garages; however, examples of semi-detached dwellings can be found. It is therefore considered that a pair of semi-detached dwellings would not be inappropriate. The proposed dwellings would be set back from the building line established by 6-9 The Breech; however, given the separation between the application site and these properties the set back would not appear sufficiently out of keeping to warrant refusal.
- 9.8 The proposed dwellings would have a height of approximately 8.4 metres and a total width of 10.5 metres. While this is approximately 0.3 metres taller than the nearest property, 6 The Breech, this is comparable in height and width to the neighbouring buildings on The Breech (e.g. 30 & 31 The Breech). Given the modest increase in height, and the separation distance of approximately 10 metres between the properties, it is not considered that the taller buildings would appear incongruous. The design of the buildings would be similar in appearance to those found on The Breech, with pitched roofs and bays windows. It is recommended that details of materials are required by planning condition to ensure a complementary material palette.
- 9.9 A Landscaping Scheme will be required by planning condition to ensure suitable soft and hard landscaping to complement the application site and surrounding area.
- 9.10 The proposals are in keeping with the surrounding residential development in terms of plot pattern and design, in line with the Character Area SPD. It is therefore considered that, subject to the proposed condition, the development would not result in an adverse impact on the character and appearance of the area and would be in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. Residential Amenity

- 9.11 'Saved' policy EN20 of the BFBLP states that development will not adversely affect the amenity of surrounding properties and adjoining area. Paragraph 130 of the NPPF states that the Local Planning Authority should ensure high quality amenity for all existing and future occupants.

Overlooking

- 9.12 The Design SPD recommends a rear garden depth of at least 10 metres, with a separation distance of at least 22 metres between back to back properties. The proposed gardens would have a depth of approximately 12 metres, and there would be a separation distance of 22 metres to the dwellings to the north-west of the application site (78A & B) approved under planning permission 18/01225/FUL. As such, it is not considered that the proposal would result in unacceptable overlooking to the rear.
- 9.13 There would be an oblique view from the rear windows to the gardens of 76 and 80 College Road. Given this oblique angle, and that the proposed dwellings would be sited at least 22 metres from 76 and 80 College Road, it is not considered that the level of overlooking would be sufficient to warrant a refusal.
- 9.14 The Design SPD recommends garden depth of at least 15 metres for second floor windows. As this separation distance cannot be achieved it is recommended that any second floor rear windows or other openings are restricted by condition.

- 9.15 It is recommended that the proposed upper storey side windows are restricted by condition to avoid adverse overlooking into the rear gardens of the neighbouring properties.
- 9.16 The Streetscene SPD recommends a separation distance of 12m – 18m between the front elevations of properties across a standard urban street. There would be a separation distance of approximately 22 metres from the front elevation of the proposed dwellings to the front boundaries of the facing properties. This separation distance is considered sufficient to avoid adverse overlooking from the front elevation.

Overbearing

- 9.17 The proposed dwellings would be sited approximately 8 metres from the side garden boundary of 6 The Breech. Between the application site and 6 The Breech is the rear garden of 80 College Road. Given the separation distance and the intervening garden, it is not considered the proposed dwellings would have an unduly overbearing impact on the occupants of 6 The Breech.
- 9.18 Due to the separation distance between the proposed dwellings and the other properties on The Breech and College Road it is not considered the proposed development would have an unduly overbearing impact on the occupants of these properties.

Overshadowing

- 9.19 The BRE SLPDS is used as a guideline for assessing potential loss of light and the acceptable levels of loss to light to the primary source of light of a habitable room.
- 9.20 For a window perpendicular to a new development a 25 degree line is drawn on the vertical plane from the centre of the affected towards the proposed development. If this line intersects the proposed development it is considered that the development would result in an adverse impact on the property with regards to loss of light.
- 9.21 For a window parallel to a new development a 45 degree line is drawn on the vertical plane from (in the case of a pitched roof) the midpoint of the roof towards this window. Then a 45 degree line is drawn on the horizontal plane from the end of the extension towards the window wall. If the centre of the window lies on the extension side of both of these 45 degree lines, it would be considered that the development would result in an adverse impact on the property with regards to loss of light.
- 9.22 A loss of light assessment as set out above was undertaken for the windows serving habitable rooms on 6 The Breech and it was determined there would not be a significant impact on the levels of daylight and sunlight to the dwelling. As 6 The Breech is the closest dwelling to the proposed development, it can be determined the proposed development would not adversely affect the other surrounding properties by reason of overshadowing or loss of light.
- 9.23 The BRE SLPDS advises that the centre point of outdoor spaces receive at least 2 hours of light on 21st March. An assessment using BRE SLPDS guidance has been undertaken, and it has been determined that the proposal would not significantly impact the levels of daylight enjoyed by the neighbouring gardens over and above the recommended levels.
- 9.24 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF, subject to the recommended condition.

iv. Highways

9.25 'Saved' policy M9 of the BFBLP ensures that development provides satisfactory parking provision. A further material consideration for parking provision is provided in Bracknell Forest Council's adopted Parking Standards SPD. The NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

9.26 Two car parking spaces are proposed for each of the two 3-bedroom dwellings, with a 0.9m pedestrian route between, compliant with the Parking Standards SPD (March 2016). No details of cycle parking have been provided, but this can be dealt with by condition.

9.27 Sufficient space for waste and recycling bin storage can be accommodated on site. It is recommended that a scheme is provided by planning condition prior to the occupation of the dwellings.

v. Biodiversity

9.28 Policy CS1 of the CSDPD states that development will be permitted which protects and enhances the quality of natural resources including biodiversity. Policy CS7 of the CSDPD states that development proposals will be permitted which promote biodiversity. These policies are considered to be consistent with the NPPF which states that the planning system should contribute to, and enhance, the natural and local environment by minimising impacts on biodiversity.

9.29 The application site has been reviewed by the Council's Biodiversity Officer, who is satisfied that the proposed scheme would not have a significant impact on existing wildlife. A biodiversity enhancement scheme will be required by condition.

vi. Trees

9.30 'Saved' 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. Trees and hedgerows are important to the retention of the character and appearance of the landscape or townscape of the area. Paragraph 131 of the NPPF states that trees make an important contribution to the character and quality of urban environments. It goes on to state that planning decisions should ensure that existing trees are retained wherever possible.

9.31 A Tree Protection Plan was submitted with this application which has been reviewed by Bracknell Forest Council's Tree Service and is considered suitable. The protection details would be secured by condition.

vii. Drainage

9.32 CSDPD Policy CS1 states that development shall protect and enhance the quality of natural resources including water. This is consistent with the NPPF paragraphs 167 and 165 which state that decision makers should ensure flood risk is not increased elsewhere when determining planning applications, and that, where appropriate,

applications should be supported by flood risk assessments and incorporate sustainable drainage systems (SuDS).

9.33 The proposed development is located within Flood Zone 1 and is therefore unlikely to result in adverse surface flooding. A condition requiring the proposal to be SuDS compliant is recommended.

viii. Sustainability

9.34 CSDPD Policy CS10 requires the submission of a Sustainability Statement demonstrating how the proposals meet current best practice standards, covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. CSDPD Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how 10% of the development's energy requirements will be met from on-site renewable energy generation.

9.35 It is recommended that these documents are required by condition.

ix. Thames Basin Heaths SPA

9.36 Bracknell Forest Council, in consultation with Natural England, has formed the view that any net increase in residential development between 400m and 5km straight-line distance from the Thames Basin Heath Special Protection Area (TBH SPA) along with any larger developments comprising over 50 net new dwellings within the 5 - 7km zone is likely to have a significant effect on the integrity of the TBH SPA, either alone or in combination with other plans or projects.

9.37 This site is located within the 400m – 5km Thames Basin Heaths Special Protection Area (TBH SPA) buffer zone and is therefore likely to have an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.

9.38 On commencement of the development, contributions (calculated on a per-bedroom basis) are to be paid to Bracknell Forest Council towards the cost of measures to avoid and mitigate against the effect upon the TBH SPA, as set out in Bracknell Forest Council's Thames Basin Heaths Special Protection Area Supplementary Planning Document (SPD) (April 2018)

9.39 The strategy is for relevant developments to make financial contributions towards the provision of Suitable Alternative Natural Greenspaces (SANGs) in perpetuity as an alternative recreational location to the TBH SPA and financial contributions towards Strategic Access Management and Monitoring (SAMM) measures. Bracknell Forest Council will also make a contribution towards SANG enhancement works through Community Infrastructure Levy (CIL) payments whether or not this development is liable to CIL.

9.40 In this instance, the development would result in a net increase of two x 3-bedroom dwellings within the 400m – 5km TBH SPA buffer zone which results in a total SANG contribution of £12,224.

9.41 The development is required to make a contribution towards Strategic Access Management and Monitoring (SAMM) of £1,798 which is also calculated on a per bedroom basis.

9.42 The total SPA related financial contribution for this proposal is £14,022. The applicant must agree to enter into a S106 agreement to secure these contributions and a restriction on the occupation of any dwellings until the Council has confirmed that enhancement works to a SANG have been completed. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with South East Plan saved Policy NRM6, saved policy EN3 of the Bracknell Forest Borough Local Plan (2002), Policy CS14 of the Core Strategy Development Plan Document (2008), the Thames Basin Heaths Special Protection Area Supplementary Planning Document and the National Planning Policy Framework.

x. Community Infrastructure Levy (CIL)

9.43 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.

9.44 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted) including those that involve the creation of additional dwellings.

9.45 The development is CIL liable in accordance with Bracknell Forest Council's CIL charging schedule as the proposal results in a net increase of two dwellings.

10. CONCLUSIONS

10.1 It is considered that the development would be acceptable in principle due to being located within the settlement boundary. It would not result in an adverse impact on the character and appearance of the surrounding area or, highway safety, biodiversity, trees nor would the development result in a detrimental impact on the residential amenity of the neighbouring properties or future occupiers. It is therefore considered that the proposed development complies with 'Saved' policies EN1, EN20 and M9 of the BFBLP and Policies CS1, CS2, CS7, CS10 and CS12 of the CSDPD.

10.2 Relevant conditions will be imposed in relation to landscaping, biodiversity, highway safety, drainage, contaminated land and sustainability.

10.3A s106 agreement is required to secure contributions for SPA mitigation and the scheme is CIL liable.

11. RECOMMENDATION

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

- Avoidance and mitigation of the impact of residential development upon the Thames Basin Heaths Special Protection Area (SPA);

that the application be **APPROVED** subject to the following conditions amended, added to or deleted as 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 and other submitted details:

Received 09.06.21:
Proposed House Plans (B/03)
Proposed Elevations (B/04)

Received 26.07.21:
Location Plan (B/01)
Block Layout Plan Proposed (B/02A)

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

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

REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. Notwithstanding what is shown on the approved plans, the first floor side windows on the development hereby permitted shall not be glazed at any time other than with a minimum of Pilkington Level 3 obscure glass (or equivalent) unless the parts of the window which are clear glazed are more than 1.7 metres above the floor of the room in which the window is installed. They shall at all times be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed.

REASON: To prevent the overlooking of neighbouring properties.
[Relevant Policies: BFBLP EN20]

05. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed at first floor level or above in the side elevations of the development hereby permitted except for any which may be shown on the approved drawing(s), unless they are glazed with a minimum of Pilkington Level 3 obscure glass (or equivalent) and fixed shut, or the parts of the window, opening or enlargement which are clear glazed and/or openable are more than 1.7 metres above the floor of the room in which it is installed.

REASON: To prevent the overlooking of neighbouring properties.
[Relevant Policies: BFBLP EN20]

06. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed at second floor level or above in the rear elevations of the development hereby permitted except for any which may be shown on the approved drawing(s), unless they are glazed with a minimum of Pilkington Level 3 obscure glass (or equivalent) and fixed shut, or the parts of the window, opening or enlargement which are clear glazed and/or openable are more than 1.7 metres above the floor of the room in which it is installed.

REASON: To prevent the overlooking of neighbouring properties.

[Relevant Policies: BFBLP EN20]

07. The development shall not be occupied until the associated vehicle parking for 4 cars, with 2 car parking spaces for each of the new dwellings, has been surfaced and provided in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

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: BFBLP M9, Core Strategy DPD CS23]

08. No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities providing 1 covered and secure cycle parking space per bedroom in each dwelling. The dwellings shall not be occupied until the approved scheme has been implemented. The facilities shall be retained as such thereafter.

REASON: In the interests of accessibility of the development to cyclists.

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

09. The dwellings hereby approved shall not be occupied until a scheme for suitable waste and recycling bin storage has been submitted to and approved in writing by the Local Planning Authority. The bin storage shall be provided prior to the occupation of any dwellings.

REASON: In the interest of the amenities of the area.

10. Prior to the commencement of development, including any initial clearance, a scheme for the protection of the trees and other vegetation on site shall be submitted to and approved in writing by the Local Planning Authority which includes the following information:

- Incorporation of a 'wood-mulch mat' into the Tree Protection Plan that covers the area between the tree T1 and proposed driveway & path.
- Confirmation by plan submission (e.g. the Tree Protection Plan) where the service route would be installed to avoid the RPAs of protected trees (T1 and T6); with subsequent phased installation of protective fencing and any other measures cited in the Arboricultural Report.
- Indication that the area directly in front of the two units and the proposed pathway be retained as soft-landscaping area (Reason – to reduce adverse impact on RPA of T1). This area should be retained as soft-landscaping area for the foreseeable future.
- Include details of specific ground protection measures for the RPA of T1
- Include details of areas designated for material storage and site office and welfare facilities in plan form for the approval of the Planning Authority.

An updated Tree Protection Plan and Arboricultural Report should be submitted incorporating this scheme. Thereafter all approved tree/vegetation protection measures shall be erected in accordance with BS 5837:2012 (or any subsequent revision) Section 6 prior to the commencement of development, including any initial clearance, and shall be maintained fully intact and (in the case of the fencing) upright until the completion of all building operations on the site.

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: BFBLP EN1 and EN20, CSDPD CS7]

11. The development shall not be begun until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule. All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the parking spaces being brought into use, whichever is sooner. All hard landscaping works shall be carried and completed prior to the parking spaces being brought into use. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well-formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design and the visual amenity of the area.
[Core Strategy DPD CS7, BFBLP 'Saved' Policies EN2 and EN20]

12. The development shall not be begun 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.

The approved scheme shall be performed, observed and complied with.

REASON: In the interests of ecological conservation.

13. No construction works shall take place until details showing the finished floor levels of the dwellings hereby approved in relation to a fixed datum point 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 character of the area.

[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

14. The development hereby permitted shall not be begun until details of a scheme (Working Method Statement) to control the environmental effects of construction work has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

(i) specifications of control of noise arrangements for construction.

(ii) methodology of controlling dust, smell and other effluvia

(iii) site security arrangements including hoardings

(iv) construction methodology

(v) 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.

15. No dwelling shall be occupied 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 as such thereafter.

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

[Relevant Policy: Core Strategy DPD CS10]

16. No construction works shall take place until an Energy Demand Assessment demonstrating that at least 10% of the development's energy will be provided from on-site renewable energy production, has been submitted to and approved in writing by the Local Planning Authority. The dwelling as constructed shall be carried out in accordance with the approved assessment and retained as such thereafter.

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

[Relevant Policy: Core Strategy DPD CS12]

17. The development shall incorporate surface water drainage that is SuDS compliant and in accordance with DEFRA "Sustainable Drainage Systems – Non statutory technical standards for sustainable drainage systems" (March 2015). It shall be operated and maintained as such thereafter.

REASON: To prevent increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage scheme.

[Relevant Policies: CSDPD CS1, BFBLP EN25]

18. The development hereby permitted shall not be begun until details of a scheme of walls, fences and any other means of enclosure has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full before the occupation of any of the dwellings approved in this permission.

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

[Relevant Plans and Policies: BFBLP EN20, Core Strategy DPD CS7]

Informatives

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. Although they must be complied with, no details are required to be submitted in relation to the following conditions:
 1. Commencement
 2. Approved Plans
 4. Side Windows
 5. Future side windows
 6. Rear windows
 7. Vehicle parking
 17. Suds

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

3. Materials
8. Cycle parking
9. Bin storage
10. Tree protection
11. Landscaping scheme
12. Biodiversity enhancement scheme
13. Finished floor levels
14. Working method statement

- 15. Sustainability statement
- 16. Energy demand assessment
- 18. Means of enclosure

In the event of the S106 agreement not being completed by 30 November 2022, the Assistant Director: Planning be authorised to either extend the period further or refuse the application on the grounds of:

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).

This page is intentionally left blank

Unrestricted Report

ITEM NO: 8

Application No.
21/00507/REM

Ward:
Binfield With Warfield

Date Registered:
13 May 2021

Target Decision Date:
12 August 2021

Site Address:

Land North Of Tilehurst Lane and West Of South Lodge Tilehurst Lane Binfield Bracknell Berkshire

Proposal:

Submission of reserved matters application to outline planning permission 17/01174/OUT for the approval of details of appearance, landscaping, layout and scale relating to the erection of 40 dwellings including 10 affordable dwellings, together with the provision of parking, landscaping and drainage attenuation features, with access from Tilehurst Lane.

Applicant:

Mr Keir Price

Agent:

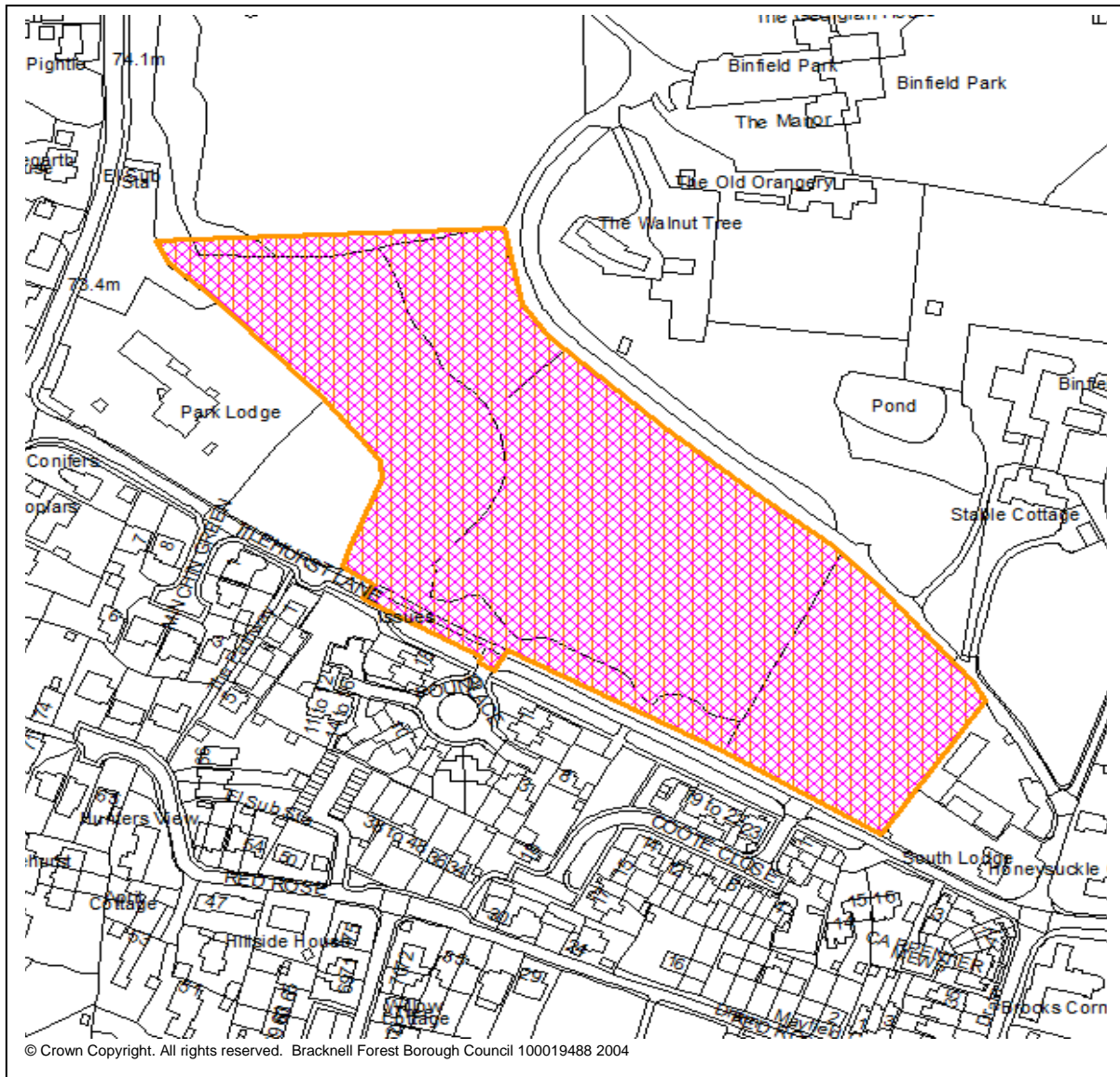
(There is no agent for this application)

Case Officer:

Jo Male, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. SUMMARY

- 1.1 This is a reserved matters application submitted pursuant to outline planning permission 17/01174/OUT. This permission, granted on appeal, permitted the erection of 40 dwellings, including 10 affordable units, together with the provision of parking, a play area, landscaping and an attenuation pond, with access from Tilehurst Lane. This reserved matters application considers the scale, layout, appearance and landscaping of the proposed dwellings.
- 1.2 The proposed layout is considered to be acceptable in terms of the development's impact on the character of the area. Revisions have been secured to ensure that the layout is more informal, responding to the semi-rural context of the site and allowing for tree planting within the streetscene. These amendments are also considered to be more sympathetic to the setting of adjoining Listed Buildings.
- 1.3 The scale and appearance of the dwellings are considered appropriate to the local character and parking has been provided to meet adopted standards.
- 1.4 A landscape masterplan has been submitted that provides for the landscaping of the site and the retention of mature trees on the site boundaries.

RECOMMENDATION
Planning permission be granted subject to the conditions 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 it has received more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Countryside
Site lies beyond the 5km buffer to the Thames Basin Heaths SPA

- 3.1 The application site extends 3.21ha and comprises undeveloped grassland divided into three grazing paddocks, located on the northern side of Tilehurst Lane. The land originally formed part of the parkland to Binfield Park, a Grade II* Listed Building, which is located to the north of the site. To the north-west lies a further paddock, and to the west lies an area of woodland associated with the Park Lodge Day Nursery which is located at the junction of Tilehurst Lane and Terrace Road North. There is a fall across the application site of approximately 13m in a north-west to south-east direction.
- 3.2 The site's southern boundary with Tilehurst Lane is characterized by a verge and ditch with tree and shrub planting which extends into the site. Immediately adjacent to the site's eastern boundary is a cattery and the Grade II listed South Lodge, together with

entrance gate piers which are also associated with Binfield Park and which are Grade II listed.

- 3.3 The site is located within the countryside immediately adjacent to the settlement boundary of Binfield as identified on the Bracknell Forest Borough Policies Map (2013). This also identifies Tilehurst Lane as part of the Binfield Bridleway Circuit.
- 3.4 The site is located beyond the 5km buffer to the Thames Basin Heaths SPA and it was accepted at outline application stage that, given the scale of the development, it would not, either individually or cumulatively have a significant effect on the conservation objectives of the Thames Basin Heaths Special Protection Area.

4. RELEVANT SITE HISTORY

- 4.1 In 2017 an outline planning application (17/01174/OUT) was submitted proposing the erection of forty houses, including 10 affordable houses together with provision of parking, a play area, landscaping and an attenuation pond, with access from Tilehurst Lane. This application was refused however was ultimately allowed on appeal (ref: APP/R0335/W/19/3228697) following a public inquiry. The permission was granted subject to conditions which included securing the provision of a 'heritage park' on the site's western side which would provide publicly accessible open space.

Details of recent applications relating to the site are set out below:

19/00213/COND - Details pursuant to condition 26 (Heritage Park) of planning permission 17/01174/OUT in relation to appeal reference APP/R0335/W/19/3228697. Approved.

21/00006/COND Details pursuant to Condition 22 (Archaeological Evaluation) of planning permission 17/01174/OUT (Permission granted on Appeal Ref. APP/R0335/W/19/3228697). Approved.

21/00014/COND Details pursuant to condition 7 (Tree Protection) of planning permission 17/01174/OUT (Appeal Ref: APP/R0335/W/19/3228697). Approved.

21/00037/COND Details pursuant of to Condition 19 (Updated Ecological Appraisal) of planning permission 17/01174/OUT (Appeal Ref: APP/R0335/W/19/3228697). Approved.

21/00089/COND Details pursuant to Conditions 4 (Finished Floor Levels), 11 (Site Organisation), 12 (Working Method Statement), 14 (Biodiversity Enhancements), 18 (Newt Mitigation Measures), 23 (Surface Water Drainage Scheme), 24 (Drainage Strategy) of planning permission 17/01174/OUT (Appeal Ref: APP/R0335/W/19/3228697). Pending decision.

22/00008/COND Details pursuant to condition 15 (works to trees in bird nesting season) of planning permission 17/01174/OUT. Approved.

5. THE PROPOSAL

- 5.1 This reserved matters application provides details of the scale, layout, appearance and landscaping of 40 dwellings following the grant of planning permission 17/01174/OUT.

- 5.2 The proposed dwellings are located on the lower, more easterly part of the site consistent with the indicative layout considered at outline stage. The rising ground on the site's western and north-western side has been secured as an area of public open space, known as the 'Heritage Park' under the terms of the outline permission and details of its layout and landscaping have already been approved pursuant to a condition of the outline permission.
- 5.3 The approved vehicular access to the site, is from a point just east of Pound Place which is located on the southern side of Tilehurst Lane, with pedestrian access points and associated crossings, being approved at each end of the site's road frontage. The installation of these access points will require some removal of the existing hedgerow along Tilehurst Lane and its 'facing back' in order to achieve the required visibility splays, a consequence of the development considered acceptable by the Inspector. The remainder of the hedge would be retained and a footway provided within the site's boundary, linking the 2no. pedestrian access points and providing links through to the public open space.
- 5.4 The proposed plans show an exclusively two storey development, comprising a mix of detached, semi-detached and terrace units as well as a small apartment block at the eastern end of the site. SuDS features are shown in the form of swales adjacent to the footway along the site's frontage and in its south-eastern corner.
- 5.5 Parking is shown on curtilage, some within garages, or within small parking courts, some of which include open car ports. Ten visitor parking spaces are provided throughout the development.
- 5.6 A detailed scheme for both soft and hard landscaping has been submitted including details of boundary treatments.

6. REPRESENTATIONS RECEIVED

Binfield Parish Council:

- 6.1 Binfield Parish Council's response in relation to the application as originally submitted indicated that they wished to register the following OBSERVATIONS:
- There are concerns over the site layout with a lack of green area for the affordable housing, which have the smaller gardens, with the central green being located by the larger properties with large gardens;
 - The affordable housing is grouped together in one corner of the site rather than distributed across the site;
 - There is a lack of suitable boundary treatment to the north of the site – would expect this to be a minimum of a 1.8m closed board fence to protect the privacy of the neighbouring properties.
 - Concerns about the adequacy of the drainage for the site due to a lack of a detailed drainage plan and this leads to concerns that this development will exacerbate flooding already present along Tilehurst Lane.
 - Visitor parking is not well distributed across the site.
 - Would like to see conditions in place to protect the well established hedgerows (in front of the swale) and ensure this remains well looked after for biodiversity and not just screening.
- 6.2 Binfield Parish Council were re-consulted on the amended plans and responded:

Binfield Parish Council has no further comment to make on this application but are satisfied that some of their earlier comments have been addressed.

Representations from Members of the Public

- 6.3 Nine letters of representation have been received, 8 of which object to the scheme, and 1 which makes more general observations.

The objection letters raise the following material considerations:

- Insufficient/inappropriate parking provision, including lack of visitor provision, across the site
 - Over intensive use of site with excessive number of cars and traffic movements onto Tilehurst Lane
 - Inadequate green space/park for residents
 - Use of Tilehurst Lane, Terrace Road North and mini-roundabout at their junction with Stevenson Drive by HGVs will pose threat to highway safety
 - Applicant's statement argues that dwellings will read as an 'Estate development with a strong association with Binfield Park' however development has no association with Binfield Park and will be detrimental to its landscape setting
 - Planning Statement refers to opportunities for views over existing Binfield Park landscape but this will lead to a loss of privacy to The Walnut Tree and The Old Orangery
 - Loss of privacy to occupiers of The Walnut Tree from footpath adjacent to Plot 1
 - Vehicle movements causing highway danger
 - Insufficient boundary screening along sites northern edge
 - Concern about future maintenance of approved fencing or planting
 - Concern about loss of hedgerow along Tilehurst Lane which should be kept to a minimum
 - Inaccuracies in applicant's statement.
- 6.4 The observations made question whether this plan for development has already been debated; make a comment on whether the Council is prepared to destroy remaining trees and countryside so that Binfield ultimately becomes a suburb of Bracknell; and states that an argument that housing is urgently required would be better made if the development was for 40 affordable dwellings.

7. SUMMARY OF CONSULTATION RESPONSES

Highway Officer

No objection subject to conditions.

Local Lead Flood Authority (LLFA)

Conditions on the outline permission require the submission and approval of a drainage scheme for the site, however the scale and siting of the required SuDS features have implications for the layout of the development. The Council's Drainage Consultant has confirmed that the SuDS features shown on the submitted plans are appropriately sized and located.

Urban Design Officer

Supports the application subject to the resolution of a number of issues relating to landscaping and boundary screening which have been addressed through the submission of revised plans.

Historic England

No comments made. Recommends seeking views of Council's own conservation and archaeological advisors. [Officer Note: Archaeology was considered at outline stage, with a condition requiring further archaeological investigation being imposed and subsequently discharged under application ref: 21/00006/COND].

Heritage Advisor

The amendments to the proposed layout and detailing of houses closest to the Listed South Lodge are considered to be more sympathetic to the setting of the Listed Buildings. These changes, which in combination with the use of good quality materials, when submitted, would be considered more appropriate to the setting of the Listed Buildings and there are no further comments.

Waste and Recycling Officer

The bin store for flats 37-40 is large enough for the bins required. All other properties must present bins to the nearest adopted road or RCP on collection day and stored within the property boundary at all other times.

Affordable Housing

Housing mix of affordable units is acceptable.

Parks and Countryside Manager

Raised concern in relation to original submission which showed back garden boundaries facing onto pedestrian route, changing its character, removing surveillance and increasing risk of low quality maintenance of vegetation. [Planning Officer note: These concerns have been addressed in amended plans].

Landscape Officer

Principal of landscaping scheme acceptable and although native trees and hedges indicated along the site boundaries the rest of the planting palette is very ornamental. Amendments requested to ensure that proposed planting reflects edge of settlement location within the countryside.

Biodiversity Officer

Raised concerns about non-native planting, lack of mammal access points within fences, and proposed location of log piles for reptiles and amphibians. These issues have been addressed on the amended landscape plans.

8. DEVELOPMENT PLAN

8.1 The Development Plan for the Borough includes the following:

Site Allocations Local Plan (2013) (SALP)

Core Strategy Development Plan Document (2008) (CSDPD)

'Saved' Policies of the Bracknell Forest Borough Local Plan (2202) (BFBLP)

'Retained' Policies of the South East Plan (2009) (SEP)

Bracknell Forest Policies Map (2013)

The application site also lies within the designated Binfield Neighbourhood Plan area such that the Binfield Neighbourhood Plan (2016) also applies.

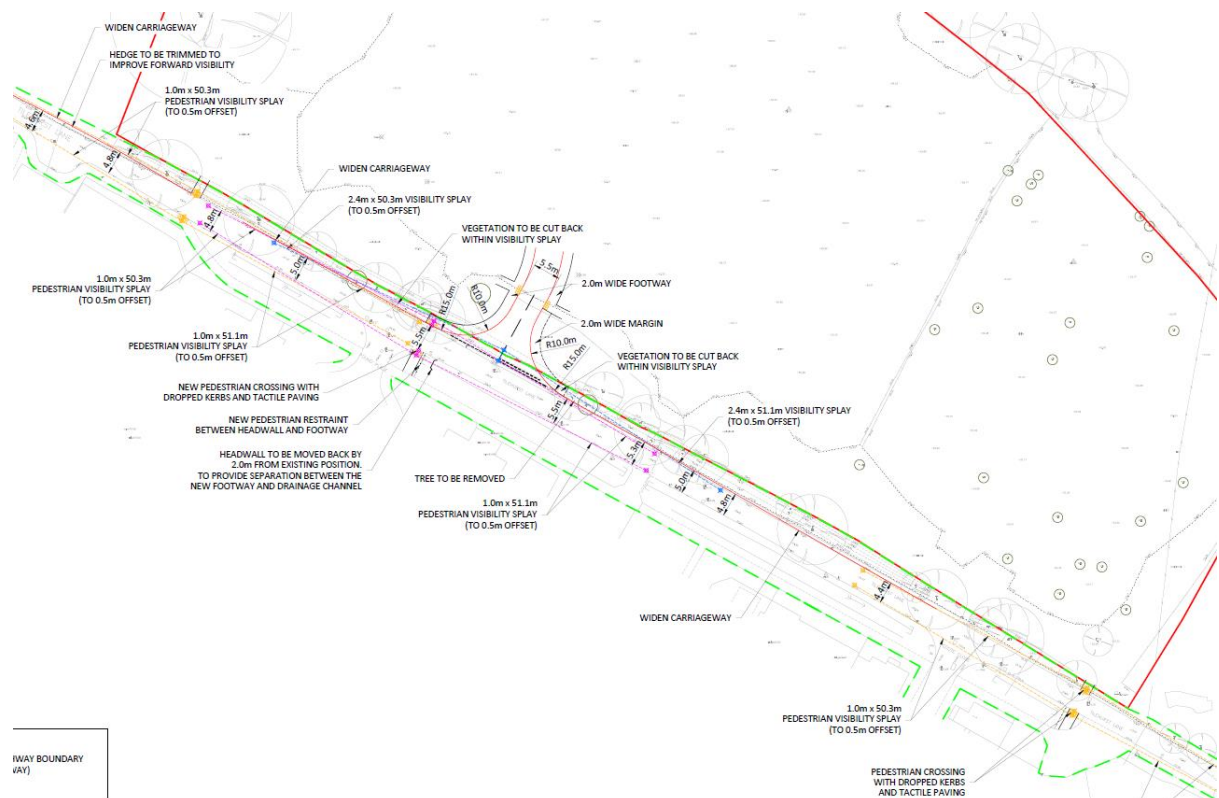
9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of Development
- ii. Impact on the Character and Appearance of the Area.
- iii. Heritage Impact
- iv. Impact on Highway Safety
- v. Impact on Residential Amenity
- vi. Landscaping and Trees
- vii. Biodiversity
- viii. Drainage
- ix. Waste
- x. Affordable Housing
- xi. CIL

i. Principle of Development

9.2 The principle of the development has been established under the outline planning permission 17/01174/OUT. This determined the issue of access only. The approved access arrangements show the creation of a new access onto Tilehurst Lane just south-east of the junction with Pound Place and the provision of 2no. pedestrian access points from the site onto Tilehurst Lane which would be provided with crossing points to the existing footpath on the southern side of Tilehurst Lane. An extract of the plan showing the approved access arrangements is provided below:



9.3 This reserved matters application submits details of the scale, layout, appearance and landscaping of the development and the acceptability of each is considered in the following sections.

ii. Impact on Character and Appearance of the Area

9.4 Policy CS7 of the CSDPD seeks a high quality of design for all development in Bracknell Forest. This should be achieved by building upon the local character, respecting local patterns of development and enhancing the landscape.

Scale

9.5 The scale of the development is consistent with the outline permission which granted consent for forty houses including ten affordable houses. Despite the description of the development as houses, the indicative layout considered by the Inspector included a small block of flats at the southern end of the site. The reserved matters application is consistent with this approach, proposing a total of 40no. dwellings, to be provided in a mix of detached, semi-detached and terraced units together with a small block of 4no. flats one of which would be wheelchair accessible. The development would be a maximum of two storeys throughout.

9.6 The mix of the proposed development is set out below and it is compared with the indicative layout considered at appeal.

Indicative Appeal Scheme		Reserved Matters Application	
Market	Affordable	Market	Affordable
2 x 1 bed flats	4 x 1bed flats		4 x 1 bed flats
9 x 2 bed houses	1 x 2bed flat		1 x 2bed flats
12 x 3 bed houses	2 x 2 bed houses	11 x 2 bed house	2 x 2 bed houses
3 x 4 bed houses	2 x 3 bed houses	12 x 3 bed house	2 x 3bed houses
4 x 5 bed houses	1 x 4 bed house	7 x 4 bedroom	1 x 4 bed house

9.7 The character of development within Tilehurst Lane is predominantly two storey and it is considered that the scale of the development and mix of units proposed is appropriate and respects the local pattern of development.

Layout

9.8 The layout shown on the submitted plans broadly reflects that of the indicative layout considered by the Inspector.



Indicative Layout considered at Appeal



Proposed Layout

9.9 The main access road extends across the depth of the site, providing views through to the belt of trees which form part of the landscape setting to Binfield Park and which are located beyond the site's northern boundary. Shared access drives

are provided to east and west of this central road and allow more informal treatment of the road surfacing and maximise the potential for greening and tree planting within the streetscene.

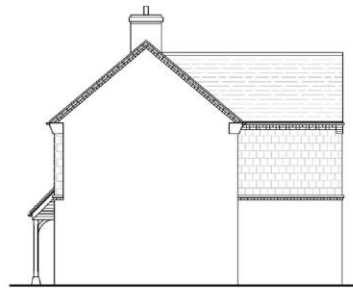
- 9.10 A footway is shown across the frontage of the site, set back behind the retained hedgerow and linking the 2no. pedestrian access points onto Tilehurst Lane which were approved at outline stage, with an internal path that provides access to the 'heritage park' to the north-east of the housing, an area of public open space to serve the development and the wider community.
- 9.11 Amendments to the layout have been secured in order to ensure that the majority of dwellings face onto this pedestrian access, providing surveillance and ensuring the development has an appropriate relationship with the site's frontage to Tilehurst Lane.
- 9.12 The small block of apartments at the site's eastern end is linked by a unit above a central archway to a pair of semi-detached properties. It has been sited so as to conclude the view down the east-west axis and its elevational treatment provides visual interest in concluding this vista.
- 9.13 Immediately to its south, is the attenuation pond, a SuDS feature required by the drainage strategy approved at outline stage. At the time of the appeal, the indicative layout showed the pond stretching across the depth of the site at its southern end, with development to its west, adjacent to the Grade II Listed lodge. Detailed drainage information submitted pursuant to conditions of the outline permission have facilitated a redesign of the drainage scheme resulting in swales being located along the site's southern edge close to the houses and within the south-eastern corner of the site at the point closest to the curtilage of this Listed Building. The retention of this area as undeveloped land, is considered to improve the relationship between the built form and this heritage asset.
- 9.14 As originally submitted, the proposed layout was considered to be too formal for this edge of settlement site and amendments were sought to ensure that the layout was more organic and informal in order that it respond more appropriately to the semi-rural context of the site. The layout and grain of the development now appears less suburban and the road layout and use of shared surfaces allows for tree planting within the streetscene. The Urban Design Officer has confirmed that she is now generally supportive of the scheme and the layout of the development is considered acceptable.

Appearance

- 9.15 The design of the units is traditional employing pitched roofs and simple gable features. Many have porches or chimney features and architectural detailing is provided by projecting elements, quoins and soldier coursing. A number of units located in visually significant locations along the site's main access road or adjacent to the proposed footway are dual or triple aspect in order to provide appropriate surveillance and visual interest within the streetscene.



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



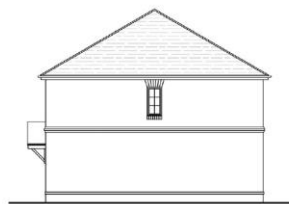
SIDE ELEVATION

0 1 2 3 4

Example of dwelling at site entrance (Plot 14)



PLOT 22 PLOT 23
FRONT/SIDE ELEVATION



PLOT 23
SIDE ELEVATION



PLOT 23 PLOT 22
REAR ELEVATION



PLOT 22
SIDE/FRONT ELEVATION

0 1 2 3 4 5m

Example of semi-detached dwellings (Plots 22 and 23)



Plots 34 – 39 (Plots 36, 38 and 39 Affordable).

9.16 Materials are noted within the design statement as being brick with tile roofs, and with some units employing vertical tile hanging or timber boarding. In response to comments made by the Urban Design Officer, the use of render has been removed from the scheme. The houses would be traditionally detailed with cills and heads to windows and the car barns would be timber clad. No details of the proposed materials have been submitted and this matter can be dealt with by means of a condition.

9.17 The proposal is considered to be of an appropriate layout, scale and appearance to be sympathetic to the character and appearance of the area and therefore comply with Policy CS7 of the CSDPD and EN20 of the BFBLP.

iii. Heritage Impact

9.18 The development of the application site has the potential to impact upon the significance of designated heritage assets as a result of development within their setting, including the Grade II* Binfield Park and Grade II Listed South Lodge and the adjacent Grade II Listed Entrance Piers. This issue was considered by the Inspector when allowing the appeal who also considered the impact of the development on the significance of the site which forms part of the former parkland to Binfield Park as a non-designated heritage asset.

9.19 In allowing, the development, the Inspector concluded that the development would be harmful to the heritage significance of Binfield Park, South Lodge and Gate Piers, Western Gate Piers and the former parkland, however that when applying the 'heritage balance' set out in the NPPF, the public benefits of the scheme outweighed the harm identified.

9.20 Whilst the principle of development within the setting of the aforementioned listed buildings has therefore been established and a level of harm to the significance of the heritage assets accepted, the current application has been assessed in terms of any particular impact on these assets resulting from the scale, appearance or layout of the proposed development.

9.21 Historic England were consulted in respect of the proposal, given its potential impact upon a Grade II* Listed Building however made no comments. The Council's Heritage Advisor, initially raised concerns in respect the rigid, suburban form of the layout which failed to respond to the historical context and character of the site and to the utilitarian design of those units closest to South Lodge which were considered

unsympathetic to the setting of this listed building. However, in relation to the revised plans the Heritage Advisor confirms:

‘The amended site layout plans have been amended to include a less rigid and formal layout on This has included a more sinuous appearance to the street layout, less regular locations for the housing along the streets, and changes to the design of the units at the eastern end closest to the Listed South Lodge to increase architectural interest as well as changes to the area of the swale closest to South Lodge so it now remains undeveloped’.

- 9.22 The comments conclude: ‘The amendments to the proposed overall layout and detailing of houses closest to the Listed South Lodge are considered to be more sympathetic to the setting of the Listed Buildings. These changes, which in combination with the use of good quality materials, when submitted, would be considered more appropriate to the setting of the Listed Buildings and there are no further comments’.
- 9.23 In light of this advice and given that the principle of the development has been established, it is considered that the appearance, layout and scale of the development is now acceptable in heritage terms.

iv. Impact on Highway Safety

- 9.24 Means of access was determined at outline stage at which time consideration was given to the impact of trips on the wider network and also the visual impact of creating new access points onto Tilehurst lane. Parking has been provided to meet adopted car parking standards and is provided in a variety of forms throughout the development. The Highways Officer has confirmed that there are no objections to the proposed development subject to appropriate conditions.

v. Residential Amenity

- 9.25 Saved Policy EN20 of the BFBLP seeks to protect the amenity of surrounding properties. This policy requires the Council to have regard to ensuring that new development does not adversely affect the amenity of surrounding properties and adjoining areas.

Existing Residents

- 9.26 The nearest residential properties are situated to the south of the site on the opposite side of Tilehurst Lane. Those properties in Pond Place have a side to front relationship with the proposed new development at a distance of over 28metres. Given this degree of separation, and the intervening boundary screening along Tilehurst Lane which is to be retained as part of the development, the site will be developed without affecting the amenities of existing residents in terms of a loss of light, loss of privacy or an overbearing impact.

Future Occupiers

- 9.27 Overall the proposed layout provides the dwellings with an acceptable level of amenity in terms of separation distances. Each house is provided with an enclosed garden area, and there is a limited amount of space around the flats, between it and the swale feature, to serve these units.
- 9.28 Accordingly, the proposal is considered to preserve the amenities of both existing and future occupiers and comply with Policy EN20 (g) of the BFBLP.

vi. Landscaping and Trees

9.29 Concern has been expressed by local residents in respect of the impact of the development on the existing hedgerow along Tilehurst Lane and this was a matter that was considered in detail during the course of the appeal. In allowing the appeal (known as Appeal A), and the conjoined appeal relating to the 53 unit scheme further east along Tilehurst Lane which was known as Appeal B, the Inspector recognised that the introduction of development on this site would have an impact on the character of Tilehurst Lane stating:

'The most significant change would be through the introduction of the two proposed accesses. This would necessitate the removal of about 30 metres of hedgerow. In addition, to maintain visibility splays, the vegetation would need to be faced back up to 2 metres for a length of about 71 metres for Appeal A and 80 metres for Appeal B. Furthermore, the proposed pedestrian accesses would require the removal of about 2 metres of vegetation, together with visibility splays.

The visual appearance of this is shown in Mr Smith's evidence for the appellant, which shows that due to existing planting, and the proposal for additional planting, the visual appearance of Tilehurst Lane would be little altered when viewed from east and west. In addition, the pedestrian accesses would lead into open and planted areas on Appeal A and would be near to garden areas on Appeal B, so that views of the housing would be limited.

It is true that the immediate area of the two vehicular accesses would change significantly as shown in Mr Smith's evidence. The loss of the hedgerow which contributes particularly to the character and appearance of the lane would cause some harm. However, this would be for a limited distance, and has been planned to coincide with an existing area of partial vegetation. While houses would be visible from both new accesses, planting within the appeal sites would ensure that in the longer term any effects would be reduced and would not be dissimilar to the existing residential development on the opposite side of the road to Appeal Site A. Moreover, the footway along the part of Tilehurst Lane opposite Appeal Site A is mainly set behind existing hedgerows on the south side of the road where pedestrian views of the site are limited'.

9.30 A detailed landscaping scheme has been submitted which indicates the retention of all of the existing vegetation along the Tilehurst Lane frontage, other than that required to be removed in order to create the access and accepted at appeal.

9.31 Native species planting is shown along the site's boundaries however more colourful species are shown within the site. These are not considered to be appropriate to the site's edge of settlement countryside location and the applicant has agreed to submit plans showing more appropriate planting. Details of these will be provided via the Supplementary Report. The verges are shown as being planted in accordance with the Council's Streetscene Supplementary Planning Document in order to prevent indiscriminate parking.

9.32 Details of boundary treatments are provided and show the use of brick walls in visually prominent locations within the streetscene.

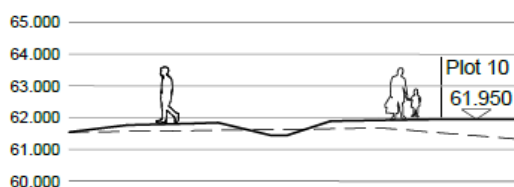
9.33 The submitted details retain trees and hedges which are important to the character and appearance of the landscape, and provide additional planting within the site including use of native species street trees. On this basis, the landscaping of the site is considered to be consistent with Policies EN1 and EN2 of the BFBLP.

vii. Biodiversity

- 9.34 The Biodiversity Officer assessed the scheme as originally submitted and indicated that amendments were required before the scheme could be considered to protect and enhance biodiversity. The required changes related to the need for native species planting, the inclusion of mammal access points within boundary fences and the provision of details of the locations of the proposed log piles which are intended to provide habitats for amphibians and reptiles.
- 9.35 Amended plans have been provided addressing these issues and it is now considered that the proposed scheme is consistent with Policies CS1 and CS7 of the CSDPD, the NPPF, Circular 06/05, the NERC Act 2006 and the Conservation of Habitats and Species Regulations 2017.

viii. Drainage

- 9.36 The issue of drainage was considered at outline application stage, with a drainage strategy being submitted demonstrating that a development of 40 units on the site could be appropriately drained. Conditions of the appeal decision require the submission of a detailed drainage scheme in accordance with the agreed drainage strategy, details of off-site works and connections and requiring a verification report relating to the design and construction of any SuDS feature. These have been submitted and are being considered under the terms of condition application 21/00089/COND. However the scale and location of the drainage features potentially impact upon the layout of the proposed development and are therefore relevant to the consideration of this application in that regard.
- 9.37 The Council's Drainage Consultant has confirmed that the layout is acceptable in terms of allowing space for flood risk and drainage infrastructure.
- 9.38 Whilst 3no. swales are proposed close to dwellings along the frontage of the site, cross sections have been provided indicating that these are relatively shallow and will not represent a risk to future occupiers.



Section A

Section showing depth of swale adjacent to Plot 10.

- 9.39 The main swale, set in the site's south-east corner is enclosed by a gabion wall and a 900mm high timber post and 3 rail fence. Existing vegetation would be retained beyond the swale along the site's eastern edge.

9.40 In light of these considerations it is concluded that the proposed layout facilitates the provision of the required SuDS features.

ix. Waste

9.41 The Council's Waste and Recycling Officer has confirmed:

'I have had a look at the plans and have no issues with the bin store for flats 37-40. This is large enough for the bins required. All other properties must present bins to the nearest adopted road or RCP on collection day and stored within the property boundary at all other times'.

x. Affordable Housing

9.42 The s106 Agreement signed in respect of the outline permission requires the submission of an Affordable Housing Scheme prior to the commencement of the development, and secures the provision of these affordable units however does not specify the size or mix of these units which needs to be agreed under the terms of this reserved matters application.

9.43 As originally submitted as part of this application, the mix of property sizes proposed for affordable housing was considered unsatisfactory as it included a high proportion of smaller properties, including flats, which did not reflect the market element which was made up of large three, four and five bedroom houses. As a result, the proposed affordable housing did not meet the Council's priority needs as set out in the most recent Housing Needs Assessment which identifies that the main need for shared ownership units is for smaller units (i.e. one and two bed homes) but that the most critical need for affordable rented housing is for larger units, with three and four bedroom properties in short very supply.

9.44 The application has since been revised to offer the following housing mix, and the Housing Enabling Officer has confirmed that this mix is now acceptable, as it delivers all of the larger units for affordable rent:

	Affordable Rent	Shared ownership
1 bed flats	1 Plot 40	2 (Plots 38 and 39)
1 bed flat M4(3)	1 (Plot 37)	
2 bed flats		1 (Plot 36)
2 bed houses	2 (Plot 34 & 35)	
3 bed houses	2 (Plots 19 and 20)	
4 bed houses	1 (Plot 21)	
Total	7	3

xi. Community Infrastructure Levy (CIL)

9.45 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.

9.46 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. It is considered that the development would be CIL liable.

10. CONCLUSIONS

- 10.1 This is a reserved matters application following the granting of outline planning permission on appeal. The application considers scale, layout, appearance and landscaping. The development proposed is exclusively two storey and provides a mix of detached, semi-detached and terraced units together with a small apartment block. This accords with the form of development shown on indicative plans considered at the appeal and the scale of development is considered to be acceptable as it respects local patterns of development consistent with Policy CS7 of the CSDPD.
- 10.2 The layout achieves an appropriate relationship with Tilehurst Lane, with dwellings being set back from the road frontage, behind the existing hedgerow, but facing it. A footway within the site, provides appropriate connectivity across the site and into the Heritage Park which is located to the north of the proposed housing.
- 10.3 The internal access road, allows views across the site, to significant trees along its northern edge, providing some connection to the countryside beyond. The use of shared surfaces to the east and west of the central access spine, facilitates a more informal access arrangement and maximises the opportunities for greening the streetscene.
- 10.4 The design of the dwellings is traditional, with a high level of detailing and is considered to be consistent with the local vernacular. Use of appropriate materials can be secured by condition and parking is provided to standard.
- 10.5 A detailed landscaping scheme has been submitted and further amendments to it have been agreed to increase the proportion of native species, non-ornamental planting. On this basis, it is considered acceptable by the Landscape and Biodiversity Officers. The proposed layout incorporates appropriate drainage features.
- 10.6 Revisions to the layout have been secured which are considered to reduce any impact of the proposed development on the setting of adjacent listed buildings and it is therefore considered that the proposed development complies with Development Plan Policies CS1 CS7, BFBLP 'Saved' Policy EN20 and M9, and the NPPF.

11. RECOMMENDATION

The application is recommended to be APPROVED subject to the following conditions:-

01. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority :
- Site Plan 212-105-P8
 - Site Plan – GF Plans 212-106 P6
 - 212-207 P1 Affordable Housing
 - Plot 1 Plans 212-P201

Plot 1 Elevations 212-P202
Plot 2 Plans 212-P203
Plot 2 Elevations 212-P204
Plot 3 Plans 212-P205A
Plot 3 Elevations 212-P206
Plot 4 Plans 212-P207
Plot 4 Elevations 212-P208
Plot 5 Plans 212-P209
Plot 5 Elevations 212-P210A
Plot 6 Plans 212-P211
Plot 6 Elevations 212-P212
Plot 7 Plans 212-P213
Plot 7 Elevations 212-P214
Plots 8 and 9 Plans 212-P215
Plots 8 and 9 Elevations 212-P216
Plots 10 and 11 Plans 212-P217
Plots 10 and 11 Elevations 212-P218
Plot 12 Plans 212-P219
Plot 12 Elevations 212-P20
Plot 13 Plans 212-P221
Plot 13 Elevations 212-P222
Plot 14 Plans 212-P223
Plot 14 Elevations 212-P224
Plot 15 Plans 212-P225
Plot 15 Elevations 212-P226
Plots 16 and 17 Plans 212-P227
Plots 16 and 17 Elevations 212-P228
Plot 18 Plans 212-P229
Plot 18 Elevations 212-P230
Plots 19, 20 and 21 Plans 212-P231
Plots 19, 20 and 21 Elevations 212-P232
Plots 22 and 23 Plans 212-P233
Plots 22 and 23 Elevations 212-P234
Plots 24 and 25 Plans 212-P235
Plots 24 and 25 Elevations 212-P236
Plot 26 Plans 212-P237
Plot 26 Elevations 212-P238
Plot 27 Plans 212-P239
Plot 27 Elevations 212-P240
Plot 28 Plans 212-P241
Plot 28 Elevations 212-P242
Plot 29 Plans 212-P243
Plot 29 Elevations 212-P244
Plot 30 Plans 212-P245
Plot 30 Elevations 212-P246A
Plots 31, 32 and 33 Plans 212-P247
Plots 31, 32 and 33 Elevations 212-P248A
Plots 34 – 40 Plans 212-P249
Plots 34 – 40 Elevations 212-P250
Plots 34 – 40 Elevations 212-P251
Garage Plot 1 212-P252
Garage Plot 2 212-P253
Garage Plot 3 212-P254
Garage Plot 4 212-P255
Garage Plots 5 and 6 212-P256

Garage Plot 13 212-P257
Garage Plot 14 212-P258
Garage Plot 26 212-P259
Garage Plot 27 212-P260
Garage Plot 28 212-P261
Garage Plot 29 212-P262
Garage Plot 30 212-P263
Plot/Swale Interface Cross Sections ES.20.057 P1
Hard Landscape Proposals and Boundary Treatments Sheet 1 of 2 GL1701 03B
Hard Landscape Proposals and Boundary Treatments Sheet 2 of 2 GL1701 04B
Soft Landscape Proposals Sheet 1 of 2 GL1701 01B
Soft Landscape Proposals Sheet 2 of 2 GL1701 02B
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

02. No development above slab level shall take place until samples of the materials to include bricks, tiles and surface materials, together with details of external porches and other features to be used in the construction of the external surfaces of the development hereby permitted 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.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]
03. No dwelling hereby permitted shall be occupied until the means of enclosure associated with that unit have been implemented in accordance with the approved details. The means of enclosure shall thereafter be retained and maintained.
REASON: In the interests of the amenities of future occupiers.
04. The garages hereby permitted shall contain a separately accessed storage room which shall be thereafter retained as such. The remainder of the garage accommodation, which shall have minimum dimensions of 6m (length) by 3.5m (width) by 2.4m (height), shall be retained for the use of the parking of motor vehicles at all times.
REASON: To ensure that the development is provided with adequate parking in the interests of highway safety.
05. No development shall commence until details of the access roads within the site have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied until that part of the access road which provides access to it has been constructed in accordance with the approved plans.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
06. No dwelling hereby permitted shall be occupied until associated vehicle parking and turning space has been provided in accordance with the approved site layout plan. 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 parking [and turning] in the interests of highway safety.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
07. No dwelling hereby permitted shall be occupied until 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: BFBLP M6, Core Strategy DPD CS23]

08. No dwelling shall be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent footway/carriageway. The dimensions shall be measured along the edge of the drive and the back of the footway/ edge of the carriageway from their point of intersection. 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 carriageway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
09. The development hereby permitted shall not be begun until
(a) details of the signing for the visitor parking spaces, and
(b) a schedule for their provision linked to the occupation of dwellings within the associated part of the site,
have been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be provided and signed in accordance with the approved details and the spaces and signage shall thereafter be retained.
REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users.
[Relevant Policies: SEP T4, BFBLP M9, Core Strategy DPD CS23]
10. The development hereby permitted shall not be begun 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.
[Relevant Policies: Core Strategy DPD CS23]
11. The car ports hereby approved shall be retained for the use of the parking of motor vehicles at all times and, notwithstanding the provisions of Part 1 Classes A and E of Schedule 2 of the Town and Country (General Permitted Development) (England) Order 2015 (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 in the interests of highway safety.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
12. No development shall take place until details of the locations and infrastructure which will be provided to enable at least 20% (1 in 5) of all residential and visitor parking spaces to be readily adaptable to provide electric vehicle charging points have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied until the electric vehicle enabling infrastructure has been provided in accordance with the approved details. The electric vehicle enabling infrastructure shall thereafter be retained.
REASON: To ensure that the development is provided with adequate access to electric vehicle charging infrastructure in the interests of sustainability.

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: 05, 09 10 and 12.

The following condition requires discharging prior to development above slab level: 02.

The following conditions require discharging prior to occupation: 03, 06, 07 and 08.

The remaining conditions are required to be complied with but do not require the submission of further details.

03. Notwithstanding the wording of Bracknell Forest Council's Parking Standards SPD, the Building Regulations part S "Infrastructure for the charging of electric vehicles" 2021 edition takes effect on 15 June 2022 for use in England. It does not apply to work subject to a building notice, full plans applications or initial notices submitted before that date, provided the work is started on site before 15 June 2023. The applicant should familiarise themselves with, and comply with, the requirements of this document with regard to provision of electric vehicle charging infrastructure.

This page is intentionally left blank

Unrestricted Report

ITEM NO: 10

Application No.
21/00566/FUL
Site Address:

Ward:
Harmans Water

Date Registered:
2 June 2021

Target Decision Date:
28 July 2021

3 Lyndhurst Close Bracknell Berkshire RG12 9QP

Proposal: **Proposed part single, part two storey rear and side extension, single storey front entrance porch and change of use of amenity land.**

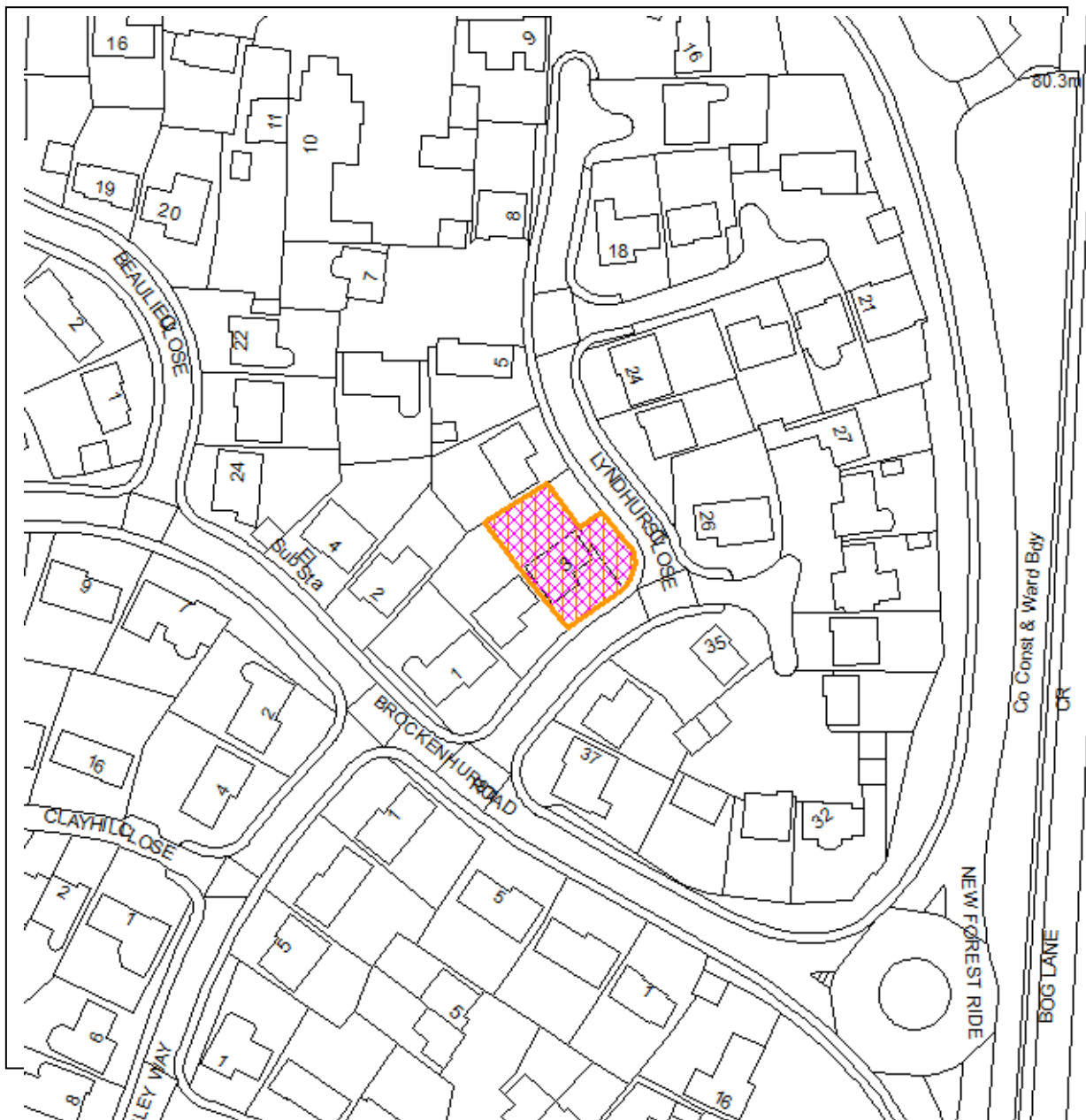
Applicant: Mr Michael Akrawi

Agent: Mr Graeme Skipper

Case Officer: Shelley Clark, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. SUMMARY

- 1.1 The proposal is for the erection of a part single, part two storey side extension, single storey front entrance porch and change of use of amenity land. The proposed development is within the settlement boundary. The proposal would not be liable for SPA contributions and CIL payments.

RECOMMENDATION
Planning permission be granted subject to the conditions 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 at the request of Councillor Dudley, Councillor Turrell and Councillor Mattick. They are concerned at the size and bulk of the extension and the loss of amenity land which is considered to be out-of-keeping in this area.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within settlement boundary

- 3.1 No. 3 Lyndhurst Close is a detached dwelling on a corner plot located within a residential area, which is itself within a defined settlement as set out in the Bracknell Forest Borough Policies Map (2013). It is an existing 4-bedroom property with integral garage. Neighbouring properties are nos. 2 Lyndhurst Close and 4 Lyndhurst Close (the latter being located to the rear of the site).

4. RELEVANT SITE HISTORY

- 4.1 The relevant planning history is set out below:

615411

Part two storey, part first floor side extension forming enlarged garage with bathroom over, bedroom with en-suite bathroom and dressing room over.

Approved 14.11.1989

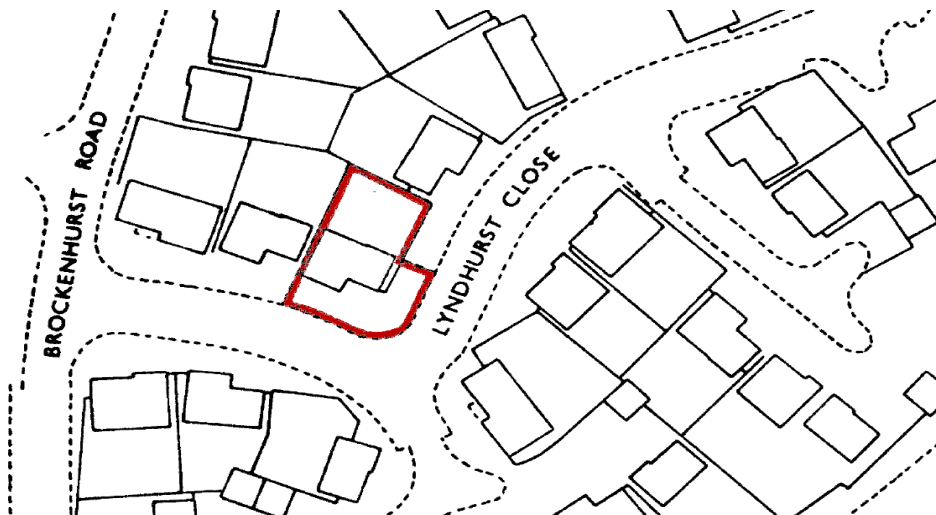
5. THE PROPOSAL

- 5.1 The proposal is for a two-storey side extension which will extend to the existing boundary fence. The existing fence along the side boundary will be moved 1.5 metres towards the road, which will mean that part of the area of landscaping/public amenity space will be included within the residential curtilage of the property. The applicant has stated that at present, the internal width of the existing garage is inadequate for two cars (being 5m) and that as such the proposal seeks to rectify this situation by creating a useable double garage with an internal width of 6m and an internal depth of 6m, which can only be achieved by increasing the overall width of the building beyond the existing flank wall. There will be a new side entrance into the property and the design will mean that there is a

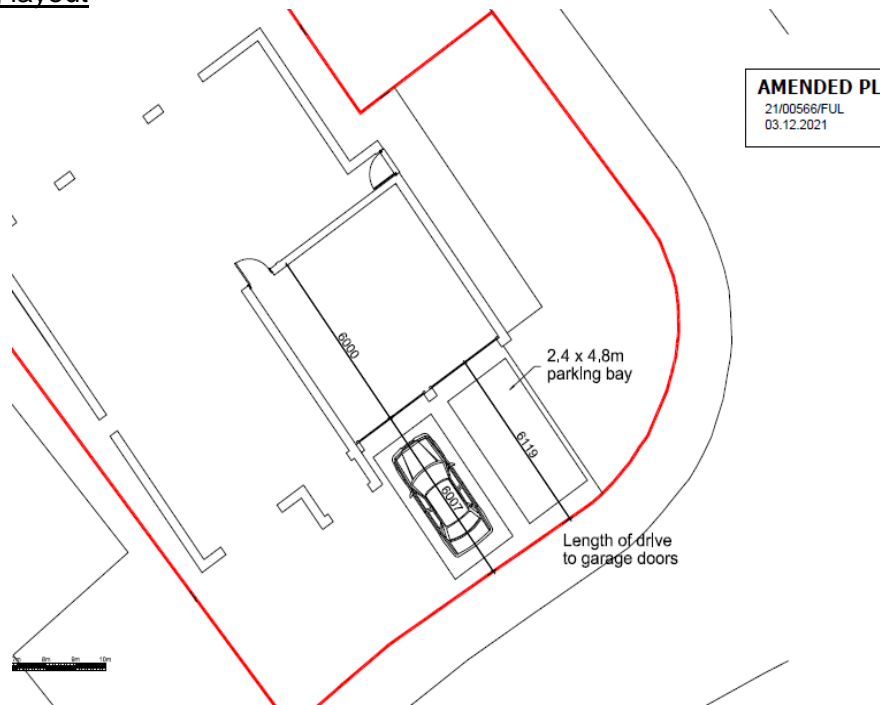
first-floor overhang. There will also be a single-storey rear extension, which will span the rear elevation, will have a depth of 4.3m and will be 3m high.

5.2 Since the submission of the application, an amended floor layout which shows the extent of the first-floor overhang and existing boundary line for clarification purposes has been received as well as a parking plan. The plan shows that the overhang will not encroach on the neighbouring property (no. 4 Lyndhurst Close). The applicant has also submitted a copy of his Title Plan showing the extent of land ownership.

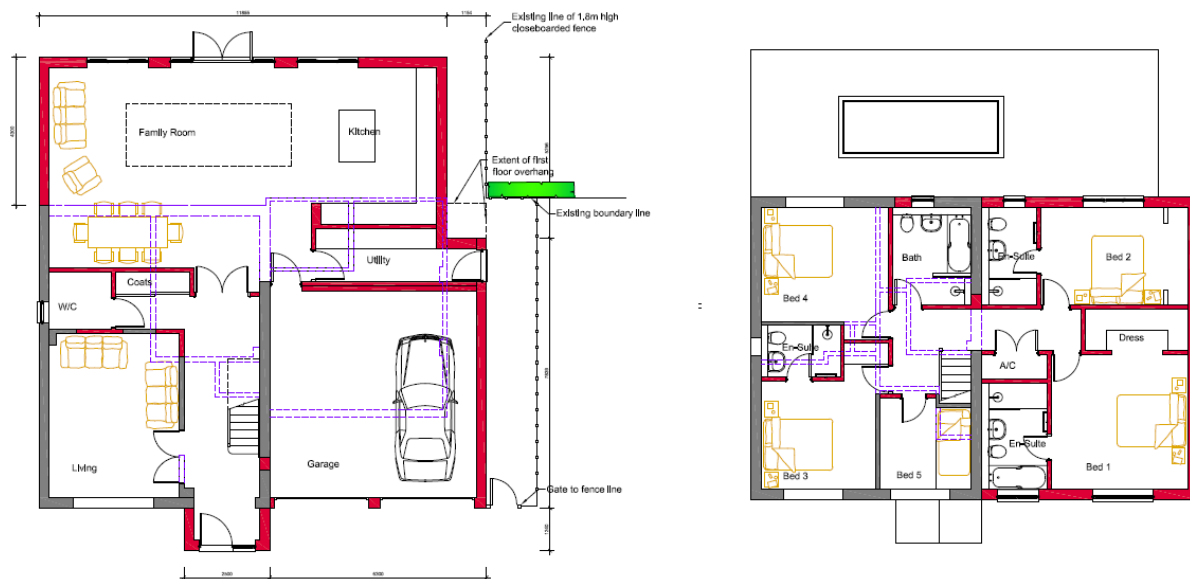
Title Plan



Parking layout



Amended Floor Layout showing extent of overhang and neighbouring boundary



6. REPRESENTATIONS RECEIVED

Winkfield Parish Council

6.1 Winkfield Parish Council requests that Officers carefully consider any impact on parking stress in the area, existing covenants on the land and the potential impact on neighbouring properties.

Other responses received

6.2 5 objections have been received from 5 different addresses. The issues raised can be summarised as follows:

- The extension will be out-of-keeping with adjacent properties due to its size – including garden size.
- Extending the property in line with the front of the house, to the side and upwards would reduce visibility around the corner.
- Reducing the driveway length would mean vehicles would be parked closer to the footpath, again reducing visibility
- The likely increase in occupancy may result in additional motor vehicles that cannot be accommodated in the garage or on the driveway.
- The proposal will restrict light to no. 2 Lyndhurst Close as well as have an adverse impact on their privacy.
- Concerns about how the relocation of the fence will affect the land ownership of neighbouring properties (no. 4 Lyndhurst Close)
- There are covenants that restrict the width of the curtilage being extended into adjacent land.
- Has the potential to negatively impact the capacity of the existing joint sewer running between no. 2 and no. 3 Lyndhurst Close

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority:

- 7.1 A parking plan has been provided demonstrating where sufficient parking will be provided. The garage will need to be conditioned to be retained for parking of one car and for cycle parking. The Highway Authority has 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	NPPF
General policies	CP1 of SALP,	Not fully consistent
	CS1, CS2 of CSDPD	Consistent
Residential amenity	Saved policy EN20 of BFBLP	Consistent
Design	CS7 of CSDPD, Saved policies EN20 and H12 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent
Transport	CS23 of CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Parking Standards SPD		
Design SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Any transport implications

i. Principle of development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). Policy CP1 of the Site Allocations Local Plan sets out that a positive approach should be taken to considering development proposals (which reflects the presumption in favour of sustainable development set out in the NPPF), and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

9.3 Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are

relevant and consistent with the objectives of the NPPF and can be afforded full weight. In particular, Policy CS2 permits development within defined settlements.

ii. Impact on character and appearance of the area

9.4 The application site is located in a residential area that is within a defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the amenity of the neighbouring occupiers and upon the character and appearance of the area or highway safety. The proposed scale of the building (as well as gable design) is not out of keeping in terms of scale and design with other properties in the street or surrounding streets.

No. 3 Lyndhurst with boundary fence and adjacent amenity land



View looking towards no. 3 and no 26 (on the opposite side of Lyndhurst Close)



No. 26 Lyndhurst Close



Junction of Lyndhurst Close with Brockenhurst Road



- 9.5 The existing fence along the side boundary will be moved 1.5 metres towards the road, which will mean that part of the area of landscaping/amenity land will be included within the residential garden of the property. The inclusion of this relatively small strip of land into residential curtilage is not considered to significantly impact the character and appearance of the area.
- 9.6 The proposed single-storey rear extension will be to the rear of the property and as only single-storey, will not readily be seen from the street. It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area or the host property, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policies EN20 and H12, and the NPPF.

iii. Impact on Residential Amenity

9.7 Due to its location, the proposed two-storey side extension will not have an adverse impact on neighbouring amenity in terms of loss of light or privacy or overbearing impact. The proposed single-storey rear extension will be approximately 3m high next to the boundary with no. 2 Lyndhurst Close, and again, due to its height, this extension is considered acceptable in terms of impact on the neighbouring amenity.

9.8 Concerns have been raised about encroaching onto neighbouring land. To avoid confusion about the proposed overhang of the first floor, the agent has shown the extent of overhang and how this will affect the neighbouring boundary. The extent of overhang will not encroach over the boundary with no. 4 Lyndhurst Close. Although land ownership/boundary disputes are not material planning considerations (although they may be considered under other legislation); the applicant has submitted a Land Registry Title Plan which appears to support the proposed floor layout. Existing covenants on the land and any impact on joint sewers are also not material planning considerations but may be considered under other legislation.

9.9 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

iv. Transport implications

9.10 There is no requirement for additional parking spaces. The proposal is to increase the size of the garage to allow it to be a functional double garage measuring 6m x 6m. A parking plan and an officer site visit has demonstrated that there is 6m between where the garage doors will be located and the footpath and as such the Highway Authority has not objected.

10. CONCLUSIONS

10.1 The proposed development is within the settlement boundary where the principle of development is acceptable.

10.2 The proposal is not considered to have an adverse impact on the streetscene or character and appearance of the area, neighbouring amenity in terms of loss of light, loss of privacy or overbearing impact or highway safety.

10.3 The application is therefore recommended for conditional approval as being in accordance with CSDPD Policy CS7 and CS23, BFBLP 'Saved' Policies EN20, H12 and M9, and the NPPF.

11. RECOMMENDATION

That the application be approved subject to the following conditions amended, added to or deleted as considered necessary:

1. 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.

2. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents received by the Local Planning Authority on 2 June 2021, 20 August 2021, 3 December 2021 and 31 March 2022:
21-16-04 received 2 June 2021
21-16-01 A received 20 August 2021
21-16-05 received 3 December 2021
21-16-03 A received 31 March 2022

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

3. The materials to be used on the external surfaces of the development hereby permitted shall match those on the application form received by the Local Planning Authority on 2 June 2021.

REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

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 following conditions do not require details to be submitted, but must be complied with:
 1. Time limit
 2. Approved plans
 3. Materials
03. The applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.
04. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.

This page is intentionally left blank

Unrestricted Report

ITEM NO: 11

Application No.
21/01165/FUL

Ward:
Ascot

Date Registered:
13 December 2021

Target Decision Date:
7 February 2022

Site Address:

37 North Road Ascot Berkshire SL5 8RP

Proposal:

Installation of loft conversion including dormer to rear elevation and 2 no. rooflights to front elevation, enlarged side facing window and part garage conversion.

Applicant:

Robert Campbell

Agent:

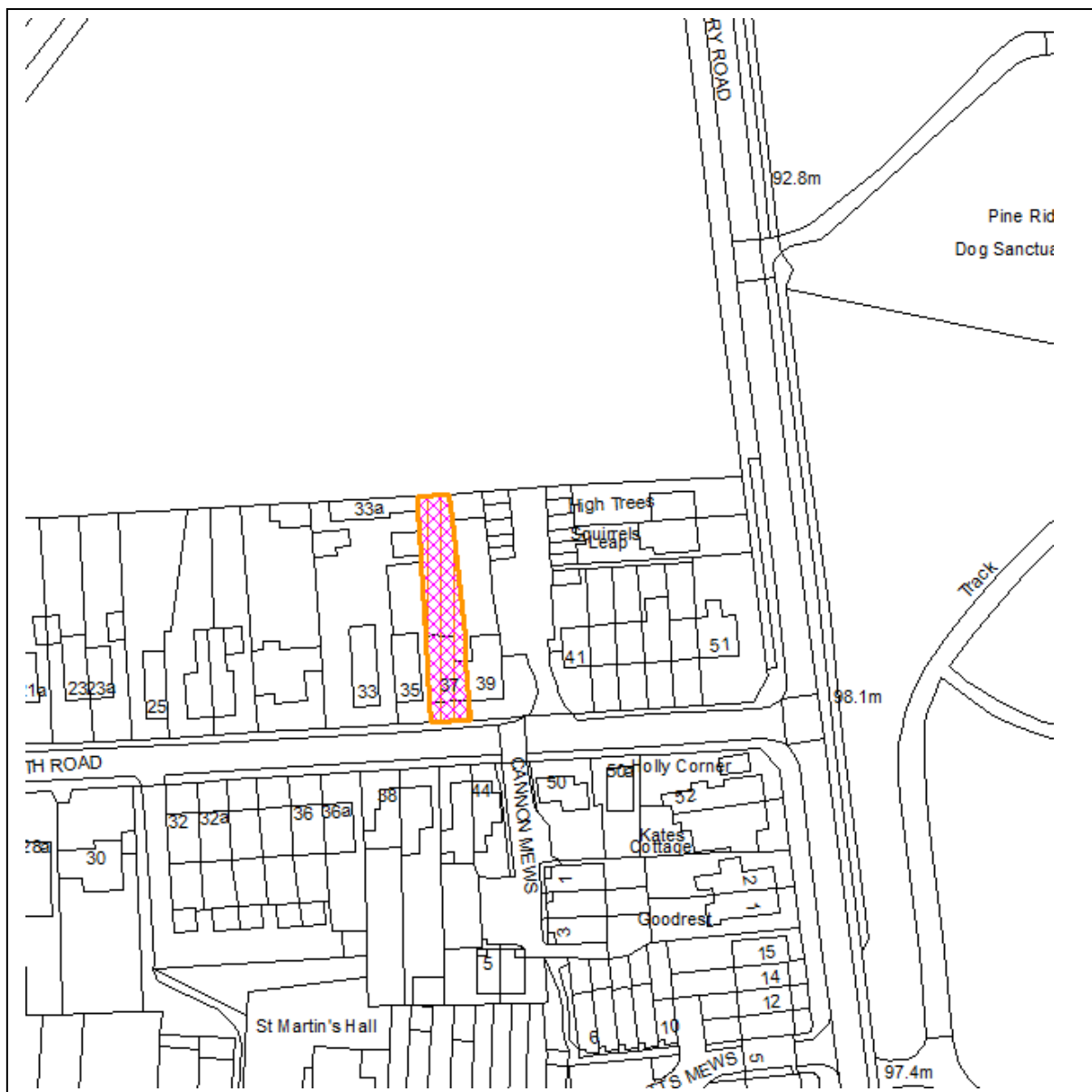
Mr Ben Westbrooke

Case Officer:

Shelley Clark, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. SUMMARY

- 1.1 The proposal is for the erection of a rear dormer to accommodate a loft conversion.
- 1.2 The proposed development is within the settlement boundary. The scheme has been amended during the course of the application and is now considered to be acceptable. The proposal would not be liable for SPA contributions and CIL payments.

RECOMMENDATION
Planning permission be granted subject to the conditions 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 following the receipt of more than 5 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Within settlement boundary
Within Chavey Down East Character Area

- 3.1 No. 37 North Road is located in a residential area that is within a defined settlement as set out in the Bracknell Forest Borough Policies Map (2013). The application site is in the Character Study Area of Chavey Down East as defined by the Character Area Assessments SPD. It is a 3-bedroom property with integral garage. Neighbouring properties are nos. 39 (the adjacent semi-detached property) and no. 35 North Road.

4. RELEVANT SITE HISTORY

- 4.1 The relevant planning history is set out below:

21/01177/PAH

Application for prior approval for the erection of single storey rear extension.

Approved 01.02.2022.

602090

Two storey side extension forming garage with WC and utility room at rear with bedroom and bathroom over.

Approved 10.11.1976

611525

Application for single storey rear extension forming conservatory.

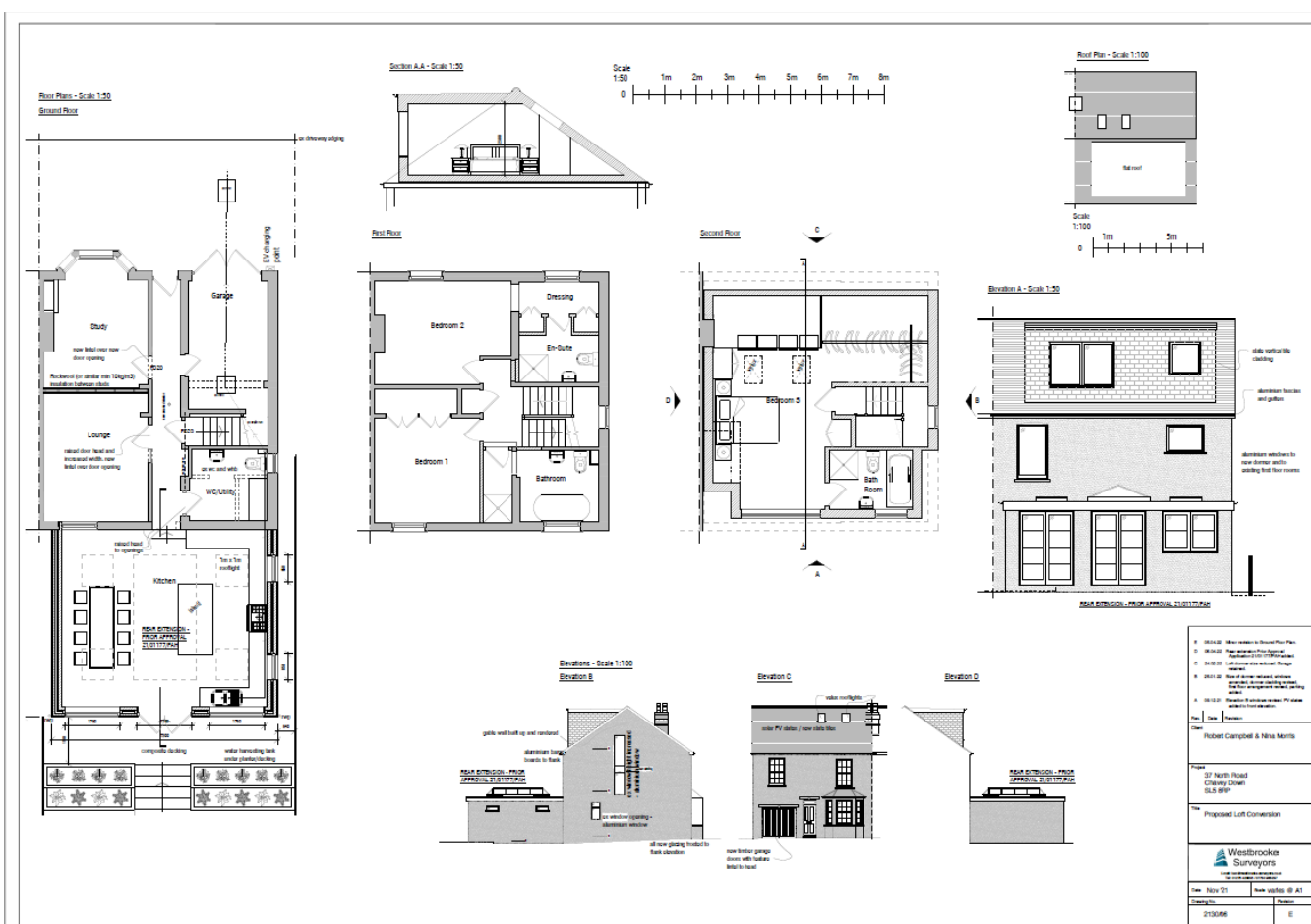
Approved 10.11.1986

5. THE PROPOSAL

5.1 The proposal is for the erection of a rear dormer to accommodate a loft conversion and there will also be a new enlarged window on the side elevation facing no. 35 North Road.

5.2 Since the submission of the application, amended plans have been received which reduce the size of the dormer, reduce the number of bedrooms (to 3), and retain the existing integral garage. Materials for the proposed dormer have also been changed from zinc cladding to slate vertical tile cladding. The proposed plans also show the rear extension which has received the Prior Approval of the Local Planning Authority, having been considered permitted development (21/01177/PAH).

Amended Plans



5.3 The rear dormer is 6m wide, 2.5m high and has a depth of 3.7m.

6.0 REPRESENTATIONS RECEIVED

Winkfield Parish Council

6.1 Winkfield Parish Council does not support the loss of the garage space as this is an area of high parking stress and the parking provision is contrary to BFC's parking standards. The rear dormer roof is an overdevelopment and it is noted that building work has already commenced and the submitted plans are not reflective of the additions already underway.

In response to this, the integral garage has now been retained and plans amended to reflect what is currently being built (the single-storey extension).

Other responses received

6.2 9 objections have been received from 6 different addresses. The issues raised can be summarised as follows:

- This application represents overdevelopment in an area within a landscape character assessment.
- The proposal will have a negative impact on the streetscene. The proposal is out of keeping with the Victorian terraces and semi-detached housing.
- The use of zinc cladding on the rear dormer is out-of-keeping with the area. There is no information about the main roof solar panels.
- The loss of parking from the garage conversion will increase the amount of on-street parking and result in a loss of visibility. Additional bedrooms present an unsafe proposal in an area where emergency vehicles already struggle to gain access.
- The proposal is overbearing to neighbours (nos. 35 and 39) and alters the roofline (hip to gable). The proposal will result in overshadowing and a loss of light to no. 35 North Road

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority:

- 7.1 Initial plans were for a 5-bedroom dwelling; however, the amended proposal does not increase the number of bedrooms from that already existing. The Highway Authority initially objected due to a 5-bedroom dwelling being unable to accommodate 3 car parking spaces, where the shortfall in parking would have had an adverse effect on highway and pedestrian safety.
- 7.2 Amended plans show that the existing garage will now be retained and that there will be no increase in the number of bedrooms. As such, there is no change to the existing situation, and no requirement for further parking spaces.

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	NPPF
General policies	CP1 of SALP,	Not fully consistent
	CS1, CS2 of CSDPD	Consistent
Residential amenity	Saved policy EN20 of BFBLP	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent
Transport	CS23 of CSDPD	Consistent

Supplementary Planning Documents (SPD)
Parking Standards SPD
Design SPD
Character Area Assessments SPD
Other publications
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Any transport implications

i. Principle of development

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). Policy CP1 of the Site Allocations Local Plan sets out that a positive approach should be taken to considering development proposals (which reflects the presumption in favour of sustainable development set out in the NPPF), and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

9.3 Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF and can be afforded full weight. In particular, Policy CS2 permits development within defined settlements.

9.4 The application site is located in a residential area that is within a defined settlement on the Bracknell Forest Borough Policies Map (2013). As a result, the proposed development is considered acceptable in principle, subject to no adverse impact on the amenity of the neighbouring occupiers and upon the character and appearance of the area or highway safety.

9.5 The application site is also located within the Landscape Character Study Area of Chavey Down East which states that the area is based on a historic street pattern with a tight grain of development with narrow plots that date back to Victorian times, and the area is a remnant of a Victorian settlement.

ii. Impact on character and appearance of the area

9.6 No. 37 North Road is a semi-detached property with a hipped roof which mirrors its neighbouring semi-detached property, no. 39 North Road in terms of design and roof form. It is proposed to change the shape of the roof from hip to gable. Although currently matching its adjoining semi-detached property, in terms of roof forms, there are a variety in North Road, including gables and it is not considered that the proposed gable end would be incongruous within the streetscene. The velux rooflights, which will be located on the front

roof slope, are considered to be modest, and could be done under permitted development rights.

9.7 The dormer will be to the rear of the property and will not be seen from within the street/will not impact the streetscene. Amended plans have been received that reduce the size of the dormer so that it does not extend across the full width of the roof and is set down from the main ridge height in accordance with the design guidance given at Paragraph 4.7.2 of the Design Guidance Supplementary Planning Guidance. Proposed materials have also been amended to be more in keeping with the host dwelling and character and appearance of the area and the shape of the proposed windows are not considered to be incongruous with the rear of the existing house.

9.8 It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area or the host property, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

iii. Impact on Residential Amenity

9.9 The proposal, as amended, is not considered to result in a loss of residential amenity to no. 39 North Road. The dormer has been reduced in size and does not extend up to the boundary with its neighbouring semi-detached property.

9.10 In terms of any loss of light to no. 35 North Road or overshadowing, there are no windows on the side flank of this property directly opposite the side elevation of no. 37 North Road, although there is a rooflight which aligns with the rear building line of no. 37 North Road. This is a secondary window to the room, with the main source of light being from the main dormer window at the rear of the property. Due to its positioning and the fact that it is a secondary window to the room, it is not considered that the proposal results in an adverse loss of light to no. 35 North Road. A Right to Light Assessment/Loss of Light Assessment has been submitted by the applicant which confirms that there will not be a significant loss of daylight or sunlight from the proposal.

9.11 The proposal also includes a larger window on the western side elevation of no. 37 North Road. Due to its positioning on the side elevation adjacent to no. 35 North Road (which does not have windows), the proposed window is not considered to result in a loss of privacy.

9.12 It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, in accordance with BFBLP 'Saved' Policy EN20 and the NPPF.

iv. Transport implications

9.13 Amended plans show that the existing garage will now be retained and that there will be no increase in the number of bedrooms. As such, there is no change to the existing situation, and no requirement for further parking spaces in accordance with the Parking Standards SPD.

10. CONCLUSIONS

10.1 The proposed development is within the settlement boundary where the principle of development is acceptable.

10.2 Amended plans have been received that show the design of the proposed rear dormer now complies with the Design Guidance Supplementary Planning Document. The proposal is not considered to be detrimental to neighbouring amenity in terms of loss of privacy or light or overbearing impact. The application is therefore recommended for conditional approval as being in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

11. RECOMMENDATION

That the application be approved subject to the following conditions amended, added to or deleted as considered necessary:

1. 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.
2. The development hereby permitted shall be carried out only in accordance with the following approved plans and documents received by the Local Planning Authority on 13 December 2021 and 5 April 2022:
2130/01 received 13 December 2021
2130/06 (Revision E) received 5 April 2022
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
3. The materials to be used on the external surfaces of the development hereby permitted shall match those on the approved plans received by the Local Planning Authority on 5 April 2022.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification) no additional windows, similar openings or enlargement thereof shall be constructed on either side elevation of the rear dormer window hereby approved, except for any which may be shown on the approved drawing(s) unless they are glazed with a minimum of Pilkington Level 3 obscure glass (or equivalent) and fixed shut or the parts of the window, opening or enlargement which are clear glazed and/or openable are more than 1.7 metres above the floor of the room in which it is installed.
REASON: To prevent the overlooking of neighbouring properties.
[Relevant Policies: BFBLP EN20]

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 following conditions do not require details to be submitted, but must be complied with:

1. Time limit
2. Approved plans
3. Materials as approved
4. No further windows on side elevations of approved rear dormer

03. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.

04. The applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.

This page is intentionally left blank

INFORMATION ITEM FOR COUNCILLORS, MAY 2022

PLANNING PERFORMANCE REPORT – QUARTER FOUR, 2021-22

Director of Place, Planning and Regeneration

1. PURPOSE OF REPORT

1.1 The purpose of this report is to update members on planning performance. It is an information item setting out a range of planning performance data for the final quarter of 2021/22, it includes figures for the previous quarter for comparison and figures for the full year.

2. IMPACT OF THE CORONAVIRUS

2.1 The level of service maintained during lockdown is indicated in the table below which shows the numbers of applications determined during 2020/21 along with the figures for 2019/20.

Year	Whole of 2020/21	Whole of 2021/22	Change
Application Type	Planning Applications Determined		
Majors	28	33	+5
Minors	125	163	+38
Others	540	535	-5
Total	693	731	+38

2.3 The table shows that during 2021/22, some 38 more applications were determined than for the whole of 2020/21. This represents an increase of 5.5% from the previous year.

3. PLANNING APPLICATIONS

3.1 Table 1 below shows the planning performance figures for the previous two quarters. The target for 2021/22 was unchanged from the previous year and is to deal with 90% of Minors and Others and 85% of Majors within the relevant statutory 8 or 13-week period, or within an agreed extension of time.

Table 1 Planning Applications Determined

	% determined including with extension of time	Target	No. determined with extension of time	Total no. determined
Q4 2021/22				
Majors	88%	85%	7	8
Minors	85%	90%	31	38

Others	87%	90%	98	126
Total			134	172
Q3 2021/22				
Majors	84%	85%	8	12
Minors	86%	90%	28	36
Others	82%	90%	89	121
Total			125	169
Full Year 2021/22				
Majors	81%	85%	23	33
Minors	83%	90%	122	163
Others	86%	90%	361	535
Total			506	731

3.2 Table 2 below shows how many applications were on hand at the beginning and end of each of the last two quarters.

Table 2 Applications on Hand

Quarter	On hand at beginning of period	On hand at end of period	Change
Q4 2021/22	423	440	+17
Q3 2021/22	440	423	-17

3.3 The data show that performance on major applications has improved in the final quarter and at 88% is now above the 85% target. For the year as a whole 81% of major applications were determined within the 13-week statutory period or within an agreed extension of time which is 4% below the 85% target. This is based on a small number of cases where applicants have been unwilling to agree extensions of time. It should be noted that because of the relatively low number of major applications that are determined, the margin by which the performance fell below target only amounts to two applications over the year. Performance on minor applications at 83% for the year and 86% for the quarter has not met the 90% target. Similarly, the performance on other applications at 86% for the year and 87% for the quarter has also not met the 90% target. The figures for minors and others reflect the continuing high caseloads and resourcing issues being faced by the planning division, and in local authority planning departments generally.

3.4 The number of cases on hand has increased slightly over the last quarter. This reflects continuing significant numbers of applications being submitted and resource issues within development management following some vacancies arising. Three vacancies have now been filled and an additional temporary resource has been secured. However, across planning there remain vacancies at senior officer and

planning assistant level as well as within the technical support team despite recent recruitment exercises.

4. PLANNING ENFORCEMENT

4.1 Table 3 shows the number of enforcement cases opened, closed and on hand in the latest quarter along with the same figures for the previous quarter.

Table 3 Enforcement Caseload

Quarter	Opened in Period	Closed in Period	On hand at end of period
Q4 2021/22	73	50	119
Q3 2021/22	52	48	97
Full Year 21/22	241	233	119

4.2 The table above shows that significantly more cases were opened than closed during the quarter. This reflects a significant uplift in the number of complaints being received and requiring investigation in line with the Local Enforcement Plan. The target for 2021/22 was to keep the number of cases on hand below 100 and this quarter's figures show that since the previous quarter this is not currently being achieved. This reflects the uplift in complaints referred to and the ongoing nature of the existing cases. It is also notable that 21 more cases were opened in Quarter 4 than in the previous quarter showing that the workload is increasing despite 50 cases having been closed in the quarter.

4.3 Table 4 shows the numbers of current enforcement cases that are over 6, 12 and 18 months old.

Table 4 Older Enforcement Cases

	Q4 2021/22	Q3 2021/22	Change	Change %
Current cases over 6 months old	63	57	+6	+10.5%
Current cases over 12 months old	35	26	+9	+34.6%
Current cases over 18 months old	23	20	+3	+13%

4.4 Table 4 above shows that, over the previous quarter there has been an increase generally in the numbers of older cases across all categories but particularly within those over 12 months old. This partly reflects recent high workloads in the section referred and the need for officer time to be spent on planning enforcement appeal work. It also partly reflects that a number of older cases are the subject of live planning applications and are not closed until the outcome of the application process is known. The team continues to deal with enquiries which have not resulted in the creation of an enforcement case but have needed to be investigated and responded to appropriately.

4.5 The cases are regularly monitored and action is prioritised in accordance with the Local Enforcement Plan. Despite the increase in workload there have been some successes during the quarter such as that shown in the following photographs.

CASE STUDY

4.6 These photos show an enforcement cases successfully resolved during the quarter.

Before – waste vehicles company in Green Belt



After – company removed without the need for service of an Enforcement Notice



5. PLANNING APPEALS

- 5.1 The table below summarises the numbers of appeals determined during the quarter, the numbers allowed and dismissed and the percentage dismissed with the same figures for the previous quarter and for the full year for comparison.

Table 5 Planning Appeal Decisions

	Decisions	Allowed	Dismissed	% Dismissed	Target
Q4 2021/22	5	0	5	100%	66%
Q3 2021/22	7	2	5	72%	66%
Full Yr. 2021/22	28	7	21	75%	66%

- 5.2 Planning appeals performance for the final quarter has comfortably exceeded the target of 66% with all of the five appeals decisions being dismissals.
- 5.3 The dismissed appeals during the quarter included that for land adjacent to Newell Hall, Warfield Street (19/00632/OUT). The appealed application was for a 45 bedroom care home on land outside of the defined settlement. In dismissing the appeal the Inspector found that the proposal would harm the character and appearance of the area and cause some harm to the setting of a Grade II listed building and ecological harm caused by the loss of trees and other vegetation. The inspector recognised the social and economic benefits of the scheme but concluded that on balance these did not outweigh the identified harm. The Inspector used a 'normal' rather than 'tilted' balance because of their findings on the heritage balance, regardless of the Council's 5-year housing land supply or the status of the most important policies.
- 5.4 Another decision received this quarter was for Goaters Hill Cottage, 21, Asher Drive, Ascot (21/00464/FUL). The application had been for the replacement of an existing dwelling in the Green Belt which would have increased the building's floorspace by 40% and its volume by 39%. The Inspector agreed with the Council that this would result in a building materially larger than that which it replaced and supported the approach being taken in the draft Local Plan (while not giving the draft Plan itself significant weight as it has not yet been through examination). The Inspector also refused the appellant's claim for an award of costs against the Council, finding that its behaviour in this case had not been unreasonable as had been claimed.

6. COMMUNITY INFRASTRUCTURE LEVY (CIL) AND S106 PAYMENTS

- 6.1 Table 6 below shows the total value of the CIL liability notices issued (normally issued with, or just after, a planning permission). It also shows the value of CIL demand notices issued (normally issued just prior to commencement of a development). The final column shows the amount of CIL actually received by the Council. The CIL received is the gross amount before the Parish and Town Council proportions and the administrative allowance are deducted.

Table 6 Community Infrastructure Levy

	CIL Liabilities Issued	CIL Demand Notices Issued	CIL Received

	No.	Net Amount	No.	Net Amount	Gross Amount
Q4 2021/22	18	£8,053,392	7	£2,707,552	£790,055
Q3 2021/22	7	£2,208,474	10	£1,127,427	£2,466,920
Full Yr. 2021/22	37	£11,929,767	30	£5,360,896	£4,720,347

6.2 Table 6 shows that while CIL receipts were lower for the fourth quarter than the third, for the year as a whole the budget forecast has been comfortably exceeded. The high levels of CIL liability and demand notices issued in the final quarter (£8.05m and £2.7m respectively) indicate a healthy continuing pipeline of CIL going into the new financial year.

Table 7 Amounts Secured and Received via S106 Agreements

S106 2020/21	Amount secured in s106 Agreements	Amount received from s106 Agreements
Q4 2021/22	£5,886,075	£995,857
Q3 2021/22	£3,829,124	£729,058
Total 2021/22	£12,105,137	£5,936,457

6.3 Table 7 shows that the amounts of S106 funding secured in new agreements increased by over £2m from the previous quarter and the amount received via S106 agreements increased by over £260,000. Of more relevance is that the Council received over £5.9m from S106 agreements over the year and that there is also a healthy future pipeline with over £12m secured in completed agreements. Though this figure does include a small number of agreements linked to planning appeals which may be dismissed in which case the relevant amounts would not be paid.

7. RECOMMENDATION

7.1 **It is recommended that Members note the information contained in this report.**

Contact for further information
 Max Baker, Assistant Director: Planning
 Tel: 01344 351902
max.baker@bracknell-forest.gov.uk