

Unrestricted Report

ITEM NO: 05

Application No.
21/00250/OUT

Site Address:

Ward:
Wildridings And Central

Date Registered:
5 March 2021

Target Decision Date:
4 June 2021

Proposal:

Bracknell Town Football Club Larges Lane Bracknell Berkshire RG12 9AN

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

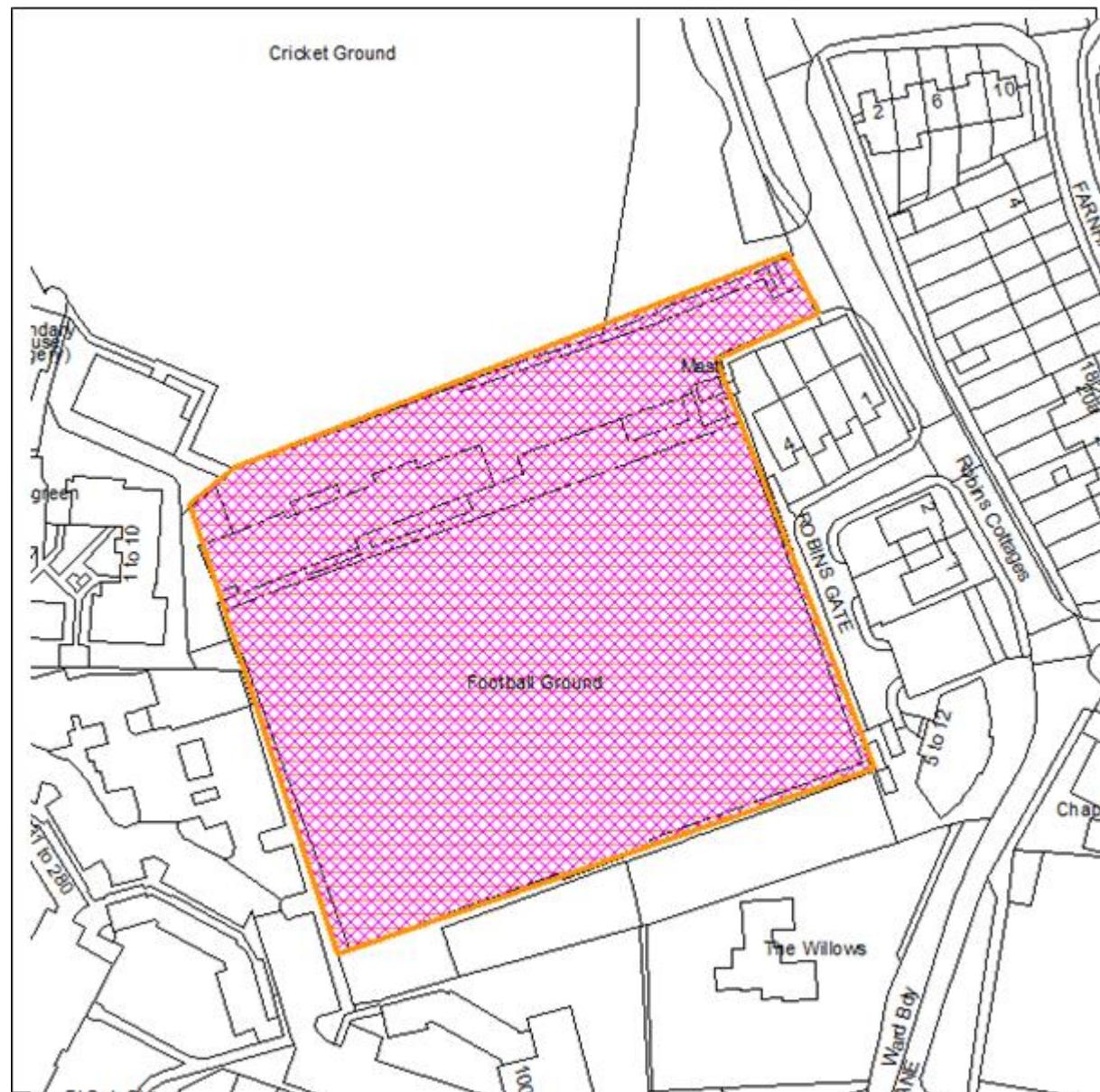
Applicant:
Bracknell Town Football Club

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 southwest; 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 begin 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 tarmacadam 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 stadia 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.

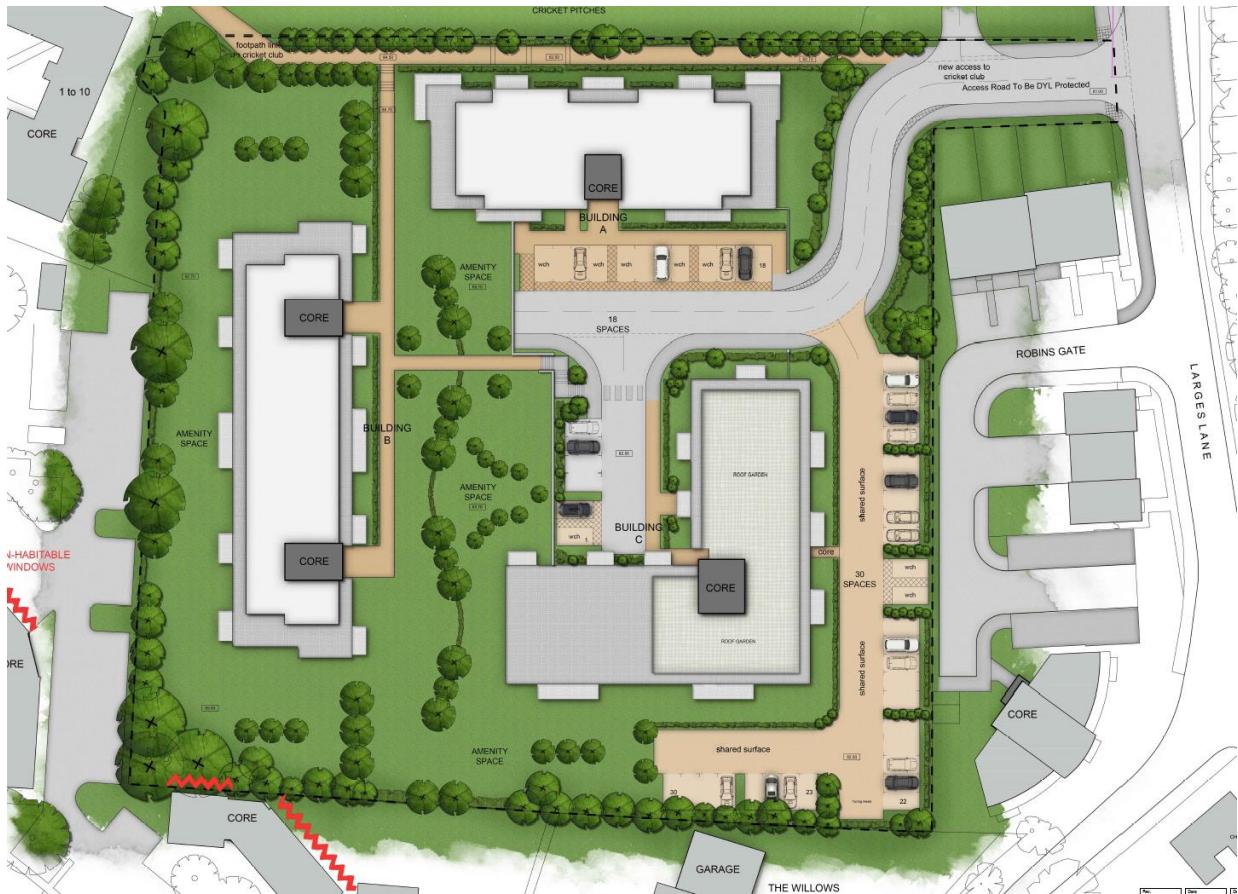
ii. Impact on character and appearance of the area

- 9.18 Core Strategy Policy CS7 and BFBBLP '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 Gipsy Lane by around 5-6m. This would not have a significant impact on the visibility of the junction.
- 9.44 In respect of pedestrian access, the Highway Officer has stated that as well as the internal road and turning head, the proposed footway in front of block A that runs to the Cricket Club would be sought for adoption for public access and any future development opportunities. 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	0.98	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	0.93	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	0.98	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 BFBP 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 SAMM (including SAMM 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 with 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 BFBPLP, 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: BFBBLP 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: BFBBLP 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: BFBPLP 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: BFBP 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: BFBP 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).