

Unrestricted Report

ITEM NO: 05

Application No.
21/00986/FUL
Site Address:

Ward:
Great Hollands South

Date Registered:
4 October 2021

Target Decision Date:
3 January 2022

Beaufort Park South Road Wokingham Berkshire RG40 3GD

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

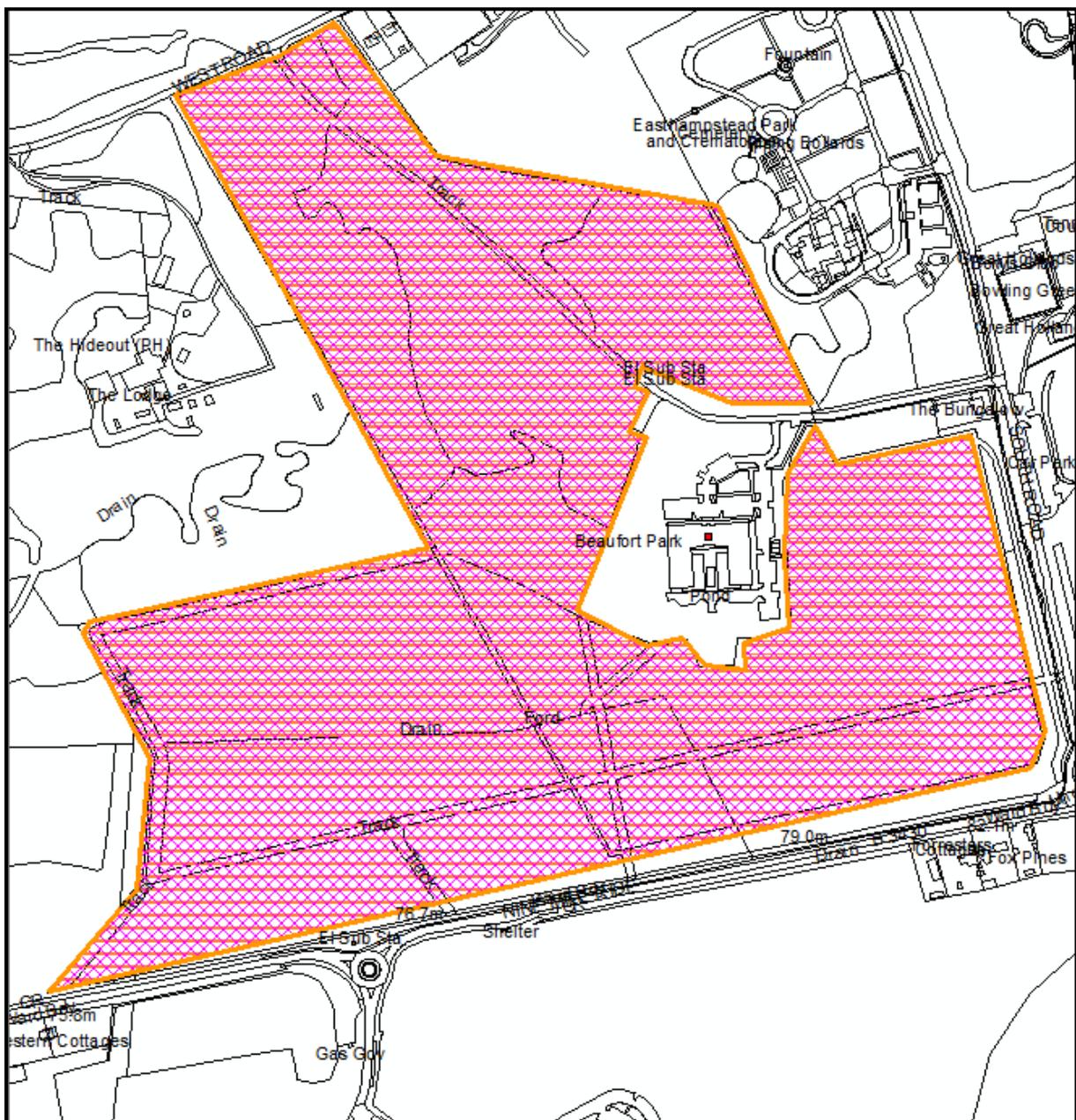
Applicant: Southern Home Ownership

Agent: Ms Sophie Heritage

Case Officer: Margaret McEvit, 01344 352000

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



OFFICER REPORT

1. SUMMARY

1.1 The site is identified as a potential housing allocation within the emerging Local Plan with an indicative capacity of 226 units and a requirement for the provision of an on-site Suitable Alternative Natural Greenspace (SANG). The Pre-Submission Local Plan which included the proposed allocation was approved for formal submission to the Secretary of State by Council at an extraordinary meeting on 16 March 2021. This application proposes a form of development, broadly consistent with the proposed allocation, providing a total of 226 dwellings, 50% of which would be affordable.

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

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

1.4 The scheme provides a level of parking that does not meet the Council's full standard. However, these standards do allow a relaxation for affordable housing schemes in some circumstances and insistence of additional parking in this instance may lead to a reduction in the quantum of affordable housing proposed or a loss of landscaping to the detriment of the visual quality of the scheme.

1.5 To date, it has not been demonstrated through the submission of appropriate hydraulic modelling that the development will not increase flood risk and this matter requires resolution prior to any permission being granted.

1.6 The provision of a scheme which offers 50% affordable housing, with a large number of these units being family homes for rent which would meet the Council's priority needs is considered to be a significant benefit. On balance, and subject to the satisfactory provision of the required drainage information, it is not considered that any adverse impacts of the scheme would significantly or demonstrably outweigh its benefits, and approval is recommended.

RECOMMENDATION
Planning permission be granted subject to the provision of satisfactory information to demonstrate that the proposed development will not lead to increased flood risk and the conditions and s106 Agreement as set out in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

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

3 PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
The site lies outside the settlement boundary
Sited within the 5km – 7km buffer zone of the Thames Basin Heaths SPA

- 3.1 The site measures approximately 32ha and contains approximately 19.23ha of forestry plantation of which 14.38ha is coniferous plantation woodland (dominated by Scots pine) and approximately 4.85ha is mixed plantation woodland (dominated by Scots pine and red oak). The site also includes areas of semi-natural broadleaved woodland, acid grassland and an area of lowland heathland all of which are considered to be s41 Priority Habitats under the Natural Environment and Rural Communities Act. These are in varying states of condition and support a wealth of biodiversity of up to national level importance. The site falls within an area identified as 'Beaufort Park proposed Local Wildlife Site' (pLWS), as identified within the Bracknell Biodiversity Action Plan 2018 to 2023. It lies outside of any settlement area.
- 3.2 The southern boundary of the site adjoins Nine Mile Ride with the former Transport Research Laboratory beyond. The southern part of the site is established coniferous and broadleaved woodland including woodland plantation which provides a woodland setting to Nine Mile Ride. East of the site is South Road and Great Hollands Recreation Ground. Land north of the site is woodland together with heathland and grassland areas, Downshire Golf Club and the cemetery and crematorium. An unoccupied office building with planning permission for residential development is located adjacent to the site mid-way along the northern boundary. West of the site is an area of woodland with a mobile home site beyond.
- 3.3 The site is identified as a potential housing allocation within the emerging Local Plan. The proposed developable area identified for this allocation is approximately 7ha. The proposed development extends beyond this developable area in the following regard: along the western boundary of the site, parts of 18 rear gardens to properties are proposed outside the developable area, and on the eastern boundary an access road and turning heads are sited beyond the identified developable area. An oil pipeline runs from west to east across the front boundary of the developable part of the site.

4. RELEVANT SITE HISTORY

- 4.1 No relevant site history.

5. THE PROPOSAL

- 5.1 This is a full application for the erection of 226 homes including an on-site SANG measuring approximately 5.5ha and areas of open space to include a pocket park, landscaped buffer to Nine Mile Ride including a play area, together with communal garden areas to serve the apartments. Vehicular access will be provided from Nine Mile Ride and South Road together with pedestrian and cycle routes through the site and open space.
- 5.2 Housing is shown to be a mix of detached, semi detached and terraced houses and 24 no. 2 bed apartments within 6no. two storey apartment buildings. The bedroom mix of the proposed units is 79no. 2 bedroom, 94no. 3 bedroom and 53no. 4 bedroom dwellings. Properties will be two and three storeys in height.
- 5.3 50% of the proposed dwellings will be provided as affordable housing.

- 5.4 The application proposes 11ha of new residential development together with new infrastructure and landscaping.

6. REPRESENTATIONS RECEIVED

Representations

- 6.1 One letter of support has been received raising the following issues:
– New housing is needed and Easthampstead Park School is currently under subscribed.

- 6.2 Letters of objection have been received from the following groups.

Bracknell Forest Society

- The site is in an unsustainable location due to its countryside location between settlements with no close access to local facilities.
- The density of development will harm the open strategic gap between Bracknell and Wokingham.
- The likely traffic from the development is excessive for South Road and will harm the flow of traffic in Nine Mile Ride.
- The proposal will have a harmful effect on biodiversity and wildlife. The proposal will not result in a 10% Biodiversity Net Gain.

Crowthorne Village Action Group

- The site is within a strategic gap which is important to prevent coalescence of Bracknell and surrounding settlements.
- The site is on land outside a settlement where land will be protected for its own sake
- The site is set in isolated woodland and is not sustainable
- Both proposed vehicular access points are considered to be problematic.
- The site lies close to the Thames Basin Heaths SPA and the nature of the site, including woodland, acid grassland, acid heath and coniferous parkland has the potential for ground nesting birds to be present.
- Loss of trees will result in reduction in carbon sequestration, contrary to commitments made by the UK government at COP26.
- The site is a proposed allocation in the emerging Local Plan but this has yet to be reviewed by an external inspector.

CPRE

- Policies CS9, EN8 and H5 protect the countryside and in recent appeals the policies have been agreed to be a sound basis for assessing harm to the countryside and to be consistent with the NPPF
- RSPB drew attention in representations on the emerging Local Plan to the site's proximity to the TBH SPA and the need for a high quality on-site SANG should this site be developed. The site is significant in providing important habitats and connectivity between habitats in other locations. The optimum solution would be for the whole site to be a SANG to support other development in the catchment area.
- BFC is exceeding its need for new homes given the number of homes delivered against target in the period 2018-2021. If the tilted balance is used then land supply should have little weight.
- Policies within the emerging local plan should be given little weight pending examination.

6.3 An additional 108 letters of objection have been received raising the following material considerations:

- Proposal is contrary to national and local planning policies in particular policies EN1, EN8, H5 and CS9.
- The site is a key habitat and wildlife corridor.
- Proposal involves the destruction of large areas of woodland.
- Development would eliminate the gap between Bracknell and Crowthorne.
- The development would necessitate the use of cars by residents due to the distances to local amenities.
- Local infrastructure is under significant pressure and the area cannot accommodate more housing.
- Impact of the development on the crematorium.
- Impact of housing on the countryside
- Local roads cannot accommodate traffic from additional housing.
- Houses do not include eco features such as solar roofs, water harvesting/grey water systems and heat pump technology
- A new SANG does not compensate for the lack of open space within the development.
- The proposal does not take into account the Council's Climate Change strategy.
- Fails to assess protected species
- Tree characterisation in submitted Arboricultural assessment is inaccurate
- Proposal does not include highway improvements at Pinewood roundabout as set out in the Local Plan
- Loss of trees will result in increased pollution with health implications for residents.
- The site is not sustainable as it is set in isolated woodland
- Proposal does not result in a Biodiversity Net Gain of 10% as proposed in the Environment Bill
- Vacant properties in the area should be occupied before new housing is permitted
- Proposal will result in noise pollution during construction and when occupied.
- The area suffers from drainage problems and the proposed development would increase problems
- Overdevelopment of the site
- Additional housing is not needed in the area
- The site is on the route alignment for the M31 planned motorway which would bypass Bracknell to allow for the M25 to be bypassed

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 Concerns over the access to the site from the TRL roundabout and the design and scale of the car park to serve the SANG. These could be addressed through revisions which could be secured through conditions or highway agreements.

7.2 Parking to serve the development does not meet car parking standards. Changes may be possible to alter the layout which could increase parking for the apartments but any such changes would need to consider all other planning matters in that regard. In respect of the integral garages, changes to the garages are possible but minor alterations to the layout would be required in that regard to ensure they met the required standard. It should be noted that the amount and distribution of the visitor

parking for the site would require more substantial changes to the layout to ensure that sufficient provision was created.

Housing Enabling Officer

7.3 Delivery of this scheme is a priority due to the significant number of larger social and affordable rented homes proposed.

Biodiversity Officer

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

Landscape Officer

7.5 Soft landscaping links throughout the site generally acceptable. Proposed planting generally acceptable but details of species to be submitted through a landscaping condition. Development into the buffer along the eastern boundary will reduce screening but screening can be improved in a satisfactory landscaping scheme secured through condition.

Drainage Officer

7.6 Requests further hydraulic modelling to demonstrate that proposed ditch diversion will not increase flood risk on or off site.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF	Weight to be attributed, with reference to para. 213 of NPPF
Sustainable development principles	SALP Policy CP1	Para. 11(d) refers to 'policies which <u>are most important for</u> determining the application are out-of-date'. CP1 wording differs to this. Furthermore, the PPG states that there is no need for a policy to directly replicate para. 11.	Limited (policy not used in planning application decision-making)
	CSDPD Policy CS1	Consistent (Paras. 7, 8, 11, 12, & 117 - 119)	Full

Land Outside Settlement	Policies H5, EN8 of the BFBLP, CS9 of CSDPD	Land Outside Settlement	Not fully consistent.
Design & Character	CSDPD Policy CS7 BFBLP 'Saved' Policy EN20	Consistent (Chapter 12) “	Full Full
Trees & Landscape	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 127 & 170) “	Full Full
Residential Amenity	'Saved' Policies EN20 & EN25 of BFBLP	Consistent (paras. 127, 170 & 180)	Full
Transport	CSDPD Policies C23 BFBLP 'Saved' Policies M8 & M9	Consistent (Chapter 9) “	Full Full
Drainage	CS1 of CSDPD	Consistent (paras. 163 & 165)	Full
Biodiversity	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 170 & 175) “	Full Full
Noise and Pollution (including Land Contamination)	CSDPD Policy CS1 BFBLP 'Saved' Policy EN25	Consistent (paras. 118, 170, 178 & 180) “	Full Full
Sustainability of build (Renewable Energy and Water Use)	CSDPD Policies CS10 & 12	Consistent (para. 149)	Full

Supplementary Planning Documents (SPD):	
Parking Standards SPD (2016)	
Other publications:	
National Planning Policy Framework (NPPF) (2021) National Planning Policy Guidance (NPPG) (2021)	

8.2 The emerging Bracknell Forest Local Plan is currently at Examination with the first set of hearings having been completed and the second set being scheduled for October of this year. Weight is required to be given to its policies in accordance with para. 48 of the NPPF dependent upon the number of unresolved objections to relevant policies and their degree of consistency with the Framework. Relevant policies are:

- Policy LP 1 (Sustainable development principles)
- Policy LP 2 (Sustainable locational principles)
- Policy LP 5 (Land at Beaufort Park, Nine Mile Ride, Bracknell)
- Policy LP9 (Affordable Housing)
- Policy LP15 (Design Principles)
- Policy LP17 (Thames Basin Heaths Special Protection Area)
- Policy LP 19 (Identification of strategic gaps and wedges)
- Policy LP35 (Development in the Countryside)
- Policy LP 38 (Separation of settlements)
- Policy LP46 (Biodiversity)
- Policy LP48 (Protection and enhancement of trees and hedgerows)
- Policy LP57 (Parking)

8.3 Bracknell Town Neighbourhood Plan (2022)

The following policies are relevant to this application:

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

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of Development
- ii Design
- iii Trees
- iv Highways
- v Impact on Biodiversity
- vi Landscaping
- vii Affordable Housing

- viii Thames Basin Heaths Special Protection Area (SPA)
- ix Drainage
- x CIL and Securing Necessary Infrastructure

i Principle of Development

9.2 The site comprises land beyond any settlement boundary. Planning decisions should be in accordance with the policies of the statutory development plan, unless material considerations indicate otherwise, per s38(6) of the Planning and Compulsory Purchase Act 2004 and s70(2) of the Town and Country Planning Act 1990 and paras. 2 and 12 of the revised NPPF. Para. 219 of the NPPF confirms that existing policies should not be considered out-of-date simply because they were adopted prior to the publication of the Framework. Weight should be afforded them according to their degree of consistency with the Framework. The NPPF does not change the statutory status of the development plan as the starting point for decision taking, unless material considerations indicate otherwise (paras 2 and 12). The NPPF confirms that plans and decisions should apply a presumption in favour of sustainable development. For decision taking (para.11) this means: -

- Approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

9.3 Footnote 7 to paragraph 11 indicates that policies protecting areas or assets of particular importance include those relating to habitat sites or areas at risk from flooding. Footnote 8 confirms that for applications involving the provision of housing, policies considered most important for determining the application should be considered out-of-date where the Local Planning Authority cannot demonstrate a five year supply of deliverable housing sites with the appropriate buffer or where the Housing Delivery Test indicates that housing delivery is below 75% of the housing required over the previous three years, with transitional arrangements applying.

Five-year Housing Supply

9.4 The LPA is not currently able to demonstrate a five-year supply of deliverable housing sites and accordingly development plan policies relevant to the supply of housing are considered to be out of date by virtue of footnote 8 and the 'tilted balance' set out in para. 11 (d) is triggered unless disapplied by virtue of footnote 7. This means that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. However, when development plan policies are 'out of date' due to lack of a 5 yr HLS, it does not mean that these policies are set aside or are automatically given insignificant weight. Any conflict with the policies remains valid but is given reduced weight from that attributable if they had been up to date. Therefore, an assessment of

any development in relation to relevant development plan policies remains necessary.

- 9.5 Policy EN1 of the BFBLP states that planning permission will not be granted for development which would result in the destruction of trees and hedgerows which are important to (inter alia) a clear distinction between built up areas and the countryside, or that character and appearance of the landscape or townscape.
- 9.6 Policy EN8 indicates that beyond settlement boundaries, development will only be permitted where it would not adversely affect the character, appearance or function of the land.
- 9.7 Policy EN20 states that in determining applications, the Borough Council will have regard to if a development is in sympathy with the appearance and character of the local environment, if it retains beneficial landscape features, and as to whether it avoids the loss of important open areas, gaps in frontages and natural features such as trees and hedges which are desirable to retain.
- 9.8 Policy H5 refers to new dwellings outside settlements and indicates that such development will not be permitted if it would cause harm to the character of the area or to the relationship between the settlement and the surrounding landscape.
- 9.9 Policy CS1 of the CSDPD requires new development to protect and enhance the character and quality of local landscapes and the wider countryside.
- 9.10 Policy CS7 requires development proposals to build on local character, respecting local patterns of develop, to enhance the landscape and promote biodiversity
- 9.11 Policy CS9 states that the Council will protect land outside settlements from development that would adversely affect its character, appearance or function.
- 9.12 These policies, when taken collectively, are considered to have a high degree of consistency with the Framework in terms of the need to achieve a high standard of design, value the contribution that trees make to the quality of an area, and assess any proposal's impact on the character and appearance of the countryside.
- 9.13 The site has been included as a draft allocation in the emerging Local Plan and has been formally approved as such by councillors at the Extraordinary Council Meeting held on 16 March 2021 which approved the Plan's submission to the Secretary of State. The approved draft allocation is for development of up to 226 dwellings with only limited harm identified in the Local Plan evidence base as resulting from the development of this site. The site is located within the Type A1: Bracknell Forest Forested Sands Landscape Character Area (LCA) which is characterised by large areas of coniferous plantation and broadleaved woodland, with limited areas of open heath, giving a sense of enclosure and remoteness, and with very low settlement density. Suburban settlement at the peripheries of the LCA is mostly well screened by trees.
- 9.14 Overall, the landscape sensitivity of the site is considered to be medium high. The site is visually contained by thick swathes of woodland and so has little to no intervisibility with the surrounding landscape. Despite the well enclosed character of the site, its strong landscape character, its location away from the settlement

edge and the potential to join the built-up areas of Bracknell and Crowthorne and Bracknell and Wokingham increase sensitivity. The areas of remnant heathland, unimproved grassland and deciduous woodland have a particularly high sensitivity.

- 9.15 The existing offices surrounded by the application site which have planning permission to be redeveloped as housing, influence the character of this application site by lowering their landscape sensitivity. As a general principle, any development should avoid the areas of highest sensitivity, take steps to maintain the rural character of the site, should adjoin the office building, and maintain the clear physical and visual separation between the built-up areas.
- 9.16 To the east, existing development outside of the settlement adjoins, or is opposite to, the site (crematorium, recreation ground and driving range). The Bracknell neighbourhood of Great Hollands, where there are shops and other facilities, lies further to the east. To the south in Crowthorne parish, the major new development of Buckler's Park is currently under construction and will provide a number of local facilities. There is an opportunity for any development on the site to be well related to Bracknell to the east and have improved links to both Bracknell and Crowthorne.
- 9.17 The site is within land that has been identified to form a physical and visual separation between the settlements of Crowthorne, Bracknell and Wokingham. As part of this gap between settlements, the site includes extensive woodland along Nine Mile Ride which acts as a physical and visual gap between the built areas of Bracknell and Crowthorne and maintains the separation between settlements.
- 9.18 A pipeline restricts development along the southern boundary of the site. Any development to the south of the pipeline would compromise this visual and physical separation due to the wooded area that reduces intervisibility between the site and the new development of Buckler's Park.
- 9.19 There are areas within the site that are not considered to be suitable for development due to constraints:
- Areas with higher risk of groundwater emergence in the west of the site are not considered suitable for development, and areas across the site where surface water flood risk coincides with high groundwater levels are not considered suitable for development as they are likely to interact (the Level 2 SFRA indicates that these areas form flow routes through the site during flood events).
 - The south east corner of the site is within 400m of the SPA and is therefore not suitable for housing.
 - Areas of high and medium ecological value to the north of the site contain UK Priority Habitats and are not considered suitable for development.
- 9.20 The emerging Local Plan supports the development of this site as an extension to the built-up area of Bracknell by locating development adjacent to the existing office building, the crematorium and Great Hollands recreation ground, whilst retaining existing woodland along the southern perimeter of the site to enhance the site's function in separating Bracknell and Crowthorne.

- 9.21 Neighbouring and on-site SANGs could be linked by green leisure routes. A SANG is proposed north-west of the residential development with a safeguarded biodiversity area south and west of the SANG. Leisure routes from the SANG and through the residential development connect to existing SANGs at the former TRL site (Bucklers Forest) and the Great Hollands Recreation Ground.
- 9.22 The application proposes built development adjacent to the existing office development, which has planning permission for residential redevelopment of the site, and the crematorium to the north and Great Hollands Recreation Ground to the east in accordance with advice in the emerging local plan. By maintaining a 50m landscape buffer to Nine Mile Ride and a buffer of approximately 12.8m-18.5m from the development on the eastern boundary and the site boundary with South Road, development will relate to existing development in the vicinity of the site. Maintaining the extensive buffer to Nine Mile Ride will also help to maintain the physical and visual gap between Bracknell and Crowthorne. Trees within the verge along South Road, and those trees outside of the site boundary will also be retained.
- 9.23 Development plan policies seek to protect the countryside from development that would adversely affect the character, appearance or function of the land or would damage its landscape quality. Policies CS9 and EN8 require an assessment of development in terms of its effect on the character and appearance of the land. The application site is well contained by mature trees on its boundaries and development is proposed adjacent to nearby development, leaving extensive landscaped buffers to boundaries and safeguarded habitat areas and woodland to the west. A SANG north of residential development again protects the countryside character.
- 9.24 As Bracknell Forest Council cannot demonstrate a 5 year supply of deliverable housing sites, the tilted balance is triggered as set out in footnote 8 of paragraph 11 of the NPPF. Planning permission should therefore be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. This balance is set out in the conclusions section below.

ii Design

- 9.25 The site will have two vehicular means of access. The primary access is from a fourth arm to be created on the existing TRL roundabout on Nine Mile Ride with a secondary access onto South Road. This results in two spine roads being created through the site. The spine road from Nine Mile Ride runs north towards the proposed SANG in a landscaped gateway street. The road branches left up to the heathland north of the site then continues east along a route known as 'Park Avenue' which leads to the eastern part of the site with 'Forest Ride' at its centre.
- 9.26 The access road from South Road runs east-west stopping short of the boundary of the site with the existing office block on the adjacent site. Although cycle and pedestrian access throughout the site can be achieved, vehicular access within the site is restricted to limit the number of vehicles using South Road. The number of residents using this access will be limited by controlling through traffic within the site and 75 dwellings will be served by this access.

- 9.27 Three key nodes along the spine roads have been defined. The first node in the west forms the centre for the western area of the site. It relates to the entrance from the south and the heathland to the north.
- 9.28 The second node is a point in the centre of the site connecting the east to the west, it will also form a key node for pedestrian and cycle access through the site.
- 9.29 The third node connects the eastern portion of the site from north to south, allowing for pedestrian and cyclist permeability but retaining a split for vehicular access. This forms the centre of the eastern portion of the site and key urban feature.
- 9.30 Green areas and landscaping are used within the site to define character areas. The western portion of the site contains two landscaped routes to form green connections through the site. These green corridors help define views through the site to the heathland and woodland beyond. In the eastern portion of the site the green park forms a centre around which the residential blocks are clustered.
- 9.31 Within the development, a number of pocket parks have also been created. The two in the east relate to the apartment blocks. The one in the centre forms the focus of this character area and a connection to the recreation areas and parkland along the southern edge of the development.

Proposed layout



- 9.32 Primary frontages have been arranged to face the spine roads. Focal buildings are provided at key changes in direction or at the end of views. These focal buildings will have façade features such as bay windows on corners as well as corbelled brickwork along their bases. Symmetrical buildings have been used to formally define entrances to character areas and different areas of the site.
- 9.33 Three character areas have been defined throughout the development based on changes within the site from west to east. The density of development and form and layout reflect the characteristics of the site.
- 9.34 The western portion of the site relates to the surrounding heathland and woodland, with the eastern portion of the site relating to the nearby residential area of Great Hollands and the existing office building site. The site's landscape features, topography, road hierarchy, pedestrian links and focal areas inform distinct character areas distributed across the site. These have been defined as:
- Heathland Gateway
 - Park Avenue
 - Forest Ride

Heathland Gateway

- 9.35 The characteristics of the Heathland Gateway in the western part of the site are:
- Rural edge of settlement
 - Proximity to Heathland
 - Entrance to site
 - Proximity to Buckler's Park
 - Larger houses
 - Set back front gardens
 - Gentler curved roads
 - Parking provided off street in garages and car ports
 - Natural landscaping runs through the site
 - The character of the area is less formal, with a looser grain
- 9.36 The area is characterised by larger, set-back, gable-ended detached and semi-detached properties to the west and slightly less formal properties to the east. Front gardens are generous with a swale lining the western side of the road.
- 9.37 The character area also contains key focal point homes which are orientated at a different angle to other properties and set within more generous plots. These assist with orientation and frame the view of the heathland.

Park Avenue

- 9.38 Park Avenue, within the central area of the site, is characterised as:
- Larger houses arranged loosely around a pocket green
 - Suburban houses set back from street with defensible space
 - Avenue is a curved more formal road with cul-de-sacs extending off it
 - Main distribution road with clusters of housing off it
 - Tree lined avenue is the defining feature of area

- Defined as a key connection across the site
- Key node for pedestrian and cycle access to site
- Narrower portion of the site

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

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

Forest Ride

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

9.42 A Pocket Park is provided within this character area which will allow for informal recreation for residents. The park will be planted with large tree species, planted relatively densely with a simple understorey. Tree species include Scots pine, Sweet chestnut and Silver birch. Properties will front onto this Pocket Park.

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

The character area is defined as:

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

Street Elevations



1 The Avenue Elevation

1:200



2 South boundary elevation

1:200



3 Garden Street Elevation

1:200



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

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

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

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

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

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

Proposed apartments



Conclusion

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

iii Trees

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

- 9.52 The site includes three distinct areas of tree cover: mono-culture Scots pine plantation to the central south part of the site; mixed Scots pine and red oak plantation around the southern and eastern perimeters; and mixed deciduous woodland around open grassland in the north. None of the trees are protected by Tree Preservation Orders and the site does not include any ancient woodland or veteran trees. However, the site includes Habitats of Principal Importance including Deciduous Woodland.
- 9.53 The development will result in the loss of one identified individual tree and the removal of approximately 11 ha of woodland. Tree removal would mainly involve the loss of low and moderate quality areas of monoculture plantation. The creation of the access road from Nine Mile Ride would result in a small loss of deciduous woodland (0.42 hectares).
- 9.54 Tree planting is proposed as part of the proposal comprising 637 new trees and just over 0.3 hectares of new woodland edge planting. Although the trees proposed for removal have some landscape and visual value, the vast majority comprises coniferous monoculture plantation. An area of retained woodland is proposed to the west of the residential development, with a 50m wide landscaped buffer along the front boundary of the site with Nine Mile Ride.
- 9.55 The proposed planting comprises fewer trees than would be removed so there would be a permanent net reduction in tree cover by the time the new trees are mature. However, the planting scheme includes a greater range of species than would be removed and would therefore enhance biodiversity. The existing site is heavily dominated by plantation trees that give uniformity in tree cover and age of trees. The development would include trees along streets and within open spaces including the Pocket Park. This would allow for greater tree variety across the site and allow for greening of the development. The retention of the landscape buffer along the boundary with Nine Mile Ride and retention of woodland to the west of the proposed residential development would allow for the retention of the strategic gap between Bracknell and Wokingham and between Bracknell and Crowthorne. The proposal is therefore considered to be acceptable in terms of policies EN1 and EN2.

iv Highways

Access

- 9.56 Primary vehicular access to the site is from Nine Mile Ride and is provided by altering the existing 3 arm roundabout serving the TRL site to a 4 arm roundabout.
- 9.57 Changes have been made to the design of the roundabout since the application was first submitted to seek to address the issues raised. However, the tracking that has been provided does not cover the left turn from the southern arm for buses and HGV vehicles, and this is required to ensure the design as proposed can operate safely in the future for the demands placed on it now and in the future. Currently no bus route runs from TRL but in order to ensure that this will be possible in the future, the roundabout should be capable of serving buses from this arm. This can be secured through a Grampian style condition requiring the works to this roundabout are approved before any works take place on site and through highway agreements.

- 9.58 The design of the southern arm of the roundabout does not currently tie into the existing edge of the adopted highway and this requires alteration to the road within the TRL site which is yet to be adopted and will not be for some time due to the site not being fully built out. In that regard the design will need altering to ensure that a safe access can be independently delivered within land currently within Highway Authority control. This can be secured through a highways agreement.
- 9.59 The proposal indicates a new entrance onto South Road to serve 75 dwellings. This access is located within an existing verge area with trees within it. The current route outside the site is not proposed to be lit due to funding limitations to deliver the interim scheme and it will be expected that this site would need to fund the delivery of subsequent lighting along the route and into the site. The site access junction may also need to be lit as part of the scheme.
- 9.60 The site includes pedestrian and cycle links throughout the development and to link to Nine Mile Ride including the existing bus stop and the facilities at the Great Hollands Recreation Ground. The proposed SANG should also utilise these routes through the development to enable access to Nine Mile Ride (and onto the SANG at Bucklers Park) and provide a route from the north east of the development site closest to the proposed SANG towards the Great Hollands SANG. A dedicated footway/cycleway runs east to west along the southern edge of the developed area of the site. The route will need to be lit to aid users at night-time. It is likely that many users will follow the pedestrian routes shown that are closer to the dwellings and located within an informal play area. Cycle links will also be provided from Nine Mile Ride and South Road connecting to internal cycle links within the development.

Parking

- 9.61 Parking is provided in a number of forms within the site. Garages and car ports are provided for some houses, with on plot parking and some parking courts also available.
- 9.62 A total of 428 parking spaces, 40 garages, 10 car ports and 37 visitor parking spaces are to be provided. Seven of the garages are integral and do not meet the size requirements set out in car parking standards so cannot count towards the parking numbers and these seven plots require an additional parking space to be provided in order to meet the Council's full standards.
- 9.63 Car parking to serve the 24 x 2 bedroom apartments is provided in parking courts to the rear of the associated apartment buildings. The car parking standard for 2 bedroom units is 2 parking spaces. The application proposes that 1.5 spaces are to be provided for each apartment. The justification for this reduction in parking provision is that parking for these affordable units will be unallocated, thereby there will be more efficient day-to-day use of the spaces.
- 9.64 Adopted parking standards do support the provision of reduced car parking numbers for affordable unit tenures. The Car Parking Standards SPD states that:
- “1. The starting point for applications for affordable housing is that they should meet the prescribed parking standards in Table 6; and,
 2. The Council may consider lower parking standards for affordable housing schemes on the basis of robust site-specific evidence which demonstrates

that the development will generate less demand than is prescribed and which considers future issues such as right to buy.”

- 9.65 A standard of 1.5 spaces per unit has been used elsewhere in the Borough, in the 14/00437/FUL planning application for 57 affordable units at ‘Adastron and Byways’ House on Crowthorne Road, Bracknell.
- 9.66 Parking standards require the provision of 1 visitor space for 5 units, a total requirement of 46 visitor parking spaces. The application includes 37 visitor parking spaces, a shortfall of 9 spaces. In addition, visitor spaces are distributed unevenly throughout the site, with the majority of spaces in the south of the development.
- 9.67 In total the application has a shortfall from the full standard of 28 parking spaces – 12 to serve the apartments, 7 integral garages not meeting garage size requirements and 9 visitor parking spaces. Changes could potentially be made to the layout to increase the size of integral garages and could increase parking for the flats. These changes would require amendments that could reduce landscaping within the development and increase the size of parking courts with little opportunity for providing landscaping to soften the impact of the increased parking. Changes to accommodate additional visitor parking would require more substantial changes to the layout to increase numbers and improve the distribution of visitor parking throughout the development. On balance, it has not been demonstrated that changes could be made that would not result in significant visual harm and a cramped layout. Justification has been made for the use of a parking standard of 1.5 spaces for the apartments and spaces would be unallocated to encourage more efficient use of spaces. Parking standards do allow for reductions in parking to serve affordable housing in some circumstances. On balance, the shortfall of parking is considered to be acceptable to enable the development to incorporate green space within the development.
- 9.68 The proposed layout indicates a total of 15 parking spaces within the SANG car park which is accessed between two plots in the north-western corner of the site. Whilst this level of parking is understood to be sufficient to meet Natural England’s guidelines for SANGS, there is concern, when considering similar facilities in the Borough, as to whether sufficient parking and turning for the SANG land has been provided and if the scale of that proposed would be likely to lead to overspill parking to the detriment of road safety in the surrounding roads within the site.
- 9.69 All dwellings will be provided with at least 1 passive EV space, fitted with the necessary infrastructure to support the installation of an EV charging point depending on end user need. In addition, 5 dual charger EV charging points will be provided in public areas of the site layout throughout the scheme. The Council’s adopted Parking standards seek 20% passive EV space provision. Recent changes to Part s of the Building Regulations which have now come into force, will require a higher level of active provision.
- 9.70 Cycle parking for the dwellings will be required and thus rear access paths to the garden areas for those properties without a suitable garage will be required.

Traffic Impact.

- 9.71 The site is currently identified within the draft Local Plan for this scale of development so traffic flows for a development of this size have been assessed as part of the emerging Local Plan process. The submitted Transport Assessment and Addendum includes results of the modelling of development traffic on the local road network. The modelling includes recorded actual flows from the site and trip generation in the future taking into account future growth which will include growth from outside Bracknell Forest which is likely to impact roads in the vicinity of the application site. The Transport Assessment concludes that the proposed development would not result in capacity issues or a requirement for new off-site highway improvements to mitigate the development impacts. Improvements to the junction of Easthampstead Road/Old Wokingham Road are an existing requirement and contributions towards these works will be sought as part of a S106 agreement.

Construction traffic

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

Conclusion

- 9.73 The traffic impact from the development is considered to be acceptable and will not result in capacity issues on the highways network. Traffic modelling has been carried out and takes into account existing traffic flows in the vicinity of the site and projected future growth including existing commitments and future housing allocations.
- 9.74 Parking is provided in a variety of forms throughout the development. The parking provision does not fully meet car parking standards. The affordable housing apartments will have a parking provision of 1.5 spaces to serve each two bedroom apartment. The adopted parking standards do allow for a relaxation of parking standards for affordable housing schemes in some circumstances. The standard of 1.5 spaces to serve 2 bedroom units has previously been found to be acceptable within the Borough and by requiring parking spaces to be unallocated for apartments, more flexibility of occupation may occur. Increasing parking to fully meet adopted parking standards could be possible but this may adversely affect the layout in terms of reducing available landscaping to the detriment of the visual quality of the development. The scheme will provide 50% affordable housing, including affordable family houses and any reduction in the number or size of units may reduce the level of affordable housing to be provided on the site. On balance, the proposal is considered to be acceptable in highway terms and accord with policy M9 of the BFBLP.

v Impact on Biodiversity

- 9.75 The site consists of a large block of mixed / coniferous plantation woodland, parcels of semi-natural, broadleaved woodland surrounding a large area of acid grassland and an area of remnant dry lowland heathland.
- 9.76 The site does not contain any statutory wildlife designations. The northern part of the site (comprising c.12.78ha of broadleaved woodland, acid grassland and remnant dry heathland) is identified as a proposed Local Wildlife Site within the Bracknell Biodiversity Action Plan (BAP) 2018-2023 (Bracknell Forest Council, 2018). The citation provided by Thames Valley Environmental Records Centre (TVERC) confirms that the site was considered by the selection panel in 2010, but while some areas appeared likely to qualify for LWS status (especially the heathland), the information on the grassland was not sufficient to decide whether it met the designation criteria at that time. The area identified as the proposed LWS will be retained and managed as the proposed SANG and biodiversity 'safeguarded' area.
- 9.77 Mixed plantation woodland dominates the southern extent of the Site. Scots pine is the primary canopy species. Native tree species within these parcels are generally very limited in distribution and abundance and are restricted to scattered birch, rowan and holly within the understorey, with more mature sweet chestnut and oak along the southern and western margins of the site.
- 9.78 The shrub layer is dominated by bracken and dense areas of Rhododendron. Ground flora is extremely limited or absent within the majority of the plantation woodland areas which are dominated by a thick carpet of pine needles, with the exception of some more open areas along the gas pipeline easement and existing tracks / ditch routes.
- 9.79 The mixed plantation woodland is of limited diversity in terms of canopy and shrub layer species. Given the highly modified nature of the plantation areas, the prevalence of bracken cover and invasive Rhododendron, and the extent of similar habitat within the locality, it is considered that this habitat is of limited ecological value.
- 9.80 A small parcel of broadleaved semi-natural woodland is present in the southwestern corner of the Site where red oak, sweet chestnut and silver birch are the dominant species. The shrub layer and ground flora are fairly limited, although does contain some native species.
- 9.81 The broadleaved woodland habitat within the site is considered to have moderate diversity. At present it is not considered to provide a good example of s41 Priority Habitat. This habitat type is considered to be of importance at the local level.
- 9.82 A woodland management plan has been prepared and will be secured within the SANG and Biodiversity Safeguard Area Management Plan through a S106 Agreement.
- 9.83 The site includes a small area of dry heathland within the north central part of the site. Pine scrub is increasingly encroaching into the southern part of the heathland, with other shrub species such as gorse also resulting in a less diverse ground flora in these areas. Lowland heathland is a UK BAP and s41 Priority Habitat. Although the heathland present within the site is considered to be

degraded at present, given the potential for restoration to Priority Habitat status it is considered that the heathland is of County level importance.

- 9.84 An area of damp acid grassland occurs south of the area mapped as dry heathland. This area was previously recorded as 'wet heath / mire' habitat, however an update survey undertaken in 2021 indicated that the habitat does not meet the criteria for 'heathland'.
- 9.85 This area of habitat best fits with poor quality 'purple moor grassland', which fits within the broad habitat category of 'acid grassland'. Due to the low species diversity, it is not considered to meet the criteria for s41 Priority Habitat and is therefore considered to be of importance at the local level
- 9.86 Heathland and acid grassland areas have been included within the safeguarding area around the SANG. The SANG Management Plan should include specific measures to include a percentage cover of scrub with an emphasis on removing pine and coppicing gorse from the areas.
- 9.87 The submitted Biodiversity metric shows a Biodiversity Net Gain (BNG) of 12.91% for area habitats, 100% gain in hedgerow units and 23.19% in river (ditch) units.
- 9.88 To secure the biodiversity net gain, the management of all public or shared areas of the site will need to be covered by a management plan for 30 years to be secured by section 106 agreement. In addition, contributions will be required for maintaining biodiversity net gain on transferred land and monitoring it to ensure the habitats achieve the required habitat type and condition level in the biodiversity metric.

Badgers

- 9.89 An Ecological Mitigation and Enhancement Strategy has been submitted with the application. The Strategy considers that the low badger density across the site will help to avoid some impacts from the loss of foraging area. In addition, the development will provide more open habitats suitable for foraging. New walking routes will be designed to avoid close proximity to badgers' setts.
- 9.90 Updated badger surveys will inform the number and type of setts proposed for closure and whether a new sett is required in line with Natural England protocol. The woodland area south of the pipeline and west of the proposed site access could be a suitable location if a new sett is required. Updated surveys and badger mitigation can be secured by condition and incorporated into the Construction Environmental Management Plan and the relevant habitat management plans.

Bats

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

Reptiles

- 9.92 Reptile surveys were carried out prior to the submission of the application. The reptile surveys confirmed the presence of slow-worms, grass snake and common lizard across the site. The surveys indicate a medium population of slow-worm and low-medium populations of common lizard, grass snake and adder are likely present. This is broadly comparable with the reptile surveys undertaken at the site in 2018 which recorded all four of the reptile species stated above, and concluded that an exceptional slow-worm population and low populations of common lizard, grass snake and adder were present. As such, the site qualifies as a Key Reptile Site.
- 9.93 Although common and widespread in southern England all common reptile species are considered as s41 Species of Principal Importance and are afforded legal protection from killing and injury. Based on the local habitat context surrounding the site, populations of reptile species using the site are considered important at the Local level.
- 9.94 Outline principles of the reptile mitigation strategy are set out in the submitted Ecological Mitigation and Enhancement Strategy (EMES). A condition can be included on any planning permission to secure a detailed EMES with relevant information incorporated into the CEMP and habitat management plans. In addition, a condition will be required to secure the design and use of a buyers information pack to inform potential residents about the ecology of the site. This is to address the potential effect of cat predation and long term impacts with reptiles at the site.

vi Landscaping

- 9.95 The 2015 Bracknell Forest Borough Landscape Character Assessment divides the Borough into distinctive landscape character types (LCT) and areas (LCA). The application site is within the LCT Forested Sands which is influenced by extensive tree cover and soil formations that result in a landscape of coniferous plantations on former heathland and woodlands. Within Bracknell Forest this LCT occurs as a single large tract of land comprising the Bracknell Forest Landscape Character Area A1. This character area comprises a large expanse of forest plantation. The features of LCA A1 include:
- extensive areas of forest and woodland where an undeveloped character predominates, providing opportunities for recreation
 - mosaic of broadleaf and mixed woodland, remnant heathland and grasslands
 - Remnant heathland, mature trees and semi natural broadleaf woodland
 - the undeveloped character, sense of naturalness and remoteness provided by the lack of built development and the remaining deciduous and mixed woodlands and heathlands
 - heavily enclosed character with distinctive long and framed views opening out along historic, straight rides.
- 9.96 The overall landscape for this LCA which are relevant for the application site are:
- Protecting the undeveloped nature, sense of remoteness and dark skies in the interior areas of forest, which provide an escape from the settled parts of the borough.

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

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

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

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

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

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

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

- Development should be located on and around the existing building footprint;
- Development should ensure the 'gap' function of the site is maintained by providing a clear physical and visual separation between the built-up

areas of Bracknell Town and Crowthorne/settlements in Wokingham Borough;

- Existing woodland should be retained and appropriate woodland management should be implemented to improve structure and ensure longevity;
- The wooded approach along the Nine Mile Ride should be retained and managed;
- Opportunities should be sought to incorporate new native woodland between buildings as part of an integrated green infrastructure network connected to the surrounding landscape, to protect visual amenity and to help integrate new development into its landscape setting;
- New development should be sensitive to the rural woodland character of the site taking into consideration its setting in the wider landscape through use of architectural design and materials, landscape and boundary features;
- Localised areas of naturalistic character including deciduous woodland, heathland and acid grassland should be retained;
- Opportunities to increase access and enjoyment of the landscape of this part of Bracknell Forest in association with any development should be promoted; and
- Light pollution from new development should be minimised to maintain the rural character and dark skies in this rural location

9.103A Landscape Masterplan has been submitted with the application setting out a landscape design strategy for the site.

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

- 9.104 The site will change in character from greenfield land to a residential development which will result in a change of landscape character. However, the proposed allocation of the site for residential development in the emerging Local Plan indicates acceptance that development could be accommodated in principle. The proposed development protects the strategic gap through the retention of a strategic landscape buffer, retained woodland and SANG, and provides landscaped areas and open space throughout the site.
- 9.105 The Landscape and Visual Assessment submitted with the application includes 13 representative viewpoints from publicly accessible locations that have been produced to indicate where changes to the landscape as a result of the proposed development may be visible. It is considered that the development will not significantly affect the landscape character of the site and its surrounding area, particularly in the long term when new tree planting matures. Views of the proposed development will be softened by retention of existing woodland on site boundaries and by additional tree planting that will take place. Views of the site will be opened up at the vehicular access points which will be apparent to users of Nine Mile Ride. Residential development will also be viewed from South Road but the proposed landscaping buffer of approximately 20m will soften views in the long term. The development will also be viewed from West Road, glimpsed views from Great Hollands Recreation Ground and from the gardens of the crematorium.
- 9.106 The 13 representative viewpoints indicate that views are mainly local and the visual impacts of the development will be restricted to very close proximity to the site.
- 9.107 Within the development, a landscape design strategy has been devised that sets out the approach to ensuring that the development plan landscape policy requirement will be met on the site.
- 9.108 All homes within the development will be within easy reach of open space. The green infrastructure will protect the landscape character of the site and the area. Active and Passive Open Space will provide opportunities for children's play within retained forestry. It would not be appropriate to increase the amount of trees felled to accommodate sports pitches and kickabout areas, particularly given the adjacency of Great Hollands Recreation Ground. Passive open space will be provided in well sized areas of amenity space. Pocket parks and communal gardens will also be available. The provision of open space throughout the development will protect the landscape character of the site and provide a layout where residents will have easy access to green spaces throughout the site.
- 9.109 The SANG and the woodland buffer will maintain a gap between Bracknell, Wokingham and Crowthorne. These areas will be undeveloped, except for the site access road. The existing landscape features will be retained to ensure that the gap is maintained and local landscape character is upheld. A strategic landscape buffer is provided along Nine Mile Ride. This is a substantial area of retained forest and broadleaved trees with understorey vegetation in places. The retained forest will create a strong edge to the development and ensuring the character of Nine Mile Ride, and the function of the strategic gap, is not weakened.
- 9.110 A network of pedestrian and cycle routes are proposed into and through the development providing for the safe passage of pedestrians and cyclists. Paths give access to amenity open spaces, play trails and the SANG. Connections are provided to adjacent assets such as Bucklers Park Primary School, Great Hollands Recreation Ground and to Bucklers Park and Great Holland SANGs. It should be made clear the access and routes to neighbouring SANGs in the final SANG and Biodiversity

Safeguard Area Management Plan which will be a requirement of the s106 Agreement.

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

9.112 The proposed development would have a limited impact on the character, appearance and function of this site and recognises and responds to the intrinsic character and quality of the local landscape and the wider countryside, consistent with para 174 of the National Planning Policy Framework (NPPF).

vii Affordable Housing

9.113 The application proposes that 113 of the 226 dwellings i.e. 50% will be provided as affordable housing. The policy compliant level of 25% will be secured by means of the s106 Agreement, with the remaining 25% provided as a result of Homes England funding. This not only exceeds the current policy requirement of 25% of new housing units to be affordable but also the 35% requirement set out in the emerging local plan. The breakdown of affordable units is:

Tenure		2B4P	3B5P	3B6P	4B6P	4B7P	4B8P	Total	%
Additional Affordable	Social Rent	11	12	2	10	3		38	17%
	Aff. Rent								
	SO	9	8	2				19	8%
S106 Affordable	Social Rent								
	Aff. Rent	24	14					38	17%
	SO	9	7	1		1		18	8%
Total		53	41	5	10	4		113	50%
Private	Open Market	20	38	11		22	22	113	50%
Total								226	100%

9.114 This proposed mix includes a significant number of larger social and affordable rented homes. These are required to address the Council's priority housing needs and the Housing Enabling Officer strongly supports their provision. He notes that a significant number of larger homes – 60 in total, including 28 three bed homes and 13 four bed homes are for rent and that this exceeds the total number of larger affordable rented homes delivered on all sites over the last 4 years. He confirms that 34% of the affordable homes will be provided at social rents, including most of the larger homes, ensuring they are affordable to low income households and concludes that the 'development will have a significant impact in reducing the borough's critical shortage of larger affordable homes for rent'.

9.115 The applicant's ability to secure Homes England funding for this scheme is dependent on certain timescales being met for the commencement of work on site. The applicants have provided a draft Memorandum of Understanding to the Council's Housing Enabling Officer to provide comfort to the Council that this additional affordable housing element will be delivered if the relevant deadlines are met. The additional affordable units are being

provided through a voluntary arrangement, outside of the s106 agreement, and therefore they cannot be guaranteed or enforced by the Council.

9.116 In the event that the relevant deadline is not met, i.e. the need to start work on site by March 2023 following the discharge of any pre-commencement conditions, the funding for the additional affordable housing would not be forthcoming.

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

viii Thames Basin Heaths Special Protection Area (TBH SPA)

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

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

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

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

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

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

9.124 The applicant has submitted a SANG and Biodiversity Safeguard Area Management Plan which also covers the biodiversity safeguarded area which would be inaccessible to the public which NE advises is considered part of the SANG. Once agreed by the Council, the SANG and Biodiversity Safeguard Area Management Plan will be appended to the s106 agreement as a draft version, with an obligation to finalise this in agreement with the Council before commencement of the development. The SANG must be completed and available for public recreation before occupation of the first dwelling.

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

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

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

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

Conclusion

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

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

9.131 In order to mitigate for the potential loss of functionally linked land and potential recreational effects on the SPA, the applicant must agree to enter into a S106 agreement to secure the SAMM contribution, a safeguarded biodiversity area which is inaccessible to the public and a restriction on the occupation of each dwelling until BFC has confirmed that sufficient quantity and quality of SANG is provided in perpetuity. An obligation will also be required to agree a Final SANG and Biodiversity Safeguard Area Management Plan prior to the commencement of development and to implement and lay out the SANG in accordance with the Final SANG Management Plan prior to the first dwelling occupation. If the applicant is prepared to provide these SPA avoidance and mitigation measures, the application will be in accordance with the SPA mitigation requirements as set out in the relevant policies above.

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

ix Drainage

9.133 The Council's Drainage Consultants have requested additional hydraulic modelling to demonstrate that the proposed ditch diversion will not increase flood risk on or off site. The applicants have indicated their intention to provide this information prior to the committee date and it is intended that an update will be provided to Members by means of the Supplementary Report.

x CIL and Securing Necessary Infrastructure

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

9.135 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings.

9.136 CSDPD Policy CS6 states that development is expected to contribute to the delivery of:-
(a) infrastructure needed to support growth and;
(b) infrastructure needed to mitigate impacts upon communities, transport and the Environment.

9.137 Guidance in the Planning Obligations SPD, is relevant. Bracknell Forest Council Community Infrastructure Levy (CIL) is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development. Affordable housing can be exempt should the process to apply for social housing relief be followed.

Community Facilities

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

Open Space

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

9.140 In the event of the application being permitted, a planning obligation would be required to secure submission of an OSPV specification prior to commencement which details the provision and ongoing management and maintenance of any on-site

open space. If it is agreed that the open space will be transferred to the Council, a commuted sum to cover the maintenance in perpetuity will be required.

10 CONCLUSIONS

- 10.1 The site has been allocated in the emerging Local Plan as suitable for residential development for up to 226 units, subject to consideration of the constraints on the site. The Pre-Submission Local Plan which included the proposed allocation was approved for formal submission to the Secretary of State by Council at an extraordinary meeting on 16 March 2021.
- 10.2 The allocation is proposed as part of a draft development plan which does not preclude the granting of planning permission for the site. This is subject to the application of relevant development plan policies within both the current and emerging Local Plan, with the weight attributable to each being in accordance with the NPPF (paras. 48 and 219).
- 10.3 As Bracknell Forest Council cannot demonstrate a 5 year supply of deliverable housing sites, the tilted balance is triggered as set out in footnote 8 of paragraph 11 of the NPPF. Planning permission should therefore be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.
- 10.4 The site will change in character from greenfield land to a residential development which will have an inevitable impact on landscape character. However, the proposed allocation of the site for residential development in the emerging Local Plan indicates an acceptance that development could be satisfactorily achieved on the site.
- 10.5 The proposed design is considered to be appropriate for the site. The defined character areas respond to features of the areas surrounding the site and provide for variety throughout the site, assisting legibility. The change in form of development across the site reflects the surrounding land which ranges from heathland in the west to the more developed character in the east. The contemporary architectural styles will create a distinctive character to the site but elements of design will reflect local design features.
- 10.6 The proposed development maintains the proposed landscaped buffers, protects areas of high and medium ecological value to the north of the site and provides connecting routes to nearby SANGS. This site supports habitats and species of significant ecological value that are particularly vulnerable to impacts from development. The safeguarded area and SANG will assist in protecting the existing ecological features of the site.
- 10.7 The submitted Biodiversity metric shows a net gain of 12.91% for area habitats, 100% gain in hedgerow units and 23.19% in river (ditch) units. The requirement for 10% biodiversity net gain is required under policy LP5 of the emerging Bracknell Forest Borough Local Plan. In addition, during the course of this application the Environment Act 2021 received Royal Assent and this increases the weight given to the 10% requirement. Subject to mitigation measures to be secured through conditions and a s106 agreement, the proposals are considered likely to protect and enhance biodiversity.
- 10.8 The development would include trees along the streets and within open spaces including the pocket parks. This would provide a greater tree variety across the site

than currently exists and allow for the greening of the development. The retention of the landscape buffer along the boundary with Nine Mile Ride and retention of woodland to the west of the proposed residential development would ensure the retention of the strategic gap between Bracknell and Wokingham and between Bracknell and Crowthorne.

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

10.10 Parking is provided in a variety of forms throughout the development. The parking provision does not fully meet car parking standards. The affordable housing apartments will have a parking provision of 1.5 spaces to serve each two bedroom apartment. The adopted parking standards do allow for a relaxation of parking standards for affordable housing schemes in some circumstances. The standard of 1.5 spaces to serve 2 bedroom units has previously been found to be acceptable within the Borough and by requiring parking spaces to be unallocated for apartments, more flexibility of occupation may occur. Increasing parking to fully meet adopted parking standards could be possible but this may adversely affect the layout in terms of reducing available landscaping to the detriment of the visual quality of the development. The scheme will provide 50% affordable housing, including affordable family houses and any reduction in the number or size of units may reduce the level of affordable housing to be provided on the site.

10.11 The provision of 50% of the units on site for affordable housing, including family houses above the required development plan policy level of 25% is considered to be a significant benefit in meeting an acknowledged need for affordable housing.

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

10.13 In weighing the planning balance, it is not considered that any adverse impacts of granting permission for the development would significantly and demonstrably outweigh the benefits of doing so and accordingly, the application is recommended for approval.

11. RECOMMENDATION

Following the provision of satisfactory information to demonstrate that the proposed development will not lead to increased flood risk and the completion of Planning Obligations under Section 106 of the Town and country Planning Act 1990 relating to:

- **Measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath SPA.**
- **Requirement to enter into S278 for the construction of the access and off-site in-kind works to pedestrian/cycle ways.**
- **Travel Plan**

- **Contributions towards community facilities.**
- **Off-site OSPV contributions.**
- **SuDS monitoring fee.**
- **Affordable housing**
- **Secure Biodiversity Net Gain in line with the submitted plans for 30 years.**
- **Biodiversity Net Gain Monitoring sum**
- **30 Year Development Landscape Management Plan to ensure delivery of biodiversity net gain.**
- **Woodland Management Plan – to cover woodland outside SANG within the red line boundary**
- **Contributions towards local junction improvements.**

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

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
 REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details received by the Local Planning Authority on [insert date]:

[insert]

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

03. No development above slab level shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
 REASON: In the interests of the visual amenities of the area.
 [Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

04. The development hereby permitted shall not be begun until details showing the finished floor levels of the buildings hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.
 REASON: In the interests of the character of the area.
 [Relevant Policies: BFBLP EN20, Core Strategy DPD CS7]

05. The development hereby permitted shall not be begun until a scheme for the phasing of the development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- (a) A list of the land use components (including number of dwellings) of each phase of the development
- (b) The precise location of each phase of the development
- (c) the various phases for construction within the site and to include the delivery of the highway works.

The development shall only be carried out in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority. REASON: In order that the Local Planning Authority retains control over the development in the interests of the proper planning of the area. [Relevant Policies: , BFBLP EN20, Core Strategy DPD CS7]

06. No development above slab level shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
- (a) Parking of vehicles of site personnel, operatives and visitors
 - (b) Loading and unloading of plant and vehicles
 - (c) Storage of plant and materials used in constructing the development
 - (d) Wheel cleaning facilities
 - (e) Temporary portacabins and welfare for site operatives
- and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above without the prior written permission of the Local Planning Authority.
REASON: In the interests of amenity and road safety.
07. No development above slab level shall take place until details of on-site refuse storage (including any open air storage facilities) for waste material awaiting disposal (including details of any screening) have been submitted to and approved in writing by the Local Planning Authority. Such facilities shall be provided in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.
REASON: To ensure the provision of satisfactory waste collection facilities in the interests of amenity.
[Relevant Policies: BWLP WLP6 and WLP9]
08. All existing trees, hedgerows and groups of shrubs shown to be retained on the approved drawings shall be protected by 2.3m high (minimum) protective barriers, supported by a metal scaffold framework, constructed in accordance with Section 9 (Figure 2) of British Standard 5837:2005, or any subsequent revision. The development shall be carried out in accordance with the approved drawings.
REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.
[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]
09. The development hereby permitted shall not be begun until:
- (i) a site layout plan showing the proposed layout of all underground services and external lighting and
 - (ii) a programme for the phasing and timing of works
- have been submitted to and approved in writing by the Local Planning Authority. Details of the site layout plan shall include: -
- a) Accurate trunk positions and canopy spreads of all retained trees/hedgerows and mature groups of shrubs.
 - b) Surface water/ foul drainage and associated inspection chambers (existing reused and new)
 - c) Soak-aways (where applicable)
 - d) Gas, electricity, telecom and cable television.
 - e) Lighting columns and all associated ducting for power supply.
 - f) Phasing and timing of works.

The development shall be carried out in accordance with the approved site layout plan and the approved programme.

REASON: - In order to safeguard tree roots and thereby safeguard existing trees and other vegetation considered worthy of retention and to ensure new soft landscape planting areas are not adversely affected and can be used for their approved purpose, in the interests of the visual amenity of the area.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

10. The development hereby permitted shall not be begun until:

(i) details of all proposed alterations to the ground levels within the site within 5 metres of the minimum 'Root Protection Areas' calculated in accordance with BS 5837 (2005) recommendations (or any subsequent revision), for all existing retained trees within the site and on neighbouring land adjacent to the approved development as shown on the approved plans.

(ii) a programme and method of implementation.

have been submitted to and approved in writing by the Local Planning Authority.

The details in respect of (i) shall include:

- a) Existing and proposed finished levels.
- b) Any proposed soil level re-grading in relation to existing retained trees, hedges and other vegetation.
- c) Proposed retaining structures required to address level differences adjacent to retained trees and hedges and other vegetation.

The development shall be carried out in accordance with the approved site layout plan and the approved programme.

REASON: In the interests of safeguarding the long term health and survival of retained trees, hedges and other vegetation considered worthy of retention.

[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

11. No development above slab level shall take place until:

- 1) details of both hard and soft landscaping works, and
- 2) a comprehensive five year post planting maintenance schedule

have been submitted to and approved in writing by the Local Planning Authority. The approved post-planting maintenance schedule shall be performed and complied with.

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

- a) Comprehensive planting plans of an appropriate scale and level of detail that provides adequate clarity including details of ground preparation and all other operations associated with plant and grass establishment, full schedules of plants, noting species, and detailed plant sizes/root stock specifications, planting layout, proposed numbers/densities locations.
- b) Details of semi mature tree planting.
- c) Comprehensive 5 year post planting maintenance schedule.
- d) Underground service and external lighting layout (drainage, power, communications cables, pipelines etc. indicating lines, manholes etc.), both

existing reused and proposed new routes.

e) Means of enclosure (walls and fences etc)

f) Paving including pedestrian open spaces, paths, patios, proposed materials and construction methods, cycle routes, parking courts, play areas etc.

Each plot shall be landscaped and completed in full accordance with the approved soft landscape planting scheme, prior to its first occupation, unless agreed otherwise in writing by the Local Planning Authority. All other hard landscape elements of the approved landscape scheme shall be carried out prior to the occupation of the 226 dwelling on the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved, unless the Local Planning Authority gives written consent to any variation.

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

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

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

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

[Relevant Policy: Core Strategy DPD CS10]

13. The development hereby permitted shall not be begun until an Energy Demand Assessment demonstrating that :

(a) the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and

(b) a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20% unless otherwise agreed in writing by the Local Planning Authority).

Has been submitted to and approved in writing by the Local Planning Authority.

The building(s) 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]

14. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive.

REASON: In the interests of nature conservation

[Relevant Plans and Policies: BFBLP EN3]

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

- (i) control of noise
- (ii) control of dust, smell and other effluvia
- (iii) control of surface water run off
- (iv) site security arrangements including hoardings
- (v) proposed method of piling for foundations
- (vi) construction and demolition working hours
- (vii) hours during the construction and demolition phase, when delivery vehicles or vehicles taking materials are allowed to enter or leave the site

The development shall be carried out in accordance with the approved scheme or as may otherwise be agreed in writing by the Local Planning Authority.

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

[Relevant Policies: SEP NRM10, BFBLP EN25]

16. The development (including site clearance and demolition) shall not begin until an updated Ecological Mitigation and Enhancement Strategy to mitigate the impact of the development on biodiversity has been submitted to and approved in writing by the local planning authority. The scheme shall include details of:

- Updated protected species surveys
- measures to avoid harm to protected and notable species
- features provided to mitigate the loss of habitat
- habitat and biodiversity enhancements (not mitigation)
- on-going management of new features/habitat

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

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

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

REASON: In the interests of nature conservation

[Relevant Plans and Policies: CSDPD CS1, CS7]

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any buildings on the site except in accordance with details set

out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- a) identify those area/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans with vertical calculation planes and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]

19. A landscape and ecological management plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the practical completion of the development. The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed including UKHABS types over a period of 30 years
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management including biodiversity net gain target habitat types and condition
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organization responsible for implementation of the plan
- h) On-going monitoring and remedial measures

REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]

20. No dwelling shall be occupied until a means of vehicular access has been constructed in accordance with details which have been submitted to and approved by the Local Planning Authority.

REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

21. No dwelling shall be occupied until a means of access for pedestrians and/or cyclists has been constructed in accordance with details which have been submitted to and approved in writing by the Local Planning Authority. The means of access shall thereafter be retained unobstructed for its intended use.

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

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

22. The development hereby permitted shall not be begun until a plan showing visibility splays has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

23. The dwellings shall not be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall at all times thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

24. No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The spaces shall not thereafter be used for any purpose other than parking and turning.

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

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

25. The development hereby permitted shall not be begun until
- (a) details of the location of 37 visitor car parking spaces, and
 - (b) details of the signing for the spaces
- have been submitted to and approved in writing by the Local Planning Authority. The car parking spaces shall be provided and signed in accordance with the approved details and the spaces and signage shall thereafter be retained.

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

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

26. There shall be at least 6.0 metres between all garage doors (when shut) and the highway boundary.

REASON: In order to ensure that adequate off street vehicle parking is provided in accordance with the Borough Councils vehicle parking standards.

[Relevant Policy: BFBLP M9]

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

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

[Relevant Policy: BFBLP M9]

28. No development above slab level shall take place until details of car ports have been submitted for approval. The car ports once approved shall be retained for the use of the parking of vehicles at all times and, notwithstanding the provisions of the Town and Country (General Permitted Development) Order 1995 (or any order revoking or re-enacting that Order with or without modification), no enlargements, improvements or alterations shall be made to the car port, and no gate or door shall be erected to the

front of the car port.

REASON: To ensure that the development is provided with adequate parking to prevent the likelihood of on-street parking which could be a danger to other road users.
[Relevant Policy: BFBLP M9]

29. No development above slab level shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for covered and secure cycle parking facilities. The building shall not be occupied until the approved scheme has been implemented. The facilities shall be retained. REASON: In the interests of accessibility of the development to cyclists.
[Relevant Policies: BFBLP M9, Core Strategy DPD CS23]
30. Prior to commencement of the SANG car park, details of any proposed gates and any control mechanisms shall be submitted to approved by the Local Planning Authority. Any gates shall be set back at least 30m back from the junction of the access road with the adjacent road to ensure no conflict with an adopted highway or residential property boundary and thereafter shall be retained in the approved position.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
31. No gates at either the Nine Mile Ride or South Road entrances shall be provided at the vehicular access to the site.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
32. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following:
- the proposed roundabout access onto Nine Mile Ride which is to be constructed within land in the applicants control or adopted highway; and,
 - the proposed access on South Road.
- The buildings provided by the carrying out of the development shall not be occupied until the off site highway works have been completed in accordance with the scheme.
REASON: In the interests of highway safety.
[Relevant Policy: BFBLP M4]
33. No development (including site clearance) shall take place, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.
The CEMP shall include as a minimum:
- (i) Location of the access for demolition and construction vehicles;
 - (ii) Routing of construction traffic (including directional signage and appropriate traffic management measures);
 - (iii) Details of the parking of vehicles of site operatives and visitors;
 - (iv) Areas for loading and unloading of plant and materials;
 - (v) Areas for the storage of plant and materials used in constructing the development;
 - (vi) Location of any temporary portacabins and welfare buildings for site operatives;
 - (vii) Details of any security hoarding;
 - (viii) Details of any external lighting of the site;
 - (x) Measures to control the emission of dust, dirt, noise and odour during construction;
 - (xi) Measures to control surface water run-off during construction;
 - (xii) Measures to prevent ground and water pollution from contaminants on-site;
 - (xiii) construction and demolition working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site;

- (xiv) Details of wheel-washing facilities;
- (xv) Measures to minimise the pollution potential of unavoidable waste;
- (xvi) Measures to dispose of unavoidable waste in an environmentally acceptable manner;
- (xvii) details of measures to mitigate the impact of demolition and construction activities on ecology; and
- (xviii) Details of a monitoring regime to demonstrate compliance with the CEMP including timings for reports to be submitted to the Local Planning Authority.

The approved Construction Environmental Management Plan shall be adhered to throughout the demolition and construction period.

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

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

Informatives

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

02. The applicant is advised that the following conditions require discharging prior to commencement of development: 4,5,9,10,12,13,15,16,22,25,29,32,33

The applicant is advised that the following conditions require discharging prior to commencement of the SANG :30.

The applicant is advised that the following conditions require discharging prior to development above slab level: 3,6,7,11,28,29

The applicant is advised that the following conditions require discharging prior to practical completion of the development: 19

The following conditions require discharge prior to the occupation of the dwellings hereby approved: 17,20,21,23,24

No details are required to be submitted in relation to the following conditions; however they are required to be complied with: 1,2,8,14,18,26,27,31.

03. The CEMP for the development required to be submitted for approval under condition 34 should limit the use of South Road for construction purposes.

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

In the event of the s106 agreement not being completed by 21st October 2022, the Assistant Director: Planning be authorised to either extend the period further or refuse the application for the following reasons:

01. The occupants of the development would put extra recreational pressure on the Thames Basin Heaths Special Protection Area and the proposal would not satisfactorily mitigate its impact in this respect. In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Policy NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policy CS14 of the Core Strategy Development Plan Document, the Thames Basin Heaths Special Protection Area Supplementary Planning Document (2018).
02. The proposed development would unacceptably increase the pressure on highways and transportation infrastructure, community facilities and public open space. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards local junction improvements, integrated transport and highway measures, open space and community facilities, the proposal is contrary to Policies R4 and M4 of the Bracknell Forest Borough Local Plan and CS6, CS8, and CS24 of the Core Strategy Development Plan Document and to the Planning Obligations SPD and the NPPF.
- 03 In the absence of a planning obligation to secure affordable housing in terms that are satisfactory to the Local Planning Authority, the proposal is contrary to Policy H8 of the Bracknell Forest Borough Local Plan, Policies CS16 and CS17 of the Core Strategy Development Plan Document, the Planning Obligations SPD, the resolution on affordable housing made by BFC Executive on 29 March 2011, and the NPPF.
- 04 In the absence of a planning obligation to secure a 10% biodiversity net gain which would deliver measurable improvements for biodiversity by creating or enhancing habitats in association with the development, the proposal is contrary to paras 8c and 174d of the NPPF.
- 05 It has not been demonstrated that the proposed development would incorporate a sustainable drainage system (SuDS) for the management of surface water run-off which would be maintained for the lifetime of the development. This is contrary to the House of Commons: Written Statement (HCWS161) Sustainable Drainage Systems 18/12/2014, the Flood Risk and Coastal Change PPG updated 15/04/2015, and the NPPF.