

Unrestricted Report

ITEM NO: 06

Application No.
21/00701/FUL
Site Address:

Ward:
Wildridings And Central

Date Registered:
8 July 2021

Target Decision Date:
7 October 2021

Bracknell Beeches Old Bracknell Lane West Bracknell Berkshire

Proposal:

Erection of 7 new buildings ranging from 4 to 16 storeys comprising 349 residential dwellings, 294 sqm of flexible commercial/community floorspace (Flexible use class E/F Use), new station access and associated car parking, cycle parking and landscaping following demolition of existing buildings.

Applicant:

S2 Bracknell Ltd

Agent:

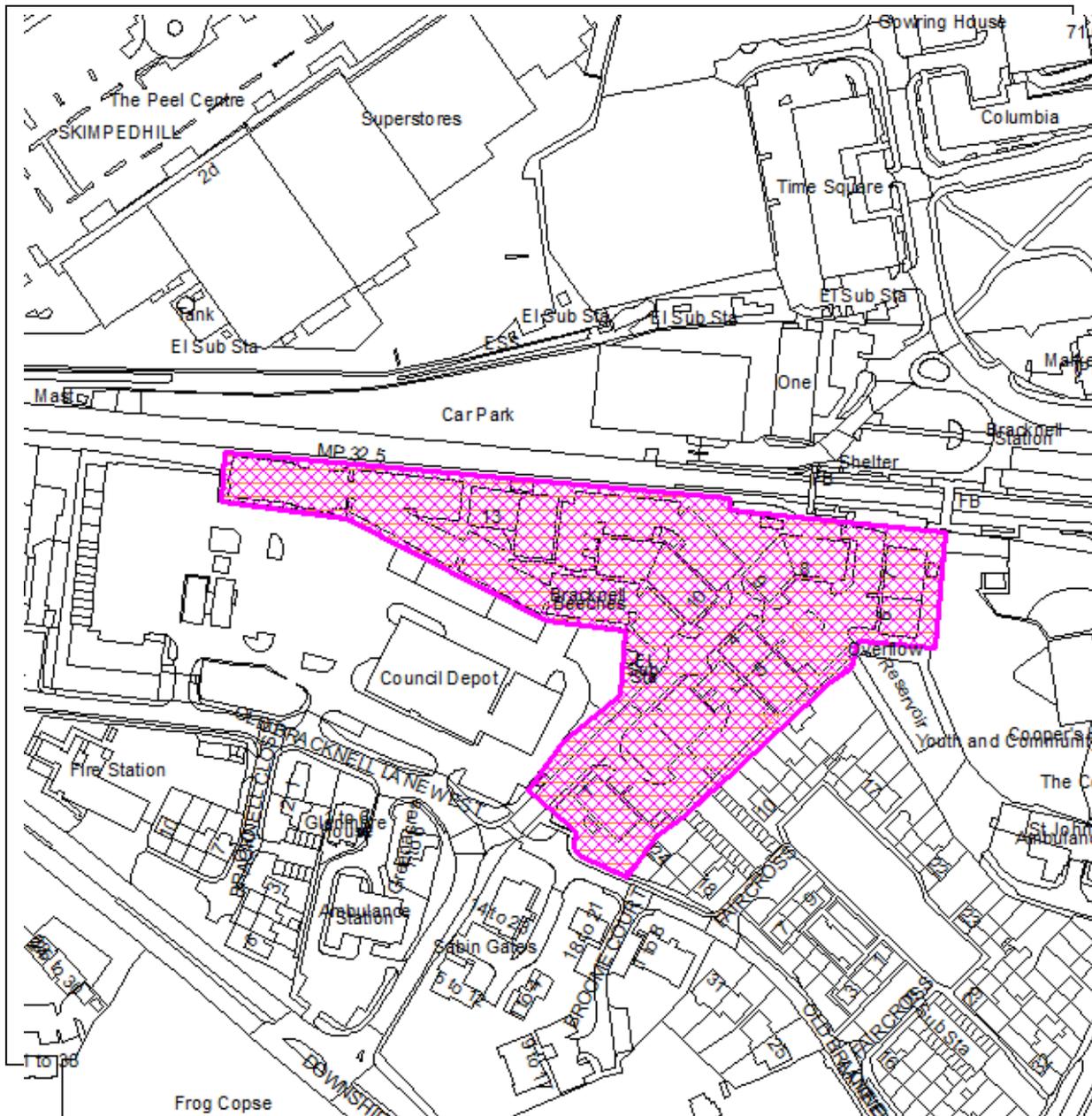
Mr Tom Vernon

Case Officer:

Simon Roskilly, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1.0 SUMMARY

- 1.1 The site relates to part of a larger area allocated for residential development under SALP Policy SA1. Given the policy designation the proposed residential development, consisting of 349 apartments, is considered acceptable in principle.
- 1.2 The proposal also seeks to deliver 294 sqm (GIA) flexible community/retail floorspace (Use Classes E and F). The applicant has indicated that the quantum and location of this floorspace has specific locational requirements as it is intended to animate/enliven the new public open space and approach to the new southern railway platform access. The full results of their sequential assessment are awaited. Subject to this information, once received, appropriately demonstrating that the proposed inclusion of small scale town centre uses within the development would meet the requirements of the sequential assessment as set out in national policy, this element of the scheme is considered acceptable.
- 1.3 The Highway Authority is of the view that the site's proximity to the town centre, along with the range of proposed measures to enhance and encourage sustainable travel, makes the proposed level of parking, which is a balance between the Bracknell Town Centre and non-Town Centre standards, acceptable. The Highway Authority is also content that the site can be accessed and serviced in a safe manner.
- 1.4 The proposal would result in no adverse impacts upon the amenity of both existing adjoining residents and future occupiers.
- 1.5 Subject to the revised FRA being considered acceptable in principle, and subject to conditions and a S106 obligation securing a monitoring fee, the applicant would have provided an adequate surface water drainage scheme for the development.
- 1.6 The scheme is also considered not to adversely affect any protected species and, subject to the completion of a s106 Legal Agreement, would provide suitable mitigation, including in respect of the Thames Basin Heaths Special Protection Area (SPA).

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

2.0 REASON FOR REPORTING APPLICATION TO PLANNING ADVISORY COMMITTEE

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

3.0 PLANNING STATUS AND SITE DESCRIPTION

- 3.1 The site (SHLAA site 317) lies within part of the larger Site Allocations Local Plan (SALP) allocated site for residential development (Policy SA1) and is located within 5km of the Thames Basin Heaths SPA.

- 3.2 The 1.75 ha site currently contains 7no. 2-storey offices blocks that provide 13 self-contained B1 office units, surrounded by 304 car parking spaces.
- 3.3 The site has a single southern point for vehicle access onto Downshire Way (A322) via Old Bracknell Lane West. The site is currently linked to the station and town centre via a foot bridge located to the north-east of the site. This bridge currently provides temporary able-bodied pedestrian access over the Reading to London Waterloo railway line at the agreement of Network Rail.
- 3.4 South-east of the site is a residential area and south-west of the L-shape site is the Council's depot which also forms part of the SA1 SALP residential allocation.

PLANNING STATUS
Within part of the larger Site Allocations Local Plan (SALP) allocated site for residential development (Policy SA1)
Within 5km of the SPA

4.0 RELEVANT SITE HISTORY

- 4.1 There is no relevant planning history for this site.

5.0 THE PROPOSAL

- 5.1. The proposal comprises the demolition of the existing 7no. two storey office buildings and the erection of 7no. mixed use buildings (A-G) containing 349 apartments, alongside 294 sqm GIA flexible community/retail floorspace (Use Classes E and F) and associated surface/basement parking, landscaping and proposed public realm.
- 5.2 The development will also benefit from a new railway platform and access via bridges, with disabled access, across to the northern side of the railway line and onto Bracknell Town Centre and the Lexicon.
- 5.3 The buildings are shown to range from 4 to 16 storeys in height and will be clearly visible from outside the site.
- 5.4 All 7 of the buildings will have green roof amenity provision, with buildings A, B and C to the south-east and buildings F and G to the north also having connecting floor space links also finished with green roofs to be included within the applicant's green infrastructure strategy.
- 5.5 The mix of dwelling types and the level of commercial floor area would consist of: -

159no. 1 Bed apartments (13no. Studio)
 190no. 2 Bed: apartments
 Total Units: 349

Flexible community/retail floorspace (Use Classes E and F) GIA: 294 sqm

Total Parking: 401 spaces
 Cycle Spaces: 672

6.0 REPRESENTATIONS RECEIVED

Bracknell Town Council

6.1 No objection to the proposal.

Other representations

6.2 Fifty-eight objections were received.

The main concerns are as set out below: -

- Parking, access and traffic. [Officer Comment: These issues have been responded to under section 9 (iv) Transport and Highways Considerations]
- Number of residential units is higher than what was envisaged for the allocated site. [Officer Comment: The numbers would be higher than the allocation envisaged however this was an estimated number and if more units can be achieved on the site and the scheme is acceptable in planning terms then the additional numbers should not form an obstacle to development. The development makes good use of land in a sustainable location which is a requirement of the NPPF.]
- Drainage. [This issue has been responded to under section 9 (vii) Surface Water Drainage/Flood Risk]
- Height of buildings, visual impact, and impact upon surrounding character and appearance. [Officer Comment: This issue has been responded to under section 9 (ii) Impact on Character, Appearance and Function of the Area]
- Ecology. [Officer Comment: This issue has been responded to under section 9 (v) Biodiversity.]
- Neighboring amenity, overlooking, loss of daylight and appears overbearing. [Officer Comment: This issue has been responded to under section 9 (iii) Impact on Residential Amenity]
- Lack of school and medical provisions. [Officer Comment: As it stands there is no need to seek contributions towards schools when looking at demand from this development and the areas it falls within. As for GP surgeries and other medical facilities it is the role of the Primary Care Trusts to monitor developments and plan for need.]
- No demand for flats. [Officer Comment: Developing apartments on this site, given the proposal also involves access to the railway line, bus station and Town Centre beyond, makes it a popular sustainable location for future occupiers of apartments.]
- Devaluing existing properties. [Officer Comment: This is not a Planning consideration, although providing a scheme of this nature, including railway platform access, would benefit not only the future occupiers but other residents that live south of the railway line]
- Fear of crime [Officer Comment: Having a well surveilled development, busier in the evenings and on weekends than the site currently is as some residents have expressed support for, makes the area less attractive to criminals]
- Fire safety [Officer Comment: Royal Berkshire Fire Brigade were consulted on this application and, although it was not entirely clear where emergency vehicles would go on site in-order to respond to a critical situation, there was no mention of inadequate access, and it was made clear that this can be all dealt with under Building Regulations]

6.3 Two letters of support stating the following: -

- This development will help to meet the housing crisis.
- This development will activate an area that is currently quiet out of hours.
- It is pleasing to see that our previous concerns have been listened to and these alterations have been made.

- Amendments have resulted in the reduction of height of the buildings closest to Faircross, along with proposed landscaping/screening. This makes the scheme more in-keeping with the area.

7.0 SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 No objection subject to conditions and a S106 obligation.

Environmental Health

7.2 No objection subject to conditions.

Biodiversity Officer

7.3 No objection subject to suitably worded conditions.

Waste and Recycling Officer

7.4 No objection.

Lead Local Flood Authority

7.5 Principle of the drainage scheme is acceptable however final checks will be reported via the Supplementary Report.

Thames Basin Heaths SPA Officer

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

Health and Safety Executive

7.7 No comments received.

Network Rail

7.8 No formal comments received although they have been liaising with the applicant.

Royal Berkshire Fire Brigade

7.9 Access to be considered under Building Regulations.

Berkshire Archaeology

7.10 Recommend conditional approval.

Thames Water

7.11 No objection to wastewater provision apart from a concern that the pilling may impacts upon existing sewage pipework. A pilling method statement will be required as part of the Construction Environmental Management Plan (CEMP).

8.0 MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

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

	Development Plan	NPPF
General policies	CP1 of SALP,	Limited (policy not used in planning application decision-making)

	CS1, CS2 & CS22 of CSDPD SA1 of SALP	Consistent Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development.
Trees & Landscaping	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 130 & 174)
Drainage	CS1 of CSDPD	Consistent (paras. 167 & 169)
Biodiversity	CSDPD Policies CS1 & CS7 BFBLP 'Saved' Policies EN1, EN2 & EN20	Consistent (paras. 170 & 180)
Noise and Pollution (including Land Contamination)	CSDPD Policy CS1 BFBLP 'Saved' Policy EN25	Consistent (paras. 120, 174, 183 & 185)
Sustainability (Renewable Energy and Water Use)	CSDPD Policies CS10 & 12	Consistent (para. 153)
Securing Necessary Infrastructure	CSDPD Policy CS6	Consistent (para. 55 to 57, 93 and 95)
Supplementary Planning Documents (SPD)		
Parking Standards SPD Planning Obligations SPD (2015) Thames Basin Heath SPA SPD Character Area Assessments SPD Design SPD		
Other publications		
National Planning Policy Framework (NPPF) National Planning Policy Guidance (NPPG)		

8.2 In addition, the Bracknell Town Neighbourhood Plan was 'made' by Bracknell Forest Council on 27 October 2021. The relevant policies from this which are considered consistent with the NPPF are: -

- HO 1 Infill & Backland Development
- HO 7 Buildings: Local Character
- HO 8 Buildings: Good Quality Design
- TR 1 Cycleways
- TR 2 Cycleways & Footpaths
- TR 3 Cycle racks
- TR 7 Roads and Transport: Traffic and the Environment

8.3 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 LP9 (Affordable Housing)
- Policy LP15 (Design Principles)
- Policy LP17 (Thames Basin Heaths Special Protection Area)
- Policy LP 31 (Development of main town centre uses outside of designated centres)
- Policy LP 32 (Protection of community facilities and services)
- Policy LP 43 (Tall Buildings)
- Policy LP46 (Biodiversity)
- Policy LP48 (Protection and enhancement of trees and hedgerows)
- Policy LP57 (Parking)

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

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

i. Principle of Development

9.2 The application site relates to land included within SALP Policy SA1 - previously developed land within the defined settlement, Land at Old Bracknell Lane West (SHLAA site 317).

9.3 Prior to the site's allocation in the SALP the site was designated as employment land. Any issues regarding the loss of employment land were assessed at the time the SALP was examined. As such residential development of this site is acceptable in principle.

9.4 A profile for this site is contained in Appendix 3 of the adopted SALP. The capacity of the site is shown as 115 units, based on a density of 75 dwellings per hectare, although if a

greater number of units were to be acceptable on site this would not conflict with policy. The site profile contains the following requirements: -

- Investigation and remediation of any land contamination;
- Provision of affordable housing
- Provision of open space
- Any necessary mitigation measures identified as a result of a noise survey (in relation to the proximity of the site to London Road and employment uses);
- Transport Assessment to assess the impact of the development upon local road junctions and roundabouts;
- Upgrade existing pedestrian/cycle route between Eastern Road and London Road.;
- Appropriate ecological surveys and mitigation of any impacts;
- Demonstrate that there is adequate waste water capacity both on and off site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.
- Mitigation of impacts in accordance with Limiting the Impact of Development SPD [Now the Planning Obligations SPD], and/or other relevant legislation/policy/guidance;
- Provide a bespoke SANG in perpetuity of: at least 8 ha per 1,000 new population; and, make financial contributions towards Strategic Access Management and Monitoring; and take any other measures that are required to Satisfy Habitats Regulations [Now The Conservation of Habitats and Species Regulations 2017 (as amended)], the Council's Thames Basin Heaths SPA Avoidance and Mitigation Strategy and relevant guidance in agreement with the Council and Natural England. A bespoke SANG must be in place and available for use by the occupants of the new development before the first new dwelling is occupied.

9.5 This is not a comprehensive list, and there may be other requirements.

9.6 Other development plan policies that are relevant to the principle of development: -

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

9.8 Core Strategy DPD Policy CS22 relates to 'Out of Town Centre Retail Development'. It states:

Development for retail uses outside of defined town centres will not be permitted unless:

- i. the development is justified to meet an identified need; and*
- ii. it is demonstrated that after following a sequential site selection process no alternative sites were suitable, viable and available which could meet the identified need; and*
- iii. it is demonstrated the development will not have an unacceptable adverse impact on the viability and vitality of any other town centre, either alone or cumulatively with other proposals and recent developments; and*
- iv. the development is accessible by a choice of means of transport and will not result in congestion; and*
- v. it is demonstrated there would be no unacceptable adverse environmental impacts caused by the development and/or its subsequent operation.*

9.9 Emerging Development Management Policy LP32 (Protection of community facilities and

services) states:

1. Development will be permitted where:

- i. existing facilities and services are retained and maintained;*
- ii. the quality and capacity of existing facilities and services is improved; and,*
- iii. new facilities and services are provided.*

- 9.10 Emerging Development Management Policy LP31 (Development of main town centre uses outside of designated centres) states:

Sequential test

1. Development, including extensions to existing facilities, for main town centre uses (with the exception of offices and ancillary services), should be located in Bracknell Town Centre and other centres defined on the Policies Map, then in edge of centre locations. It should only be located in out of centre locations if, having demonstrated appropriate flexibility in form and scale, it cannot be accommodated within a suitable and available centre or edge of centre location. When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to centres.

2. Where development includes offices, it should be located in Bracknell Town Centre, other centres or on the designated Employment Areas prior to other areas of the Borough. Applications for ancillary services in designated employment areas will be exempt from the sequential test.

Impact assessment

3. Development including retail or leisure uses of 1,000 sq m or more of floorspace outside the defined centres will only be permitted if it is demonstrated that it will not cause a significant adverse impact on existing centres.

- 9.11 Emerging Development Management Policy LP15 (Design) states all development must achieve a high standard of design that positively contributes to placemaking. Proposals should be design-led and will be supported where they (amongst other criteria) create attractive places by responding to and enhancing the distinctive character, heritage, amenity and/or appearance of the local area, or where appropriate, create character, identity and attractiveness.

Residential Development and the Current 5 Year Supply of Housing

- 9.12 The LPA is not currently able to demonstrate a five-year supply of deliverable housing sites within the borough. Providing housing on this site that exceeds that envisaged by SALP Policy SA1 goes some way to meeting the unmet need and as such is a material consideration.
- 9.13 The proposal to provide 349 apartments on the site, when assessed against the policies as set out above and the fact that the LPA do not currently have a 5-year supply of housing, is considered acceptable in principle, subject to the normal assessments of a scheme as per the Development Plan policies and the NPPF.

Flexible Community & Retail Floorspace

- 9.14 The proposed development seeks to deliver 294 sq m (GIA) of flexible

community/retail floorspace (Use Class F & E), providing ground floor activation to the public open spaces around buildings C, D and E. As highlighted above this floorspace is intended to be flexible with the priority being to animate and enliven the public realm for placemaking purposes as well as providing activation for the site at weekends.

- 9.15 Paragraph 87 of the NPPF (2021) requires a sequential test to be applied to planning applications for 'main town centre uses' outside of the Town Centre. No impact assessment is required for a development of this scale.
- 9.16 The full sequential assessment is awaited and will be reported to Members via the Supplementary Report. This will address the requirements of the NPPF and will take into account the relevance of the specific locational requirements of the proposed uses. Subject to this information, once received, appropriately demonstrating that the proposed inclusion of small scale town centre uses within the development would meet the requirements of the sequential assessment as set out in national policy, this element of the scheme could be considered acceptable.

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

- 9.17 Core Strategy Policy CS1 deals with sustainable development and expects new development to make efficient use of land, buildings and infrastructure. Policy CS7 deals with the design of new development and expects proposals to build on the urban character, respecting patterns of development and the historic environment. BFBLP Policy EN20 (proviso i) requires development to be in sympathy with the character and appearance of the local environment and appropriate in scale, mass, design, materials, layout and siting, both in itself and in relation to adjoining buildings, spaces and views.
- 9.18 These policies are consistent with Chapter 12 of the NPPF and are therefore considered to have significant weight. The NPPF attaches great importance to the creation of high-quality buildings and places (para.126). Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 9.19 The Council has produced a Design SPD (2017) which provides specific guidance relevant to the consideration of the scheme.

Layout



Figure 1. Site Overview

- 9.20 The proposed layout of the mixed-use development and its associated public open space, parking and landscaping has responded well to the limitations of the site in terms of its unusual footprint, pedestrian/cycle/vehicular access requirements, adjoining housing and commercial uses, as well as any future residential developments that may come as a result of the larger SA1 allocation.
- 9.21 One of the main focuses of the development has been to achieve access to Bracknell railway station from the south and how the function of the site will support this. Currently there is an old footbridge to the north of the site that accommodates a permissive pedestrian access over the railway line northwards. However, there is no way of securing permanent access across the bridge. In response to this the applicant has held lengthy discussions with Network Rail in order to deliver a new accessible entrance to the southern platform of Bracknell railway station, maximising accessibility from this site and other areas south of the railway line northwards.
- 9.22 Given the applicant's vision to connect land to the south, northwards to the railway station and town centre the layout has had to respond to urban design principles such as legibility. In response to this a clear view of Station House (a building above the northern railway platform) will be seen from Old Bracknell Lane West, along the main vehicular access into the site, has been designed in. This is key to making the route north legible and, as a result, the through flow of pedestrians seeking access to the station therefore supports the inclusion of a large area of public open space along with the ground floor mixed community uses. In turn this creates a sense of place that would be expected of a residential development of this scale that transitions from a residential area into a railway station and beyond into the Town Centre.
- 9.23 The applicant has sought to retain 92% of the existing trees on site and, where possible, provide further planting in-order to soften development and help to assist in developing a required biodiversity net gain strategy.

9.24 As the site forms part of the original larger allocation for development it is important that, when developing this site, it refrains from isolating other areas of the allocation and encourages connectivity. In order to achieve this the applicant has designed in an east-west cycleway connecting a recently approved scheme at Coopers Hill to the east through the development westwards to already built out developments. This allows for other developments within the allocation to access the new southern railway platform facility, public open space and the proposed community uses, thus providing the comprehensive delivery of the SALP Policy SA1 allocation.

Bulk, Massing and External Appearance

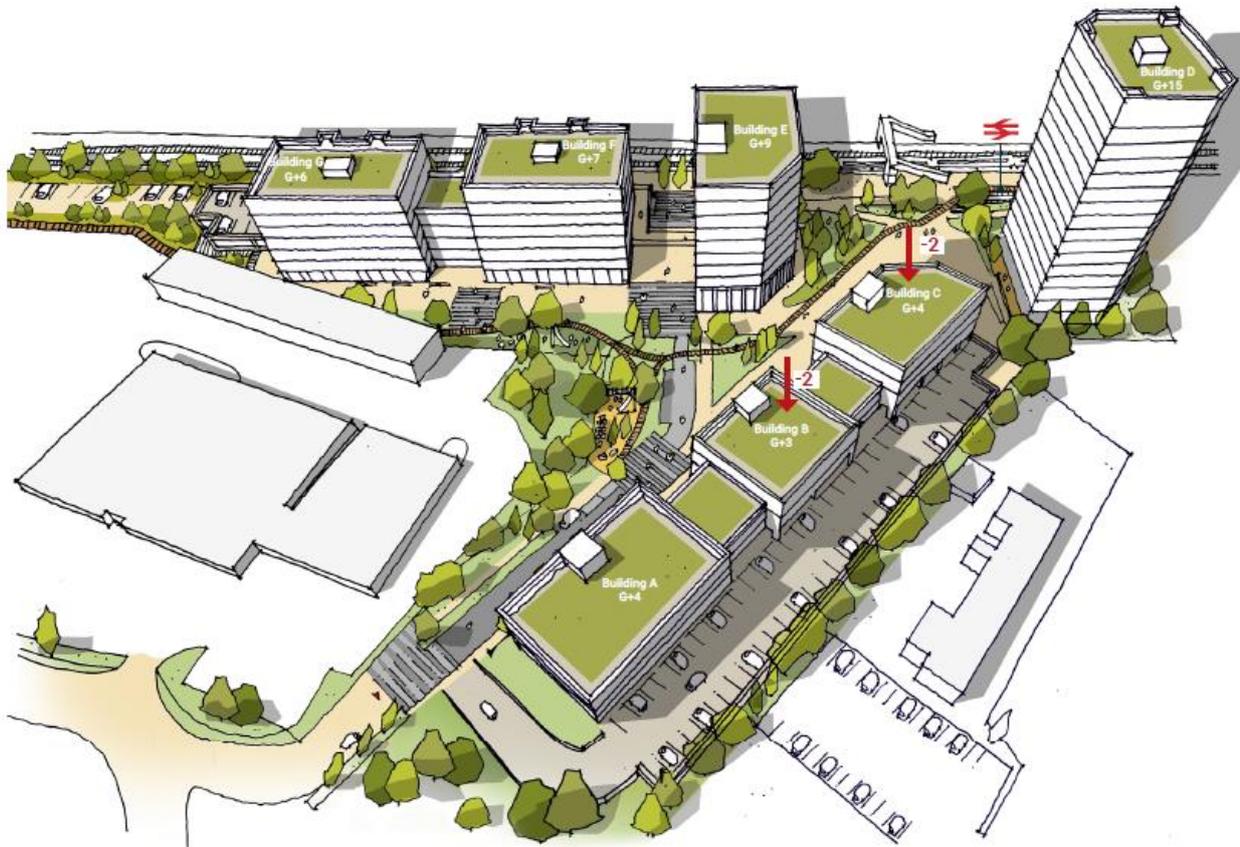


Figure 2. 3D Artists Impression

- 9.25 The proposal consists of seven buildings, ranging from 4 to 16 storeys, including shorter mansion-block Buildings (A, B and C) which are connected by linking elements (4-5 storey); individual feature Building D (16 storey); individual building E (10 storey) and shorter Buildings F and G also connected by linking (7-8 storey) elements.
- 9.26 The Emerging Local Plan Policy LP43 (Tall Buildings) identifies that tall buildings of high-quality design and architecture, can be appropriate in the right locations. Such buildings can use land efficiently, enclose key areas of public realm and can enhance a space, place or street scene where they fit well into the urban landscape. This policy, although an emerging policy, provides useful information in assessing a proposal of this nature.
- 9.27 Looking at the requirements of Emerging Local Plan Policy LP43, which can be given some weight, the design of the scheme has been developed in response to the local context. The taller feature building D is designed as the focal point of the scheme, to act as a wayfinding

device, demarcating Bracknell station. Building E responds directly to the height of the adjacent existing building and steps down from building D. The buildings positioned beside the existing low-rise residential area to the east are designed to step down from building D and overall, be shorter and more subservient in response to their adjacent context. Transitional bulk and massing offers greater views, in addition to addressing the central public square at the heart of the scheme.

- 9.28 The application site is located in a key gateway to the town centre and one of the first things people see when arriving by train. The existing site is comprised of an older business park which is largely covered in hard standing. The proposed development offers a significant improvement on this position delivering a high-quality scheme with substantive place-making features. The scheme therefore positively contributes to the existing streetscene.
- 9.29 The application submission is supported by a 'Townscape and Visual Impact Appraisal' which gives consideration to important views outside of the development site. The document concludes that the proposed development would make a positive contribution to the townscape and enhance the visual appearance of the local area. The findings of the appraisal are accepted in that the bulk, massing and heights of the proposed buildings reflect the surrounding built form, maintain important views and at the same time create new views of the development that are considered to enhance the character and appearance of the area.



Figure 3. Blocks A, B and C West Elevations



Figure 4. Blocks A, B and C East Elevations



Figure 5. Blocks A, B and C East Elevations continued



Figure 6. Block D South Elevation



Figure 7. Blocks D, E, F and G North Elevations



Figure 8. Blocks D, E, F and G North Elevations continued

9.30 The applicant's Design and Access Statement (DAS) sets out their approach when designing the external appearance of the buildings; and what materials will be used. The DAS demonstrates how the applicant has considered surrounding developments, the history of Bracknell and the materials that are characteristic of the area. This approach is considered appropriate in creating a development with its own sense of place along with acknowledgement of the character and appearance of the local area.

Conclusion on the Character and Appearance of the Area

9.31 In conclusion, given the above design and layout related assessment, the proposed development is not only considered acceptable in terms of not adversely impacting upon the character and appearance of the area but will also enhance views of the site, make good use of the allocated site, and improve connectivity. As such the proposal is considered to comply with CSDPD Policies CS1 and CS7, SALP Policy SA1, BFBLP 'Saved' Policy EN20 and the NPPF.

iii. Impact on Residential Amenity

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

Existing Residential Amenity

9.33 The closest existing residential properties to the proposed development are south-east of the site at Faircross, with proposed buildings A-D being the only buildings that could potentially adversely affect any existing residential amenity. Figure 9 below sets out what the separation distances will be from the development to the rear gardens and rear elevations of the properties in Faircross.

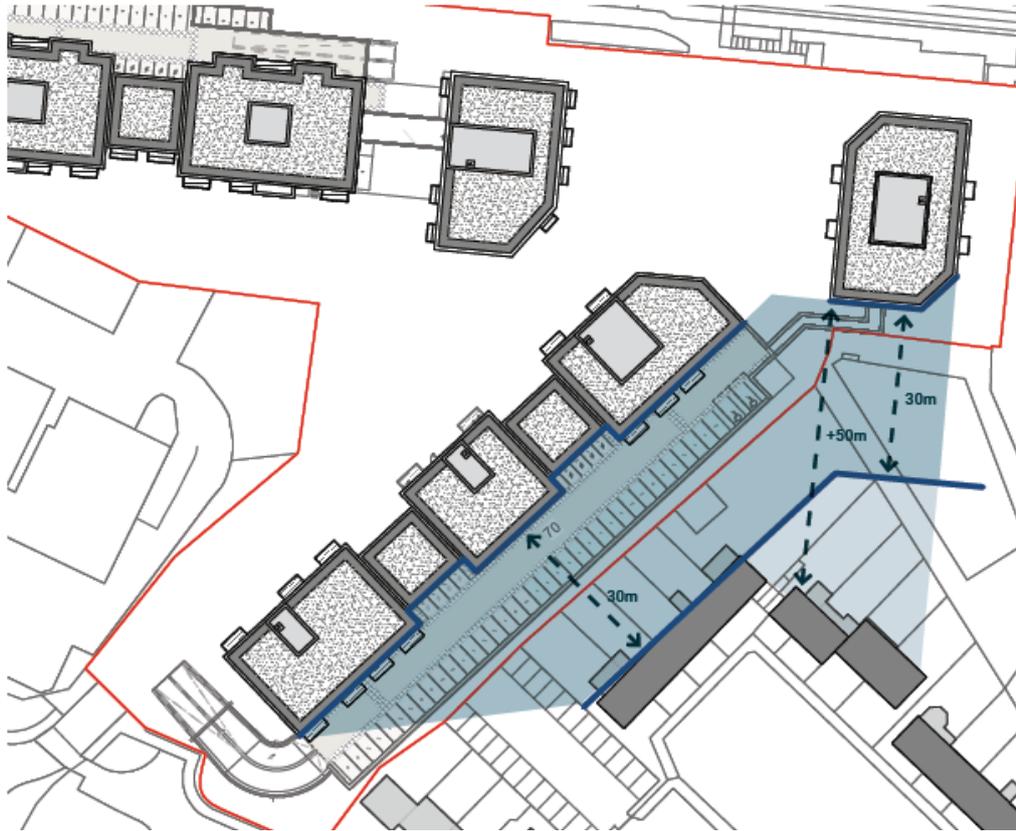


Figure 9. Separation distances with Faircross

- 9.34 Building D (16 stories) will be sited 50m from the rear elevation and 30m from the rear boundary of the closest Faircross property. Building B (3 stories at the rear) will be 30m from the rear elevation of properties at Faircross and 15m from the rear boundary treatment. There is also a significant area of vegetation around what is known to be a reservoir south of Building D and north of Faircross.
- 9.35 The Council's standards, as published in the Council's adopted Design SPD, state 30m back-to-back on any development three stories or over and a separation distance of 10m to a rear boundary treatment from a two-storey development and 15m from a three-story development or over.
- 9.36 Even though the separation distances between proposed buildings A-D and the properties in Faircross are considered acceptable the applicant proposes a treed buffer between the car park at Bracknell Beeches and the rear fence line with Faircross. This treed buffer would further restrict any unacceptable overlooking of residential amenity. This proposed boundary treatment is set out below in figure 10 and is considered to be a measure that can be maintained in the long term.

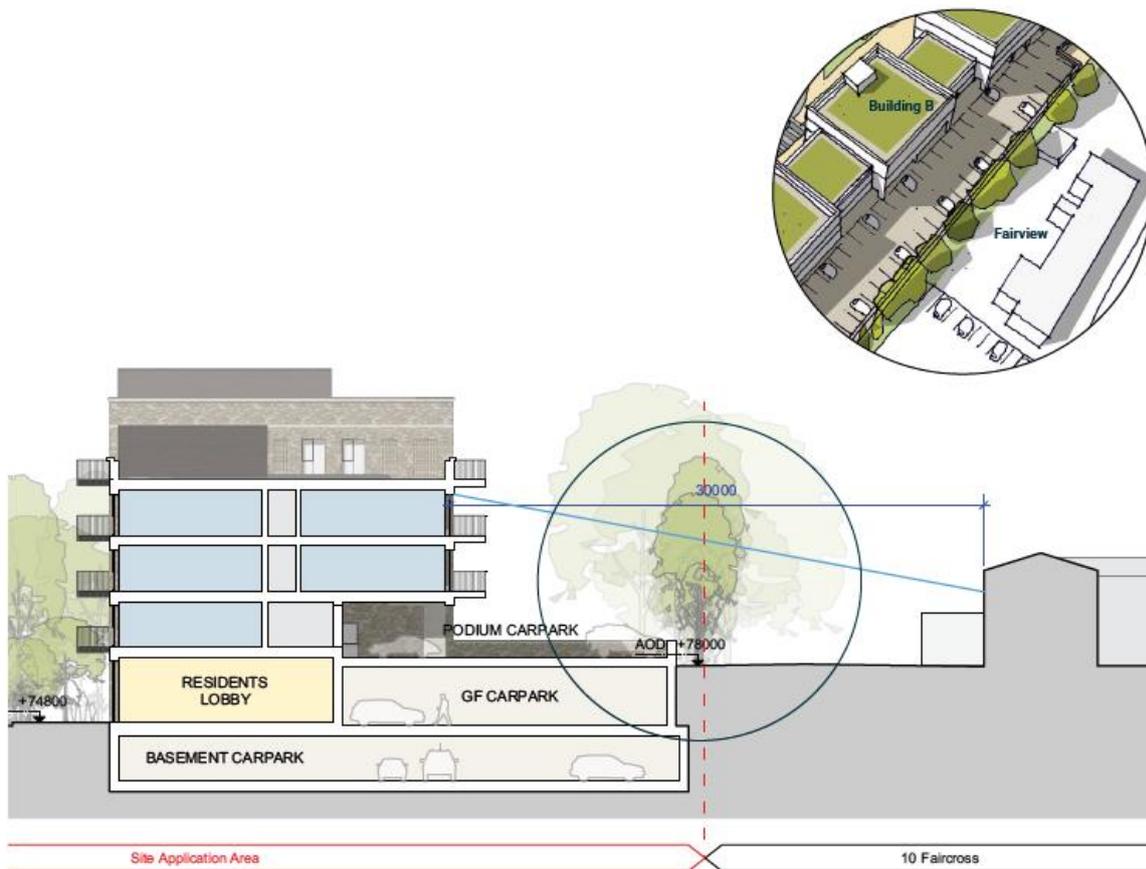


Figure 10. Proposed boundary screening

- 9.37 Given the above separation distances, existing vegetation and planned planting, the proposal is not considered to appear overbearing, overshadowing nor would it result in any unacceptable loss of privacy to the residents of Faircross.

Future Residential Amenity

- 9.38 East of the development site is a recently approved residential scheme known as Coopers Hill which is yet to be built out. However, the approved plans show that where Block D would be located there would be a 30m separation distance between buildings with a substantial buffer of trees in between. This future relationship can be seen in figure 11 below. Given this degree of separation, the proposed siting of Block D is not considered to adversely impact upon the amenity of the future occupiers of the Coopers Hill scheme.



Figure 11. Coopers Hill Development

- 9.39 As a result the proposed development, due to its siting and design, is not considered to result in any adverse impacts upon the amenity of any of the future occupiers of both this scheme and the approved Coopers Hill development.

Conclusion on Impact on Residential Amenity

- 9.40 Given the above assessments, it is considered that the development, as a whole, would not result in any adverse impacts upon the amenity of both existing and future occupiers. As such the proposal is considered to comply with saved BFBLP Policy EN20 and the NPPF.

iv. Transport and Highways Considerations

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

Site Location

- 9.42 Bracknell Beeches is an allocated site for residential development in the Site Allocations Local Plan 2013. The site lies south of the mainline railway and Bracknell rail station and north-east of Old Bracknell Lane West. The extant use of the site is for offices, though it is understood that a low proportion of these are currently occupied. The proposal is for residential flats with a small amount of flexible retail/community space in the north-east of the site close to the railway station.
- 9.43 The applicant has worked to address a number of rounds of comments from the highway authority and has submitted amendments to the site layout, access and parking plans in order to: improve highway safety and reduce conflicts between movements within the development, improve the connectivity and clarity of routes for pedestrians and cyclists, and improve servicing and delivery arrangements. The Highway Authority is pleased to have reached a position where it is able to support the proposals.
- 9.44 The application includes a range of measures to promote sustainable transport modes, including:
- a) new southern access to Bracknell rail station, which in addition to serving the proposed development will also provide public benefit for other development on Old Bracknell Lane

West and beyond. The applicant has worked with Network Rail and the train operating company to reach a point of agreement on design;

b) an east-west cycleway through the site which will connect to the recently consented Coopers Hill scheme to the north-east and an allocated development area to the west, this cycleway is to be offered for highways adoption. In time this will form part of an east-west cycleway between Crowthorne Road North to the east and the existing cycle routes at the Twin Bridges junction to the west;

c) four car club spaces, including electric vehicle charging provision for some car club spaces, backed-up with a proposal document from a car club operator (Transport Assessment Appendix D);

d) a shuttle mini-bus service to Bracknell town centre, predominantly to facilitate travel by those who are less able;

e) above-standard provision of cycle parking, including for both residents and visitors; and

f) provision of clear, legible routes for pedestrians through the site from Old Bracknell Lane West to the existing Network Rail bridge over the mainline railway and new station access to the southern platform.

Access

- 9.45 The location of the vehicular access to the existing site from Old Bracknell Lane West is proposed to be retained, with some amendments and improvements to create a pedestrian footway along the northern side. An east-west cycle/pedestrian route is proposed through the northern part of the site linking the cycle/pedestrian route within the approved Coopers Hill development to the east with the boundary of the area of the Council's depot to the west which is allocated for residential development in the Site Allocations Local Plan 2013. Further to the west, an area to the north of the former Blueprint House building is also secured through S106 to continue this east-west cycle/pedestrian route. The east-west cycle/pedestrian route is to be offered for adoption under Section 38 of the Highways Act.
- 9.46 In the north-east corner of the site, the application proposes a new access to the southern platform of Bracknell Railway Station, which is currently not directly accessible from the southern side. The applicant has worked with Network Rail and the train operating company in relation to the design of this to ensure that it meets their needs and is accessible for both able-bodied pedestrians and those with mobility difficulties. This southern station access will be secured through the Section 106 legal agreement. Access by bus is proposed through provision of a shuttle-bus service between the site and Bracknell Town Centre, details of this are required to be submitted by condition and provision of the service secured through the S106 legal agreement.
- 9.47 On foot, there is an existing (Network Rail owned) footbridge over the mainline railway to the north of the site, though this does not provide for disabled access. The implementation of the east-west cycle/pedestrian route through the Coopers Hill site to the east will reduce the travel distance and time for those who are unable to use the Network Rail footbridge.

Car & Cycle Parking, Deliveries and Servicing

- 9.48 The site is located south of the defined Bracknell town centre area, for which the town centre parking standards apply. However, given the site's proximity to Bracknell town centre, railway station, bus station and the range of sustainable transport measures proposed, a balanced view with regard to parking standards has been taken. In addition, the applicant has agreed to fund, through a Section 106 legal agreement, the review and potential amendment of the existing parking controls on Old Bracknell Lane West, Old Bracknell Lane East and associated side-roads. The on-site roads are to remain private

and a Parking, Servicing and Deliveries Management Plan is to be required by condition to manage parking on site.

- 9.49 The site is proposed to accommodate 349 dwellings and 294 sq. m of flexible commercial / community use (classes E and F), a retail store has been assumed for parking standards purposes. The breakdown of residential units by size is:
- 13 studios;
 - 146 1-bedroom; and
 - 190 2-bedroom.
- 9.50 If the Council's Parking Standards SPD Tables 6 and 8 (outside of Bracknell Town Centre) were applied strictly, the development would require: 539 residents' spaces, 70 visitor spaces, and 15 spaces for the retail store = 624 spaces in total. If the adjacent Bracknell Town Centre standards (SPD Table 5) were applied, the development would require: 314 spaces for the residential use and 10 spaces for the retail store = 324 spaces in total. The proposal is for: 401 car parking spaces in total, comprising 349 residents' parking spaces (1 space per flat), 38 visitor spaces, 4 car club spaces and 10 spaces for the retail / community use.
- 9.51 The site is officially outside of the defined town centre zone, however it directly abuts Bracknell rail station to the north-east and the application proposes a new station access, east-west cycle route, car club vehicles onsite and a shuttle bus service to the town centre.
- 9.52 Parking is proposed as follows; the proposed level of parking is between the levels set out in the Parking Standards SPD (2016) for Bracknell Town Centre (Table 5) and locations outside of Bracknell Town Centre (Tables 6 and 8):
- a) Residential use: 349 spaces including 158 EV-enabled (50% active and 50% passive) and 18 spaces suitable for disabled parking if there is a defined need;
 - b) Commercial use: 10 spaces including 1 disabled;
 - c) Visitor spaces: 38 spaces including 2 disabled;
 - d) Car club spaces: 4 spaces including 2 EV-enabled (50% active and 50% passive); and
 - e) Deliveries and servicing: two delivery/servicing bays and an area in the north-east which with managed access for deliveries and servicing only at certain times (outside of which this area will be pedestrians and cyclists only).
- 9.53 With regard to EV-enabled spaces, 80 parking spaces (20%) (including 1 car club space) are proposed to have active electric vehicle charge points from the outset, with a further 80 (a further 20% including 1 car club space) cabled and ready to install charge points in future. However, the new Building Regulations part S: 'Infrastructure for the charging of electric vehicles' came into force in June 2022. The developer will therefore be required to provide a significantly higher number of EV-enabled spaces than are proposed within the application.
- 9.54 Cycle parking is provided within the ground floor of each building in full accordance with the Council's parking standards SPD requirements. The cycle parking is predominantly provided as two-tier cycle racks with gas lift with sufficient area between to pull-down the upper tier. Sheffield-style stands for visitors to the Community Space / Retail are also proposed to the front of the north-eastern building.
- 9.55 The proposed residential parking is one space per dwelling (irrespective of size) plus visitor parking, giving a ratio of 1.1 space per dwelling. The Commercial parking proposed is compliant with the Bracknell Town Centre standards. Four car club vehicles are also proposed to provide some flexible vehicle availability for those who may only need to use a vehicle occasionally, the car club offering set out in the Transport Assessment would also allow car club users to use vehicles from the same car club operator anywhere in the

country, for example when on holiday. It is requested that provision of car club vehicles increases as the occupation of the site increases. If evidence that a car club vehicle could replace up to 9 resident's spaces is accepted, this would give a parking ratio of 1.21 per dwelling.

- 9.56 This compares to nearby sites (within the Town Centre) with the following parking ratios:
- The Grand Exchange (former bus depot) 0.76 spaces per dwelling (car club vehicles are proposed); and
 - Amber House 0.96 spaces per dwelling; and
 - The recently approved development (including houses) at neighbouring Coopers Hill (outside of the defined Town Centre) which has a ratio of 1.48 spaces per dwelling (including houses).
- 9.57 Overall, the Highway Authority is of the view that the site's proximity to the town centre along with the range of proposed measures to enhance and encourage sustainable travel makes the proposed level of parking, which is a balance between the Bracknell Town Centre and non-Town Centre standards, acceptable. A Parking, Servicing and Deliveries Management Plan is requested by condition.

Internal Layout

- 9.58 The route into the site from Old Bracknell Lane West is compliant with the Council's Highways Guide to Development suitable for access for refuse collection, servicing and deliveries.
- 9.59 North of where the access road crosses the east-west cycle route, the eastern and western parcels have a more urban-design and landscape-led layout with a pedestrian- and cyclist-focused layout in the north-eastern parcel with access control restricted for vehicular movement; a delivery and servicing management plan is required by condition in relation to this access arrangement. To the north (abutting the railway) and in the south-east there are areas of car parking over more than one level with ramped accesses.
- 9.60 Building entrances are elevated, with ramps up and down for disabled access.

Trips and Transport Modelling

- 9.61 A comprehensive Transport Assessment accompanied the planning application.
- 9.62 The proposal has been modelled using the Council's transport model for a 2037 model year and the results of this modelling demonstrate that the proposals can be accommodated on the local road network. This modelling takes into account the difference between the extant (office employment) use of the site and the proposed residential use.
- 9.63 In terms of key links and junctions, Old Bracknell Lane West has a limited-movements (no right-turn out) signalised junction with the (recently dualled) A322 Downshire Way. The junctions each end of this link are the Twin Bridges roundabout to the west and the Horse and Groom roundabout to the east. Impacts on these junctions (and the wider network) are set out in Section 9 of the Transport Assessment Appendix G. This indicates that the impact on the Twin Bridges roundabout (junction 1) would be 1 to 2 seconds of additional delay and at the Horse and Groom roundabout (junction 3) there would be 0 to 1 seconds of additional delay between the base (without residential development at Bracknell Beeches) and scenario 1 (with residential development at Bracknell Beeches); this is likely to be imperceptible to those using the junctions and certainly nowhere near a "severe" impact (NPPF paragraph 111). Beyond these junctions, traffic is more dispersed and has an even more limited impact elsewhere on the network. Queue length analysis indicates no

visible change in queue length and queue locations between the future base and the development scenario.

Policy

- 9.64 The Highway Authority is satisfied that the proposals meet the requirements of the Council's Core Strategy [policies CS23 and CS24], Local Plan [policies M4, M5, M6, M7, M8 and M9] and the National Planning Policy Framework section 9: Promoting sustainable transport [in particular paragraphs 92, 104 c) & e); 105; 106 d); 110 a) & b), 111; 112 a), b), c), d) and e); and 113].

Summary

- 9.65 The applicant has worked to address highway comments, submitted amendments to site layout, access and parking plans. The Highway Authority is pleased to have reached a position where it is able to support the proposals and raises no objections subject to Section 106 legal agreement clauses, planning conditions and informatives.

Conclusion on Transport and Highways Considerations

- 9.66 Given the above LHA comments, the application is not considered to result in any adverse highway safety implications and as such complies with BFBLP Policies M4, M5, M6, M7, M8 and M9 and CSDPD Policies CS23 and CS24 and the NPPF.

v. Biodiversity

- 9.67 Policy CS1 of the CSDPD seeks to protect and enhance the quality of natural resources including biodiversity. Policy CS7 also requires the design of new development to enhance and promote biodiversity. These policies are consistent with the NPPF. The development must demonstrate it provides a net gain in biodiversity in line with the NPPF.
- 9.68 The applicant submitted an Ecological Assessment Report December 2021 by Tyler Grange. It sets out the findings of an Extended Phase 1 habitat survey, Preliminary Bat Roost Assessment (PBRA), bat emergence surveys and a biodiversity net gain assessment.
- 9.69 The Council's Biodiversity Officer expresses no concerns with regards to any protected species and agreed with the findings of the report that no protected species will be adversely affected.
- 9.70 The Council's Biodiversity Officer has also looked at the biodiversity net gain assessment in the same report which proposes a Biodiversity Net Gain Strategy to achieve a net gain of 75.2%. Having checked the metric calculations he is content that the site can deliver on this strategy.

Conclusion on Biodiversity

- 9.71 Given the above assessment, and subject to suitably worded conditions and a S106 obligation to maintain the on-site provision with an associated monitoring fee, the scheme is considered to comply with policies CS1 and CS7 of the CSDPD and the NPPF.

vi. Sustainability

- 9.72 SALP Policy CS10 requires the submission of a Sustainability Statement covering water efficiency aimed at achieving an average water use in new dwellings of 110 litres/person/day. There is also a requirement to make sure that the commercial floor space meets with BREEAM 'Very Good' as a minimum requirement.
- 9.73 SALP Policy CS12 requires the submission of an Energy Demand Assessment demonstrating how the development's potential carbon dioxide emissions will be reduced by at least 10% and how 20% of the development's energy requirements will be met from on-site renewable energy generation.
- 9.74 An Energy Demand Assessment has been submitted however it does not adequately address all of the requirements as set out under SALP policies CS10 and CS12. A revised strategy addressing both policies can be secured by means of a condition.

vii. Surface Water Drainage/Flood risk

- 9.75 The Lead Local Flood Authority (LLFA) are currently checking through a revised set of drainage calculations/documentation in order to confirm that the principle of the proposed surface water drainage scheme is acceptable. The scheme was previously looked at by the LLFA and no objections were received however following the submission of amended plans a revised Flood Risk Assessment and associated calculations were received. An update will be provided to members via the Supplementary Report.

viii. Thames Basin Heaths Special Protection Area

- 9.76 In accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) Bracknell Forest Council (BFC) has carried out a Habitats Regulations Assessment of the proposed development (349 dwellings). This site is located within the 400m – 5km Thames Basin Heaths Special Protection Area (TBH SPA) buffer zone and therefore is likely to result in an adverse effect on the SPA, unless it is carried out together with appropriate avoidance and mitigation measures.
- 9.77 The following potential adverse effects on habitats sites were screened out of further assessment:
- Loss of functionally linked land (TBH SPA)
- 9.78 Recreational pressure on the TBH SPA and air pollution from an increase in traffic on habitats sites were screened in for Appropriate Assessment.
- 9.79 BFC consulted Natural England (NE) on the submitted Air Quality Assessments and NE concluded no significant adverse air pollution effects on habitats sites in combination with other plans and projects. No air quality mitigation is therefore required.
- 9.80 The Council cannot provide strategic SANG capacity for this development and it will therefore require SANG capacity to be secured from a Third Party SANG. It is understood that the applicant has been in discussion with Third Party SANG providers relating to the purchase of necessary capacity. Once confirmed it will need to be demonstrated to the Council that suitable SANG capacity has been purchased and is secured. Subject to the applicant securing a contract with a Third Party SANG provider a SANG solution can be secured for this scheme.

- 9.81 On commencement of the development a financial contribution must also be made towards Strategic Access Management and Monitoring (SAMM) measures of **£206,645** which is calculated on a per bedroom basis.
- 9.82 The applicant **must agree** to enter into a S106 agreement to secure the SAMM contribution and a restriction on the occupation of each dwelling until BFC has confirmed that open space enhancement works to a SANG is completed. Subject to the completion of the S106 agreement, the proposal would not lead to an adverse effect on the integrity of the SPA and would comply with Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017 (as amended), South East Plan saved Policy NRM6, saved policy EN3 of the Bracknell Forest Borough Local Plan (2002), Policy CS14 of the Core Strategy Development Plan Document (2008), the Thames Basin Heaths Special Protection Area Supplementary Planning Document (2018) and the National Planning Policy Framework.

Conclusion

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

ix. Community Infrastructure Levy (CIL) and S106 Contributions

- 9.84 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.
- 9.85 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.
- 9.86 The application site is within the Central Bracknell charging zone with a Nil charging rate.
- 9.87 The following obligations will be required to be secured by way of a S106 Legal Agreement: -

Affordable Housing and Viability

- 9.88 CSDPD Policy CS17 and BFBLP Policy H8 seek the provision of 25% on-site affordable housing provision, taking account of the economics of provision. These policies are considered consistent with the NPPF.
- 9.89 However, the applicant submitted a 'Financial Viability Assessment', prepared by Quod, which has been the subject of an independent appraisal by BPS Charter Surveyors. The independent appraisal concluded that the scheme is not viable if affordable housing is delivered on-site.
- 9.90 The wording of the Council's policy, and the NPPF allow scheme viability to be considered. Therefore, in light of the independent District Valuer's findings, the proposal would not be in conflict with CSDPD Policy CS17, BFBLP Policy H8 and the NPPF.

- 9.91 However please note that as the 'Financial Viability Assessment' represents a snapshot in time a review mechanism will be secured by way of a S106 obligation in-order to assess whether the scheme is still viable, if not built out straight away.

Primary Education

- 9.92 No identified need in the Town Centre.

Community Facilities

- 9.93 The development would contribute to the need for further Community Facilities in the area. The Council are currently undertaking works at Time Square to provide Community Facilities. This development would be expected to provide a financial contribution towards the upgrade, expansion and/or fixtures and fittings at the Time Square Community Facility or other Community Facilities capable of serving the development.
Reason: Paragraph 5.5.5 of the Bracknell Forest Council Planning Obligations SPD, Core Strategy Development Plan Document (CSDPD), 2008, Policy CS6

Open Space

- 9.94 Sites between 1ha and 2ha are required to provide Passive and/or Active OSPV on site to a standard of 30m² per dwelling (although quality and function is considered as well as quantity) plus a contribution towards further provision off site. Alternatively, the applicant may provide full Passive and Active OSPV to a standard of 2ha/1000 persons active OSPV and 2.3ha/1000 persons passive OSPV.
- 9.95 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.
- 9.96 The Council has a number of OSPV projects it is looking to delivery in the Town Centre, we would consider a residual financial contribution to be acceptable.
Reason: Core Strategy Development Plan Document (CSDPD), 2008, Policy CS6, Para 5.11.4 of the Bracknell Forest Council Planning Obligations SPD.

Biodiversity Net Gain

- 9.97 The NPPF (Para 180d, 2021) states that: "opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature. If the Biodiversity enhancements do not surmount to a net gain over the site (guidance can be taken from our Biodiversity Officer) the Council may consider offering a mitigation option off-site, however the mitigation hierarchy should be followed in the first instance. Whether mitigation is agreed on site, off-site or both, a planning obligation will be required to secure implementation, maintenance and monitoring of the measures together with a monitoring fee.
Reason: Core Strategy Development Plan Document (CSDPD), 2008, Policy CS6, Para 5.11.4 of the Bracknell Forest Council Planning Obligations SPD, NPPF (2021) Para 8c, 174,179 and 180.

SuDS

- 9.98 As the proposals include SuDS infrastructure, prior to commencement the Council will require submission and approval of a final SuDS Specification and Management and Maintenance plan to secure management of the SuDS for the lifetime of the development. A monitoring sum of £8000 will be sought through a planning obligation to enable the Council to monitor/inspect SuDS for their lifetime.

Reason: Para 5.15.6 of the Planning Obligations SPD 2015

Transport

- 9.99 The new station entrance proposed will be secured through condition or S106 planning obligation. It is not envisaged contributions will be required if this is delivered in kind. Planning obligations will however be required to ensure the developer/owner enters into relevant Highways Agreements for any works to the public highways or for any roads/footways/cycleways to be adopted.
Reason: Section 5, Paragraph 5.2.3 and 5.2.6 of the Bracknell Forest Planning Obligations SPD.

Travel Plans

- 9.100 The number of residential units triggers the need for a Travel Plan including provision of a car club. A section 106 obligation will be required to secure submission and approval of a travel plan prior to occupation and to secure the contribution of a Travel Plan fee of £4000 and Travel Plan deposit.
Reason: Paragraph 5.3.4 of the Bracknell Forest Planning Obligations SPD and Appendix 1.1 of the Bracknell Forest Planning Obligations SPD.

Thames Basin Heaths SPA

- 9.101 Requirements as set out in section viii.

10. CONCLUSIONS

- 10.1 The site relates to part of a larger site allocated for residential development under SALP Policy SA1. Given the policy designation the proposed residential development, consisting of 349 apartments, is considered acceptable in principle.
- 10.2 The LPA is not currently able to demonstrate a five-year supply of deliverable housing sites within the borough. Providing housing on this site that exceeds that envisaged by SALP Policy SA1 goes some way to meeting the unmet need and as such is a material consideration in the determination of this application.
- 10.3 The proposal also seeks to deliver 294 sqm (GIA) flexible community/retail floorspace (Use Classes E and F). The applicant has indicated that the quantum and location of this floorspace has specific locational requirements as it is intended to animate/enliven the new public open space and approach to the new southern railway platform access. The full results of their sequential assessment are awaited. Subject to this information, once received, appropriately demonstrating that the proposed inclusion of small scale town centre uses within the development would meet the requirements of the sequential assessment as set out in national policy, this element of the scheme is considered acceptable.
- 10.4 The proposed layout of the mixed-use development and its associated public open space, parking and landscaping has responded well to the limitations of the site. It provides a legible access from the south into the site past commercial uses and through a generously sized public square north onto the platform with Bracknell railway station. It also allows for east-west cycle and pedestrian connections with other Policy SA1 developments, as well as the recently approved Copper Hills development to the east.
- 10.5 The proposed bulk, massing and overall architectural design of the buildings respects its surroundings providing, where necessary, sympathetic transitional form and an external finish that takes note of material used in the area yet at the same time results in its own sense of place.

- 10.6 The proposal would result in no adverse impacts upon the amenity of both existing and future occupiers.
- 10.7 The Highway Authority is of the view that the site's proximity to the town centre, along with the range of proposed measures to enhance and encourage sustainable travel, makes the proposed level of parking, which is a balance between the Bracknell Town Centre and non-Town Centre standards, acceptable. The Highway Authority are also content that the site can be accessed and serviced in a safe manner.
- 10.8 Subject to the revised FRA being considered acceptable in principle, and subject to conditions and a S106 obligation securing a monitoring fee, the applicant would have provided an appropriate surface water drainage scheme to mitigate the development of the site.
- 10.9 The proposal is also considered to appropriately address biodiversity, Thames Basin Heaths SPA mitigation, general infrastructure requirements and renewable energy policies, subject to conditions and suitable obligations secured by way of a S106 Legal Agreement.

11. RECOMMENDATION

- 11.1 That the Assistant Director: Planning be authorised to APPROVE the application subject to the submission of an acceptable sequential test, confirmation that the drainage scheme is acceptable in principle, the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act relating to the following matters, and the following conditions, added to or deleted as the Assistant Director: Planning considers necessary:
- i. Measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath SPA;
 - ii. Commitment to entering into an agreement with the Highway Authority under Section 278 of the Highways Act 1980 for the Old Bracknell Lane West access amendments;
 - iii. Commitment to entering into an agreement with the Highway Authority under Section 38 of the Highways Act 1980 for adoption of the east-west cyclepath/footpath;
 - iv. Provision of a Travel Plan including car club vehicles;
 - v. Contribution to cover the review of Traffic Regulation Orders (TROs);
 - vi. Private Access and Footpath (PAF) standard clauses and associated maintenance agreements;
 - vii. Implementation of the disability compliant access to the southern platform of Bracknell Railway Station;
 - viii. Provision of on-site OSPV including their maintenance, and financial contribution towards off-site OSPV capable of serving this site;
 - ix. Contributions towards the provision and maintenance of community facilities capable of serving the site;
 - x. On-site Biodiversity Net Gain provision including maintenance and monitoring; and
 - xi. Submission and approval of a final SuDS Specification and Management and Maintenance plan to secure management of the SuDS for the lifetime of the development together with a monitoring sum.
 - xii. Viability review mechanism linked to affordable housing provision.

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: -

BBE-ASA-ZZ-XX-DR-A-100 Site Location Plan R3
BBE-ASE-ZZ-GF-DR-L-100 General Arrangement Plan R9

BBE-ASA-ZZ-BS-DR-A-199 Basement Plan R10
BBE-ASA-ZZ-GF-DR-A-200 Ground Floor Plan R16
BBE-ASA-ZZ-01-DR-A-201 First Floor Plan R13
BBE-ASA-ZZ-02-DR-A-202 Second Floor Plan R13
BBE-ASA-ZZ-03-DR-A-203 Third Floor Plan R13
BBE-ASA-ZZ-04-DR-A-204 Fourth Floor Plan R13
BBE-ASA-ZZ-05-DR-A-205 Fifth Floor Plan R13
BBE-ASA-ZZ-06-DR-A-206 Sixth Floor Plan R13
BBE-ASA-ZZ-07-DR-A-207 Seventh Floor Plan R13
BBE-ASA-ZZ-08-DR-A-208 Eighth Floor Plan R13
BBE-ASA-ZZ-09-DR-A-209 Ninth Floor Plan R13
BBE-ASA-ZZ-10-DR-A-210 Tenth Floor Plan R13
BBE-ASA-ZZ-RP-DR-A-216 Roof Plan R14

BBE-ASA-BA-BS-DR-A-199 Block A, B & C Basement Floor R5
BBE-ASA-BA-GF-DR-A-220 Block A, B & C Ground Floor R5
BBE-ASA-BA-01-DR-A-221 Block A, B & C First Floor R5
BBE-ASA-BA-02-DR-A-222 Block A, B & C Second Floor R3
BBE-ASA-BA-03-DR-A-223 Block A, B & C Third Floor R3
BBE-ASA-BA-04-DR-A-224 Block A, B & C Fourth Floor R4

BBE-ASA-BB-BS-DR-A-199 Block A, B & C Plans Basement Floor R5
BBE-ASA-BB-GF-DR-A-220 Block A, B & C Plans Ground Floor R5
BBE-ASA-BB-01-DR-A-221 Block A, B & C Plans First Floor R4
BBE-ASA-BB-02-DR-A-222 Block A, B & C Plans Second Floor R4
BBE-ASA-BB-03-DR-A-223 Block A, B & C Plans Third Floor R4
BBE-ASA-BB-04-DR-A-224 @A1 1:100 Block A, B & C Plans Fourth Floor R4

BBE-ASA-BD-GF-DR-A-220 Block D Plans Ground Floor R5
BBE-ASA-BD-01-DR-A-221 Block D Plans First Floor R3
BBE-ASA-BD-02-DR-A-222 Block D Plans Second - Fifteenth Floors R3

BBE-ASA-BE-GF-DR-A-220 Block E Plans Ground Floor R5
BBE-ASA-BE-01-DR-A-221 Block E Plans First Floor Floor R3
BBE-ASA-BE-02-DR-A-222 Block E Plans Second - Ninth Floors R3

BBE-ASA-BF-GF-DR-A-220 Block F & G Plans Ground Floor R6
BBE-ASA-BF-01-DR-A-221 Block F & G Plans First Floor R5
BBE-ASA-BF-02-DR-A-222 Block F & G Plans Second Floor R3
BBE-ASA-BF-03-DR-A-223 Block F & G Plans Third Floor R3
BBE-ASA-BF-04-DR-A-224 Block F & G Plans Fourth Floor R3
BBE-ASA-BF-05-DR-A-225 Block F & G Plans Fifth Floor R3
BBE-ASA-BF-06-DR-A-226 Block F & G Plans Sixth Floor R3
BBE-ASA-BF-07-DR-A-227 Block F & G Plans Seventh Floor R3

BBE-ASA-BG-GF-DR-A-220 Block F & G Plans Ground Floor R6
BBE-ASA-BG-01-DR-A-221 Block F & G Plans First Floor R5
BBE-ASA-BG-02-DR-A-222 Block F & G Plans Second Floor R3

BBE-ASA-BG-03-DR-A-223 Block F & G Plans Third Floor R3
BBE-ASA-BG-04-DR-A-224 Block F & G Plans Fourth Floor R3
BBE-ASA-BG-05-DR-A-225 Block F & G Plans Fifth Floor R3
BBE-ASA-BG-06-DR-A-226 Block F & G Plans Sixth Floor R3

BBE-ASA-BA-XX-DR-A-350 Block A, B & C Sections R5
BBE-ASA-BD-XX-DR-A-350 Block D & E Section R5
BBE-ASA-BF-XX-DR-A-350 Block F & G Sections R6
BBE-ASA-BB-XX-DR-A-350 Block A, B, & C Sections R1

BBE-ASA-BA-XX-DR-A-400 Blocks A B & C Elevations West R6
BBE-ASA-BA-XX-DR-A-401 Blocks A B & C Elevations West R6
BBE-ASA-BA-XX-DR-A-402 Blocks A B & C Elevations East R6
BBE-ASA-BA-XX-DR-A-403 Blocks A B & C Elevations East R6
BBE-ASA-BA-XX-DR-A-404 Blocks A B & C Elevations North R6
BBE-ASA-BA-XX-DR-A-405 Blocks A B & C Elevations South R6

BBE-ASA-BD-XX-DR-A-400 Block D Elevations North R6
BBE-ASA-BD-XX-DR-A-401 Block D Elevations South R6
BBE-ASA-BD-XX-DR-A-402 Block D Elevations West R6
BBE-ASA-BD-XX-DR-A-403 Block D Elevations East R6

BBE-ASA-BE-XX-DR-A-400 Block E Elevations North & South R6
BBE-ASA-BE-XX-DR-A-401 Block E Elevations West R6
BBE-ASA-BE-XX-DR-A-402 Block E Elevations East R6

BBE-ASA-BF-XX-DR-A-400 Block F Elevations North R8
BBE-ASA-BF-XX-DR-A-401 Block F Elevations South R7
BBE-ASA-BF-XX-DR-A-402 Block F Elevations East R7

BBE-ASA-BG-XX-DR-A-400 Block G Elevations North R8
BBE-ASA-BG-XX-DR-A-401 Block G Elevations South R7
BBE-ASA-BG-XX-DR-A-402 Block G Elevations West R7

BBE-ASA-BA-XX-DR-A-450 Block A, B, C & D Elevations West R6
BBE-ASA-BA-XX-DR-A-451 Block A, B & C Elevations West & East R5
BBE-ASA-BD-XX-DR-A-450 Block D, E, F & G Elevations North R5
BBE-ASA-BD-XX-DR-A-451 Block D, E, F & G Elevations South R6
BBE-ASA-BF-XX-DR-A-450 Block F & G Elevations North & South R7

Design and Access Statement P9
Design and Access Statement Addendum R4

BBE-ASE-ZZ-GF-DR-L-101 Levels Plan R3
BBE-ASE-ZZ-GF-DR-L-102 Tree Removal, Retention & Proposal Plan R2

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

03. Prior to commencement of any development above slab level, samples of the external materials to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved materials.

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

04. Prior to commencement of any development above slab level, details showing the finished floor levels of the buildings in each phase hereby approved in relation to a fixed datum point shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
REASON: In the interests of the character of the area.
05. No development shall commence until a scheme for the provision of biodiversity enhancements (not mitigation), including a plan or drawing showing the location of these enhancements, has been submitted to and approved in writing by the Local Planning Authority. An ecological site inspection report, confirming the provision of the approved enhancements on site, shall be submitted within three months of the first occupation of the development.
The approved scheme shall be performed, observed and complied with.
REASON: In the interests of achieving net gains for biodiversity
[Relevant Plans and Policies: CSDPD CS1, CS7]
06. The building hereby permitted shall not be occupied until hard and soft landscaping, including boundary treatments and other means of enclosure, has been provided for in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule.
All planting comprised in the soft landscaping works shall be carried out in accordance with British Standard 4428:1989 'Code of Practice For General Landscape Operations' or any subsequent revision and completed in full accordance with the approved scheme. The materials, construction, street lighting and edge protection for the east-west cycleway shall be compliant with the Highway Authority's standards for adoption.
All trees and other plants included within the approved details shall be healthy, well-formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision.
Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the next planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.
REASON: In the interests of good landscape design, the visual amenity of the area and highway safety.
[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7 and CS23]
07. No dwelling shall be occupied until vehicular and pedestrian access to the dwelling and its parking has been constructed in accordance with the approved plans.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
08. No dwelling or retail/community use shall be occupied until the following means of access for sustainable modes of travel, including for those with disabilities, have been constructed and are available for use:
- (a) Access to the southern station platform at Bracknell railway station;
 - (b) Pedestrian and cycle route between any occupied dwelling or retail/community use and:
 - (i) the access to the southern station platform at Bracknell railway station;
 - (ii) the bridge over the mainline railway which provides a link to Bracknell town centre;
 - (iii) Old Bracknell Lane West.

Thereafter these means of access for sustainable modes of travel shall be retained and maintained.

REASON: In the interests of highway safety and to offer a genuine choice of transport modes. [Relevant Policies: BFBLP M6 & M7; Core Strategy DPD CS23 & CS24; NPPF paragraphs 105,110 a) & b) and 112 a)]

09. No vehicular, pedestrian or cyclist connections shall be formed onto the primary site road until a plan showing visibility splays has been submitted to and approved in writing by the Local Planning Authority. Thereafter the visibility splays shall be kept clear of any obstruction to visibility above 0.6m in height measured from the adjacent carriageway, in the areas shown on the approved plan.

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

10. (A) No dwelling shall be occupied until the associated vehicle parking and turning space has been surfaced and marked out in accordance with the approved drawings within the development. The following parking and turning areas shall be provided and retained:

- i) Residential use: 349 car parking spaces (one space per dwelling) including a minimum of 79 spaces with electric vehicle charge points with a minimum output of 7kW, 79 spaces with cabling and ducting to allow spaces to be readily adaptable to provide charging points in future, and 18 spaces which could be used for disabled parking if there is a defined need;
- ii) Commercial use: 10 car parking spaces including 1 disabled space;
- iii) Visitor spaces: 38 car parking spaces including 2 disabled spaces;
- iv) Car club spaces: 4 spaces including 1 with an electric vehicle charge point with a minimum output of 7kW and 1 space with cabling and ducting to allow the space to be readily adaptable to provide charging points in future; and
- v) Deliveries and servicing: 2 delivery/servicing bays and an area in the north-east which with managed access for deliveries and servicing only at certain times (outside of which this area will be pedestrians and cyclists only).

(B) The parking, turning, servicing and delivery areas shall be managed in accordance with a Parking, Servicing and Deliveries Management Plan which shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation and which shall incorporate:

- i) parking allocation (residential and commercial);
- ii) parking enforcement;
- iii) delivery and servicing management, including access arrangements and timings for the north-eastern parcel which set out when delivery and servicing is permitted in this area, when the area will be restricted to pedestrians and cyclists only and how this restriction will be controlled and managed;
- iv) details of signage for parking including visitor parking, electric vehicle spaces, disabled spaces, car club and delivery/servicing bays;
- v) details of electric vehicle charging provision with a minimum output per space of 7kW and an intelligent demand-response system to manage electric vehicle charging demand.

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

[Relevant Policies: BFBLP M5 & M9, Core Strategy DPD CS23]

11. No dwelling or community/retail unit shall be occupied until the associated cycle parking has been provided in the location shown on the approved plans within the development. Overall the development shall provide 539 secure and covered cycle parking spaces for the residential dwellings, 2 secure and covered cycle parking spaces for staff of the community / retail development and 6 Sheffield-style stands (allowing 12 cycles to be parked) for visitors to the community / retail development which are to be located outside (west of) the community / retail development as shown on the approved Landscape & Public Realm General

Arrangement Plan with drawing number BBE-ASE-ZZ-GF-DR-L-100 revision R9. Where two-tier cycle parking is provided the upper tier shall have gas-assisted lifting to enable it to be used by less able-bodied people.

The cycle parking spaces and facilities shall thereafter be retained.

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

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

12. Before occupation of any dwelling or retail/community unit, a Shuttle Bus Service Specification shall be submitted to and approved in writing by the Local Planning Authority. The Shuttle Bus Service Specification shall include details of the vehicle types, route, frequency and stops for the shuttle bus service. Thereafter the shuttle bus service shall be provided in accordance with the approved Shuttle Bus Service Specification.

REASON: In the interests of accessibility of the development, particularly to those with reduced mobility.

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

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

14. No development (including demolition and site clearance) shall take place, until a Construction (and Demolition) 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) Routing of construction and demolition traffic (including directional signage and appropriate traffic management measures);
- (ii) Details of the parking of vehicles of site operatives and visitors;
- (iii) Areas for loading and unloading of plant and materials;
- (iv) Areas for the storage of plant and materials used in constructing the development;
- (v) Location of any temporary portacabins and welfare buildings for site operatives;
- (vi) Details of any security hoarding;
- (vii) Details of any external lighting of the site;
- (viii) Details of the method of piling for foundations;
- (ix) Measures to control the emission of dust, dirt, noise and odour during demolition and construction;
- (x) The control of rats and other vermin;
- (xi) Measures to control surface water run-off during demolition and construction;
- (xii) Construction and demolition working hours and hours during which delivery vehicles or vehicles taking materials away are allowed to enter or leave the site;
- (xiii) Details of wheel-washing facilities during both demolition and construction phases; and
- (xiv) Areas for the turning of construction and demolition vehicles such that the largest anticipated vehicle can turn and leave the site in a forward gear.

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

REASON: In the interests of highway safety and to mitigate and control environmental effects during the demolition and construction phases.

[Relevant Policies: BFBLP EN20, EN25, M9; Core Strategy DPD CS1, CS7, CS23]

15. The use of the ground floor retail/community space shall be restricted so as to prohibit Use Classes E(d) and E(f) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

REASON: To prevent uses which would result in a demand for parking which cannot be accommodated on site and which would increase the likelihood of on-street car parking and deliveries which would be a danger to other road users.

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

16. The applicant shall submit to the local planning authority, for approval, a detailed assessment of glazing and ventilation requirements to achieve internal noise levels in accordance with the noise criteria set out in the Mayer Brown acoustic report dated December 2021. Any works which form part of the approved scheme shall be completed before the development [or relevant phase] is occupied.
REASON: To protect occupiers of the proposed development from external noise sources.
17. A detailed design for the acoustic fence shall be submitted, for written approval, to the Local Planning Authority. The development shall not be occupied until the noise mitigation measure identified in the approved scheme, have been fully implemented. The noise mitigation measures shall be retained and maintained thereafter.
REASON: to protect future occupiers against unreasonable noise
18. A scheme for protecting the proposed dwellings of the approved development from noise from the plant room, bin stores, lift shafts, and stairwell, uses shall be submitted, for written approval, to the Local Planning Authority. The development shall not be occupied until the noise mitigation measure identified in the approved scheme, have been fully implemented. The noise mitigation measures shall be retained and maintained thereafter.
REASON: To protect future occupiers against unreasonable noise.
19. A scheme for protecting the proposed residential dwellings from noise from proposed commercial uses shall be submitted, for written approval, to the Local Planning Authority. This shall be sufficient to protect future occupiers of the residential properties against noise from reasonably foreseeable potential future uses.
The development shall not be occupied until the noise mitigation measures identified in the approved scheme, have been fully implemented. The noise mitigation measures shall be retained and maintained thereafter.
REASON: To protect future residents from noise from the commercial uses.
20. The use hereby permitted shall not be open to customers outside the following times:
(a) 07.00 hours to 23.00 hours Monday to Saturday, and
(b) 07.00 hours to 23.00 hours Sunday and public holidays
REASON: In the interests of the amenities of occupiers of nearby residential properties.
21. No sound amplifying equipment, which could result in noise being audible inside adjoining or adjacent residential properties, shall be installed in the premises.
REASON: To safeguard the residential amenities of nearby residents and the area generally from noise and disturbance.
22. No deliveries for commercial premises or waste collections shall be despatched or accepted outside the following times.
Monday to Saturday – 7:00 am and 10:00 pm
Sundays and Public Holidays – 9:00 am and 6:00 pm
REASON: To protect the amenity of residents living in the vicinity of the site and to reduce impact on air quality.
23. Prior to the commencement of use of any unit as a café/restaurant the following shall be submitted to the Local Planning Authority: -
 - (a) written details concerning any proposed air handling plant associated with the development including:
 - the proposed number and location of such plant as well as the manufacturer's information and specifications;

- the acoustic specification of the plant including general sound levels and frequency analysis under conditions likely to be experienced in practice
- and the intended operating days and times.

(b) calculations showing the likely impact of noise from the development;

(c) a scheme of works or such other steps as may be necessary to minimize the effects of noise from the development;

(d) The development shall not commence until written approval of a scheme under (c) above has been given by the Local Planning Authority. All works forming part of the scheme shall be completed before any of the dwellings is first occupied.

REASON: To protect [future residents of the site and] the occupants of nearby residential properties from noise.

24. The applicant shall submit to the Local Planning Authority, for written approval, a scheme of works to minimise the emission of cooking odours. The permitted use shall not commence until the odour mitigation measures, as set out in the approved scheme, have been implemented. The odour mitigation measures shall be maintained and retained for the duration of the development.
REASON: In the interests of the amenities of neighbouring occupiers.

25. No work relating to the development hereby approved, including works of demolition or preparation prior to building operations, shall take place other than between the hours of 08:00 and 18:00 Hrs Monday to Friday and 08:00 to 13:00 Hrs Saturdays and at no time on Sundays or Bank or National Holidays
REASON: To protect the occupiers of neighbouring properties from noise and disturbance outside the permitted hours during the construction period.

26. No development shall take place until full details of the Drainage System(s) have been submitted to and approved in writing by the Local Planning Authority and carried out in accordance with the approved details.
REASON: To ensure that the site is properly drained and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.

27. The development hereby permitted shall not be begun until an Energy Demand Assessment demonstrating that:
(a) the proposed development will reduce carbon dioxide emissions by at least 10% against the appropriate Target Emission Rate as set out in Part L of the Building Regulations (2006), and
(b) a proportion of the development's energy requirements will be provided from on-site renewable energy production (which proportion shall be 20%)
has been submitted to and approved in writing by the Local Planning Authority. The building shall thereafter be constructed in accordance with the approved assessment and retained as such thereafter.
REASON: In the interests of the sustainability and the efficient use of resources.
[Relevant Plans and Policies: CSDPD CS12]

28. 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]

29. No superstructure works shall take place until a pre-assessment estimator, or design report, demonstrating likely compliance of the commercial floor space with BREEAM 'Very Good' as a minimum requirement, has been submitted to, and approved in writing by, the Local Planning Authority.
The development shall be implemented in accordance with the approved estimator/report and retained as such thereafter.
REASON: In the interests of sustainability and the efficient use of resources.
[Relevant Policy: Core Strategy DPD CS10]
30. No development shall take place until the applicant or their agents or successors in title have secured the implementation of a programme of archaeological work (which may comprise more than one phase of works) in accordance with a written scheme of investigation, which has been submitted by the applicant and approved by the planning authority. The development shall only take place in accordance with the detailed scheme approved pursuant to this condition.
REASON: The site lies within an area of archaeological potential.

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 In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017 (as amended), Policy NRM6 of the South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policy CS14 of the Core Strategy Development Plan Document and the Thames Basin Heaths Special Protection Area Supplementary Planning Document (2018).
- 02 The proposed development would unacceptably increase the pressure on highways and transportation infrastructure and public open space. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure contributions towards integrated transport and highway measures, open space and community facilities, the proposal is contrary to Policies R5 and M4 of the Bracknell Forest Borough Local Plan and CS6, CS8, and CS24 of the Core Strategy Development Plan Document and to the Planning Obligations SPD and the NPPF.
- 03 In the absence of a planning obligation to secure a 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 170d of the NPPF.
- 04 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.

Informatives

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. The applicant is advised that the following conditions require discharging prior to commencement of development: 3, 4, 5, 9, 14, 26, 27, 28, 29 and 30.
03. The following conditions require discharge prior to the occupation of the dwellings hereby approved: 6, 7, 8, 12, 16, 17,18,19, 23 and 24.
04. No details are required to be submitted in relation to the following conditions; however they are required to be complied with: 1, 2, 10, 11, 13, 15, 20, 21, 22 and 25.
05. 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.
06. Any works affecting the adopted highway (including any adopted highway verge or footway) or works requiring contractors to occupy the highway (including any adopted highway verge and the footway) shall be approved and a relevant agreement, licence or permit obtained before any work is carried out within the highway. Contact should be made with The Highways and Transport Section at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at highwaynetwork.management@bracknell-forest.gov.uk. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.