

Unrestricted Report

ITEM NO: 5

Application No.
22/00578/REM
Site Address:

Ward:
Binfield With Warfield

Date Registered:
5 July 2022

Target Decision Date:
4 October 2022

Land To East Of Maize Lane and East Of Old Priory Lane (Land Parcel 3) Warfield Bracknell Berkshire

Proposal:

Reserved Matters Application relating to scale, layout, appearance and landscaping in respect of 175 dwellings pursuant to outline planning permission 20/00214/OUT, including submission of details pursuant to Conditions 05 (Tree Retention/Removal), 06 (Tree Protection) and 09 (Hard and Soft Landscaping).

Applicant:

Taylor Wimpey West London

Agent:

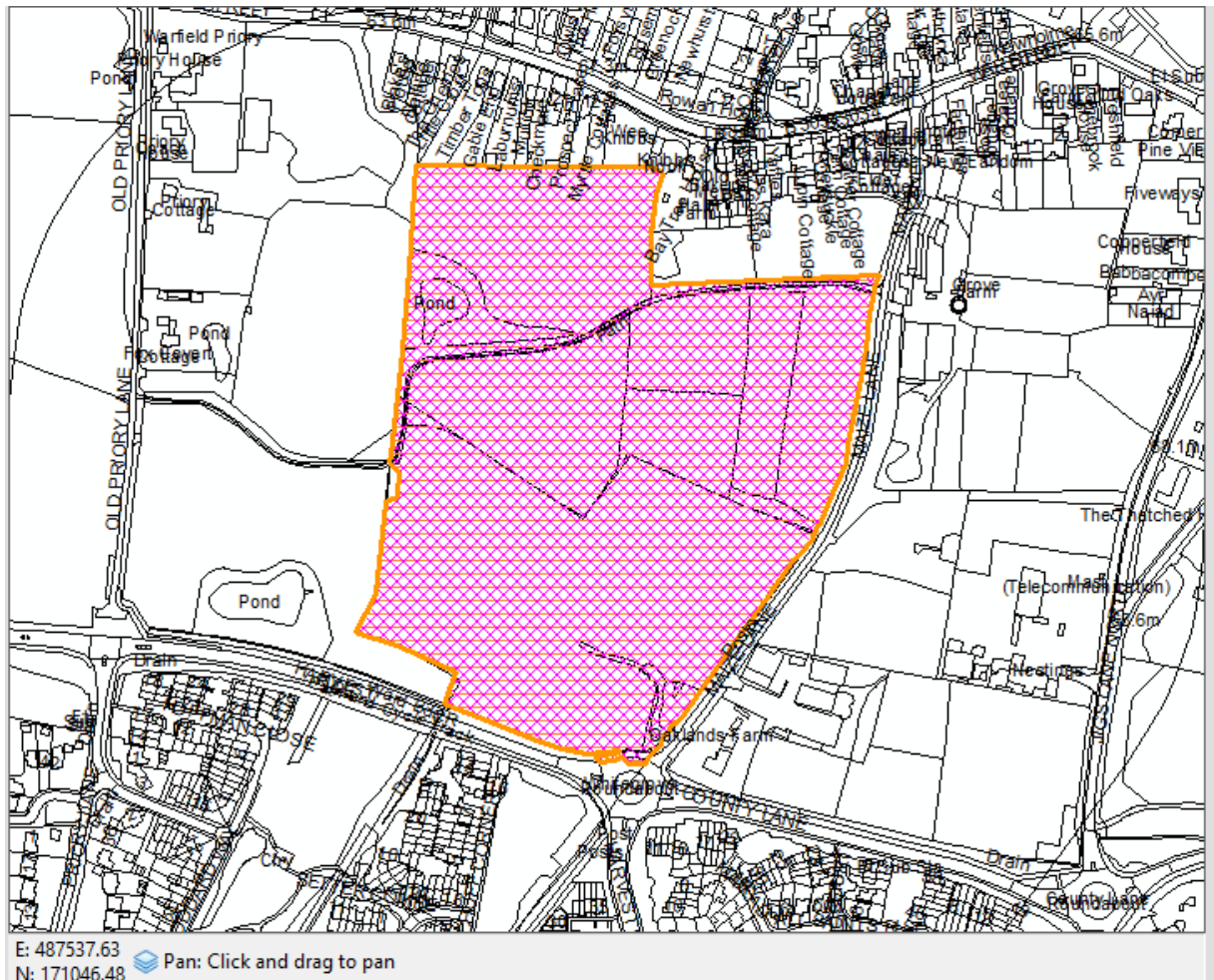
Lillian Duffield

Case Officer:

Matt Lunn, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. SUMMARY

1.1 The site forms part of the Warfield strategic development site that is allocated for the comprehensive mixed-use development for 2,200 dwellings, and supporting infrastructure, in Policy SA9 of the Bracknell Forest Site Allocations Local Plan (SALP) (adopted July 2013). This strategic policy is supported by the site-specific guidance set out within the Warfield Supplementary Planning Document (SPD) and the Warfield Area 1 Masterplan.

1.2 This application seeks reserved matters (REM) planning permission for the layout, scale, appearance and landscaping in respect of 175 dwellings pursuant to the outline permission 20/00214/OUT which approved the development of up to 305 dwellings, a primary school (up to two forms of entry), public open space, landscaping, surface water drainage and associated engineering works, with all matters reserved except for the means of access with Maize Lane and Harvest Ride.

1.3 This application relates specifically to Parcel 3 of the five parcels that comprise the outline planning permission (ref. Figure 1).

1.4 Design, parameter and strategy plans that were approved as part of the outline permission have been considered in the determination of this planning application.

1.5 During the course of the assessment of this application a number of amendments to drawings and supporting documents have been made to address matters raised by the planning case officer and consultees. The application is now recommended for approval subject to conditions.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is reported to Planning Committee as more than five objections have been received.

3. PROPOSAL

3.1 Reserved matters approval is sought for the details of layout, scale, appearance and landscaping in respect of 175 dwellings pursuant to the outline permission 20/00214/OUT which approved the development of up to 305 dwelling, a primary school (up to two forms of entry), public open space, landscaping, surface water drainage and associated engineering works, with all matters reserved except for the means of access with Maize Lane and Harvest Ride.

3.2 This application relates specifically to Parcel 3 (includes Parcels 3a, 3b, 3c collectively referred to as 'Parcel 3') of the development (Ref. Figure 1).

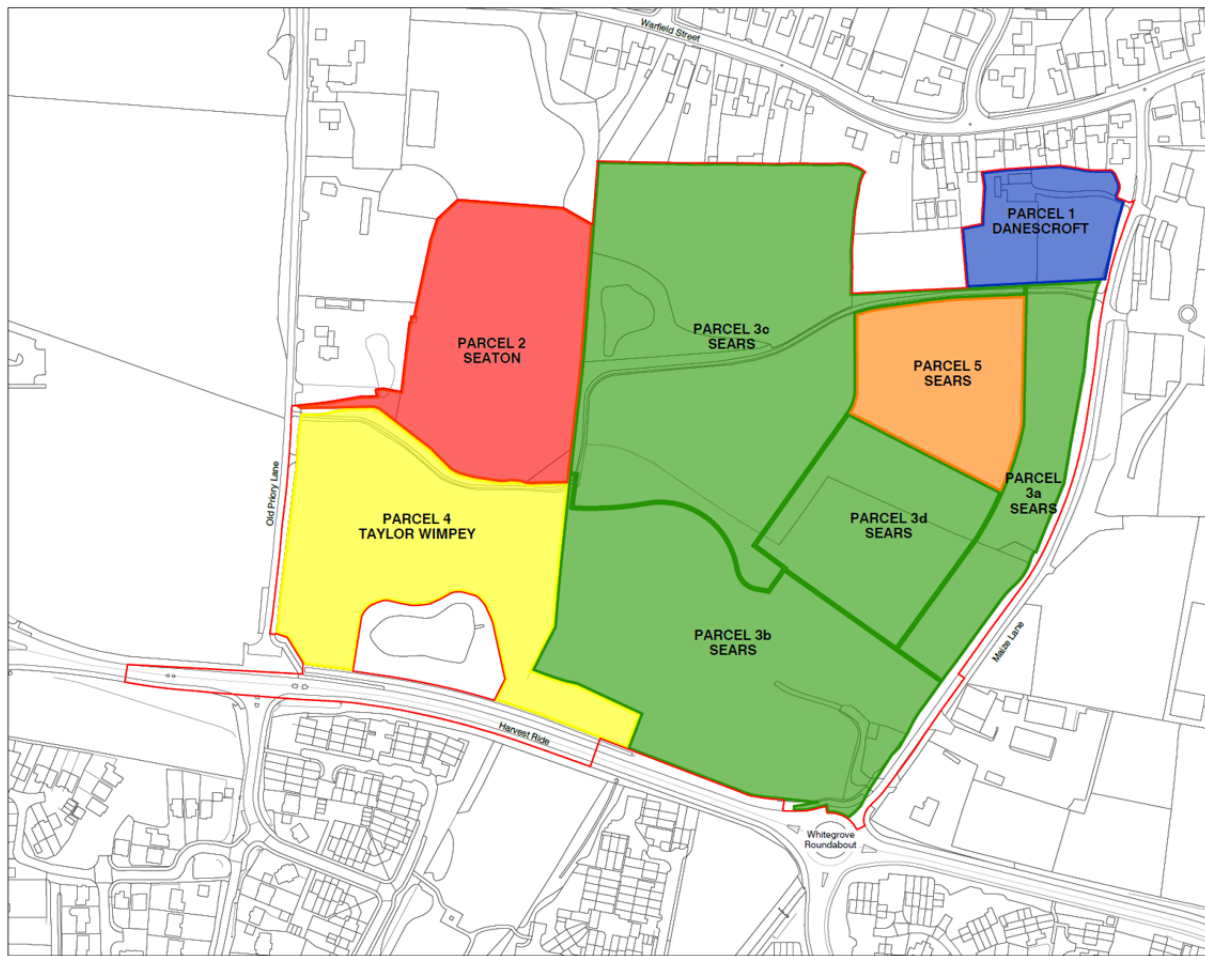


Figure 1: Parcel Plan for the outline planning permission

3.3 In terms of vehicular access, the main access would be served off the eastern half of a new spine road (or 'principal street') which would connect from Maize Lane to the east by means of a new 'T' junction. The western half of the spine road is to be provided as part of the development of Parcel 4 on adjacent land to the west. Further pockets of development would be accessed directly from Maize Lane north of the main access.

3.4 The continuation of the east-west strategic pedestrian and cycle route would be integrated through the development from Old Priors Lane to Maize Lane. This would be provided formally along the north side of the spine road, and informally by an east-west 'greenway' along the existing Hedge Lane Public Right of Way (PRoW). The latter route would also provide for horse riders and remain an unlit and unpaved leisure route, save for the need for the vehicular punch-through. Separate points of access and egress to the potential primary school site is also provided off the north of the spine road.

3.5 The application would deliver five areas of open space of public value (OSPV), that would form a part of, and link to, the wider network of site-wide open space. OSPV north of the spine road would include an existing pond, new water attenuation features, wooded area, play area and incorporate the Hedge Lane PRoW. OSPV south of the spine road would form a continuation of the OSPV provided by Parcel 4 and incorporate an established L-shaped tree belt and water attenuation feature.

3.6 The dwelling mix for this phase comprises 7no. 1-bedroom (4 x wheelchair accessible) & 36no. 2-bedroom apartments; 2no. two-bedroom flat-over-garages (FOGs); and 110no. 3-bedroom, 15no. 4-bedroom and 5no. 5-bedroom houses.

3.7 In terms of building height, the majority of dwellings are 2 or 2.5-storeys, with 3-storey elements in the central and southern areas. Building height is limited to up to 2-storeys along the north of the site at the interface with Warfield Street properties, and there are limited 3-storey houses and apartment buildings to the south at appropriate points, such as at gateway locations, to terminate vistas, to define the principal street or to define the edge of the development. Elsewhere, dwellings are mostly 2-storeys high, with 2.5 storey elements where appropriate.

3.8 This reserved matters application also includes details of hard and soft landscaping.

3.9 The following design, parameter and strategy plans were approved as part of the outline permission, and are therefore considered in the determination of this planning application:

- Design and Access Statement
- Land Use Parameter Plan
- Density Parameter Plan
- Building Heights Parameter Plan
- Access and Movement Strategy Plan
- Urban Design Strategy Plan
- Green Infrastructure / Landscape Strategy Plan
- Landscape and Biodiversity Management Strategy Plan
- Flood Risk and Drainage Strategy

3.10 The scheme has been amended during the course of the application to address officer concerns relating to the impact on the character of the area, landscaping and highway safety. These amendments have included changes to the size and design of dwellings and development layout.

3.11 The proposed site layout is as follows:

4.2 The east of the site is bounded by Maize Lane, Harvest Ride and a proposed area of open space bound the south, Hedge Lane bridleway and existing properties south of Warfield Street define the north, and Parcels 2 and Parcel 4 (subject to a recent REM approval) bound the west of the site.

4.3 This application to deliver Parcel 3 would include the delivery of the eastern half of the principal street, that would arch through the south of the overall development, providing access to the majority of dwellings and the school land.

4.4 This is the second Parcel to be determined, following reserved matters approval of Parcel 4 in December 2022, which delivers the western half of the principal street from a new access onto Harvest Ride and adjoining areas of open space. Development here has recently begun.

4.5 The applicant is also the freehold owner of Parcel 4, therefore the delivery of the two adjoining parcels will be closely coordinated.

5. RELEVANT SITE HISTORY

5.1 The following applications are relevant to the site:

- i. 20/00214/OUT – Outline application for up to 305 dwellings (C3Use), A Primary School (up to two forms of entry), (D1 Use), Public open space, Landscaping, Surface Water Drainage and associated engineering works, all Matters Reserved except means of access with Maize Lane and Harvest Ride. Approved 29th October 2021. [The outline planning permission to which this REM application relates]
- ii. 22/00314/REM – Submission of reserved matters relating to scale, layout appearance and landscaping in respect of 45 dwellings pursuant to outline planning permission 20/00214/OUT (up to 305 dwellings (C3 Use), a Primary School (up to two forms of entry), (D1 Use), Public open space, Landscaping, Surface Water Drainage and associated engineering works, all Matters Reserved except means of access with Maize Lane and Harvest Ride). Approved 29 Dec 2022. [Relates to Parcel 4]
- iii. 22/00787/REM - Reserved Matters application relating to layout, scale, appearance, and landscaping in respect to the erection of 17 No. dwellings on land Parcel 1 pursuant to outline planning permission 20/00214/OUT. Decision pending [Relates to Parcel 1]

6. REPRESENTATIONS RECEIVED

6.1 This planning application is reported to the planning committee because 9 representations objecting to the proposal were received. A summary of matters raised is set out below.

6.2 Warfield Parish Council (WPC) object to the proposal for the following reasons:

- i. The application is premature and should not be considered until details of other residential and school parcels within the original outline approval are known. [*Officer response: The outline planning permission allows for parcels to be considered separately, in accordance with the approved access, strategy and parameter plans.*]

- Determination would ensure that any parcel does not prejudice the ability to deliver another parcel.]*
- ii. Concern regarding the extent of hedgerow removal along Maize Lane. [*Officer response: Removal needs to occur for access and drainage works, however vegetation is to be retained where possible. Landscaping proposed is intended to compensate for loss and provide a degree of betterment in the medium-long term.*]
 - iii. Dwellings to be accessed off Maize Lane has increased compared to that shown on the masterplan, leading to more vehicle movements along lane. [*Officer response: The number of dwellings accessed off Maize Lane is considered acceptable from design and transport perspectives.*]
 - iv. Lack of information for stopping-off of Maize Lane. Access needs to be maintained for pedestrians, cyclists and horse riders. This development should not proceed until detail known. [*Officer response: The Section 106 legal agreement accompanying the outline planning permission contains provisions in relation to the relocation of the Maize Lane stopping up. Public access will be maintained where possible, however some temporary restrictions might be necessary.*]
 - v. Dwellings proposed north of Hedge Lane are not in keeping with the Warfield Street South Character Area. An excess of 2.5 storey homes. [*Officer response: The proposal has been amended significantly from the original submission. The proposal is now considered to be in accordance with the approved height parameter plans.*]
 - vi. Properties not sufficiently set back from the northern boundary, particularly with regards to the Knibbs Nook and Wee Knibbs listed building. [*Officer response: Back-to-back distances between existing and proposed dwellings are significantly in excess of the standard of 22m separation. Rear gardens at this point generally exceed 10m and native mixed-species hedging is proposed along the northern boundary, which will over time provide a reasonable buffer. The interface with the listed buildings has been amended and BFC's Heritage Consultant is now satisfied with this treatment.*]
 - vii. The 3-storey apartment building at the gateway on Harvest Ride is overbearing, especially Building B. [*Officer response: Commentary is provided in the report, but following amendments the scale of buildings on Harvest Ride is considered acceptable.*]
 - viii. Safe pedestrian access onto Harvest Ride and crossing points to community facilities on the Tesco site is a concern. [*Officer response: A financial contribution towards access improvements across Harvest Ride has been secured from this development, to be delivered by BFC.*]
 - ix. Playground noise could be of disturbance to horse riders using the Hedge Lane bridleway. [*Officer response: Given the anticipated levels of bridleway and play area usage, anticipated noise levels and proximity to one another with landscaping between, this is not considered to be so much of an issue to relocate the play area.*]
 - x. Concern for those accessing the playground from across the main spine road. [*Officer response: The spine road design has since been amended to include raised-table crossing points to provide safer crossing points that will benefit play area users.*]
 - xi. Hedge Lane should be protected from short cut routes from the north of the site. [*Officer response: Access onto Hedge Lane is provided from each end only. Landscaping proposed and means of enclosure (details of which are conditioned) will reasonably prevent short cut desire lines from being formed.*]
 - xii. Traffic modelling at the outline stage considered access from both Maize Lane and Harvest Ride. [*Officer response: The Maize Lane access has capacity to absorb traffic from Parcel 3 until the spine road is complete. Principle of access was dealt with at outline.*]
 - xiii. Concern regarding car and pedestrian access from this parcel using Maize Lane only. [*Officer response: Principle of access was dealt with at outline. Maize Lane will have a pedestrian/cycle route installed on the west-side.*]
 - xiv. Construction traffic should use the Harvest Ride access. [*Officer response: Condition 13 of the outline permission require the submission of a parcel-specific Construction*

- Environmental Management Plans (CEMPs) where construction access will be agreed. This detail is not to be agreed as part of this REM application.]*
- xv. Visitor parking is not evenly spread. [*Officer response: The Local Highways Authority has been consulted and revisions made, and it is considered that the quantum and spread of visitor parking is acceptable.*]
 - xvi. No BNG verification report (outline consent condition 19) has been published. [*Officer response: This report has since been submitted and considered by the Biodiversity Officer during the course of determination.*]
 - xvii. Unclear how site-wide matters such as groundwater monitoring and works to the central watercourse are factored into this phased delivery. [*Officer response: The overarching drainage strategy was agreed at outline.*]
 - xviii. Concern regarding footpath and emergency access around the RPA for T4 of TPO1175 (identified as either 7047 or 7074 on site plans) – may not be sustainable and query how the emergency access will not be used day-to-day. [*Officer response: The latest site layout no longer includes this emergency access route.*]
 - xix. Deviates from the outline tree and hedgerow protection plan, notably TG7029, TG7027 and 7102. [*Officer response: No detail concerning tree retention and removal was approved at the outline stage. Information was presented as indicative only. TG7029 needs to be removed to facilitate access, drainage and open space works. TG7027 was the minimum removal necessary to facilitate access. Tree 7102 is now shown to be retained.*]
 - xx. Lack of green buffer for dwellings adjacent to school site. [*Officer response: Planting of native hedgerow and shrub species is now proposed at the interface between built form and the school site, providing an effective and biodiversity-enriching buffer.*]

6.3 Other representations:

- i. Development is not sympathetic to the rural character of the area. [*Officer response: the impact on character and appearance is covered within the report. The proposal accords with the principles and quantum of development established at the outline stage and includes extensive areas of open space, a bridleway, retention of mature trees and some existing hedgerows as well as a comprehensive landscaping scheme that, along with appropriate house designs will help create a leafy appearance appropriate to the character of the area.*]
- ii. Wildlife, trees and greenspace for residents would be lost. [*Officer response: The principle of development, provision of open space and the ecological and landscape mitigation strategy were considered as part of the original outline planning application and will not be repeated in this report.*]
- iii. Existing properties will lose privacy. [*Officer response: The interface with existing dwellings along Warfield Street is considered in the report and considered to be acceptable.*]
- iv. Noise disturbance and pollution will increase due to more people and cars. [*Officer response: The principle of development on this land was assessed as part of the original outline planning application and will not be repeated in this report. The layout provides good connectivity to local facilities for pedestrians and cyclists to reduce the need to use the private car.*]
- v. Dwellings proposed are not sympathetic to the character of the area, including listed buildings. [*Officer response: The proposals response to character area principles and relationship with listed buildings is considered in the report and deemed to be acceptable.*]
- vi. Will remove the feel of country living and the countryside. [*Officer response: Biodiversity and Landscape Officers from BFC have worked with the applicant to maximise opportunities for tree planting, and are supportive.*]
- vii. More traffic and congestion would be created. [*Officer response: The principle of development, the sustainability of development location and means to reduce*

- reliance on the private car, was assessed as part of the original outline planning application and will not be repeated in this report.]*
- viii. Building of more homes is not necessary. [*Officer response: The principle of development on this land, including the allocation as part of Bracknell Forest's Site Allocations Local Plan, was assessed as part of the original outline planning application and will not be repeated in this report.*]
 - ix. 3-storey buildings are not appropriate. [*Officer response: The principle of building heights was assessed as part of the original outline planning application and will not be repeated in this report.*]
 - x. Ridge heights of buildings proposed south of Warfield Street exceed those of existing properties. [*Officer response: The principle of building heights was assessed as part of the original outline planning application and will not be repeated in this report.*]
 - xi. Fails to provide an appropriate buffer treatment and separation between new and existing properties on Warfield Street, which should exceed minimum standards. [*Officer response: This matter is addressed in the report and considered to be acceptable.*]
 - xii. Fails to provide adequate surface water drainage, exacerbating pre-existing flooding on Maize Lane. [*Officer response: The LLFA has been consulted and is satisfied that the proposed layout can deliver the outline drainage strategy. Further detail is to be submitted through discharge of conditions attached to the outline consent.*]
 - xiii. Does not provide a kerbed edge to the east side of Maize Lane, which will lead to road deterioration. [*Officer response: This matter of detail is noted and will be considered as part of the s278 application process for highway works.*]
 - xiv. Gas-fired boilers are proposed. Dwellings should be built to a strictly net-zero standard, regardless of building regulations. [*Officer response: The application falls to be determined under current policy which does not require a net-zero standard. This matter is not within the description of this reserved matters application, and will be considered as part of the discharge of outline conditions and through the need to comply with building regulations.*]
 - xv. The number of solar panels proposed per dwelling is inadequate given the national net zero target by 2050. [*Officer response: This matter is not within the description of this reserved matters application, and will be considered as part of the discharge of outline conditions and compliance with the relevant building regulations.*]
 - xvi. Too many vehicular access points proposed onto Maize Lane. This should be zero with the hedgerow preserved, and pedestrian access only. [*Officer response: The principle of access was assessed as part of the original outline planning application and will not be repeated in this report.*]
 - xvii. The school should be located next to Maize Lane and the lane could serve as a wildlife corridor – similar to Gough's Lane to the south. [*Officer response: The disposition of uses on site was assessed as part of the original outline planning application and will not be repeated in this report.*]
 - xviii. No provision of water-butts to conserve water. [*Officer response: This matter is not within the description of this reserved matters application, and will be considered as part of the discharge of outline drainage conditions.*]
 - xix. Concern that surface water will drain into the mains sewer, exacerbating already problematic sewerage spills from Bracknell Water Treatment Works. [*Officer response: The outline drainage strategy is designed to ensure surface water is attenuated onsite with no net increase in surface water run-off into the mains sewer.*]
 - xx. Concern that drainage ditch works will cause environmental damage. [*Officer response: Some desilting and re-profiling works will be required after years of neglect, to ensure that the site can drain effectively. The development provides for ecological mitigation and landscaping.*]
 - xxi. Allocation of this land in the Warfield Neighbourhood Plan for housing development does not preserve separation of Newell Green and Warfield Street. [*Officer response: The principle for development on this site was established in the Site Allocations*

Local Plan, and was assessed as part of the original outline planning application, and will not be repeated in this report.]

- xxii. Trees have been removed outside of the development boundary for no apparent reason. [*Officer response: This is not relevant to the determination of this application. However, it is understood that this relates to works necessary for the creation of access into Parcel 4 from Harvest Ride (which is not related to this Parcel 3 application).*]
- xxiii. Deer have been caught within the site by perimeter fencing. [*Officer response: Deer are able to leave the site via hedgerows, nonetheless the developer is aware to be vigilant of this issue.*]

7. SUMMARY OF CONSULTATION RESPONSES

Urban Design Officer: Comments addressed in report.

Local Highways Authority: No objection. Comments addressed in report.

Biodiversity Officer: No objection. Comments addressed in report.

Tree Officer: No objection. Comments addressed in report.

Parks & Countryside Officer: No objection. Comments addressed in report.

Local Lead Flood Authority: No objection. Comments addressed in report.

Heritage Officer: No objection. Comments addressed in report.

Waste and Recycling Officer: No objection. Comments addressed in report.

Housing Officer: No objection. Comments addressed in report.

Environmental Health Officer: No objection.

Local Education Authority: No objection.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 Development Plan:

General policies

- Site Allocations Local Plan (SALP) (July 2013): CP1 & SA9
- Core Strategy DPD (CSDPD) (February 2008): CS1 & CS2
- Warfield Neighbourhood Plan (WNP) (December 2022): WNP1

Design

- CSDPD: CS7
- Bracknell Forest Borough Local Plan (BFBLP) (January 2002) (Saved policies): EN20
- WNP: WNP12

Parking

- BFBLP: M9
- WNP: WNP14

Transport

- CSDPD: CS23 and CS24
- BFBLP: M6

Trees, Landscape and Biodiversity

- CSDPD: CS1 & CS7 (iii)

- BFBLP: EN1, EN2, EN3 & EN20 (ii)
- WNP: WNP8 & WNP11

8.2 Relevant Supplementary Planning Documents (SPD) and other guidance include:

- Warfield SPD (2012)
- Design SPD (2017)
- Streetscene SPD (2011)
- Parking Standards SPD (2016)
- Warfield Central Area Masterplan Document ('Area 1 Masterplan') (2015)

8.3 Other publications:

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)
- BFC CIL Charging Schedule

8.4 At a national level, the key planning policy guidance relevant to this proposal is the National Planning Policy Framework (NPPF). Chapter 9 promotes sustainable transport; Chapter 12 requires good design and Chapter 15 deals with conserving and enhancing the natural environment.

8.5 At a local level, the most relevant planning policies are those set out in the Site Allocations Local Plan (SALP), the Core Strategy Development Plan Document (CSDPD), the Bracknell Forest Borough Local Plan (BFBLP) and the Warfield Neighbourhood Plan (WNP).

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i. Principle of Development
- ii. Design and impact on the character of the area
- iii. Affordable Housing
- iv. Community Infrastructure Levy

i. Principle of development

9.2 The site lies within the defined settlement, and the principle of the development was established by its allocation for comprehensive residential-led mixed-use development in SALP Policy SA9 - 'Land at Warfield' and through grant of outline planning permission 20/00214/OUT. The details set out in this reserved matters application, including land use, the provision of public open space and structural landscaping, are considered to be in general accordance with the approved parameter plans and are therefore acceptable in principle.

ii. Design and impact on the character of the area

9.3 The Design and Access Statement (DAS) and parameter and strategy plans that were approved as part of the outline consent, together set out an approved set of design principles to guide future reserved matters applications. The DAS shows the built element of this reserved matters application site split into two character areas. These are:

- i. 'Warfield Street South' – covering the majority of the site north of the spine road, except for an area to the south-west of the school site. This area comprises a lower

density, more informal traditional form of development to reflect the village feel of Warfield Street to the north.

- ii. 'Harvest Ride' – covering the remaining southern part of the site. This area comprises a denser suburban form of development that relates to the existing residential areas in north Bracknell to the south.

9.4 Further to this of relevance to this application, Section 5 of the DAS sets out 'Key frontage' principles for the principal street, open space, Maize Lane, Whitegrove roundabout; 'Key spaces' principles for the school square and central green space; and 'Key route' principles for Hedge Lane and street hierarchy.

9.5 The following matters comprising the scope of this application will now be considered in the context of the outline consent:

- a) Scale
- b) Design and layout
- c) Landscaping

a) Scale

9.6 The outline permission is for up to 305 dwellings across the whole of the development site. This application is for 175 dwellings on Parcel 3 and is the second parcel to be determined following approval of Parcel 4 for 45 dwellings in December 2022.

9.7 The approved Density Parameter Plan indicates a higher density of approximately 40 dwellings per hectare (dph) to the south of the principal street, and a lower density of 35 dph to the north, reflective of character area objectives.

9.8 This application provides approximately 47 dph to the south, which reflects the presence of four apartment buildings, and 32 dph to the north, where there is a single apartment building and a looser grain of development, with an average of 38 dph across the site. 175 dwellings is therefore considered to be an appropriate quantum of development, with the contrasting densities responding appropriately to the different character areas.

9.9 Building heights vary across the site, reflective of character area objectives. 2 and 2.5 storey dwellings form the majority of the proposal, with a limited number of 3 storey apartments and townhouses at appropriate locations.

9.10 Greater height emphasis is proposed south of the spine road in response to Harvest Ride character area principles. Here, a combination of 2.5 storey and 3 storey buildings help define the perimeter of the parcel, providing a sense of enclosure, legibility and variation in roofline, and terminating vistas. 3 storey apartment buildings on Whitegrove roundabout and at the entrance to the site from the west provide for landmark building features of architectural interest, creating a positive gateway to the new development. Within the southern parcel a combination of 2 and 2.5 storey dwellings are provided.

9.11 To the north of the spine road, building height graduates down. North of the main access along Maize Lane, 2.5 storey dwellings transition down to 2 storeys. Within the site, along the secondary street heading north, a part-3, part-2 storey apartment building on the east corner responds to the objective for a landmark building at this gateway location and reinforces the transitional nature of this part of the site with the 2 storey element to its northern side. To the west, 2.5 storey dwellings provide a frontage to the open space. Further north, upon entering the Warfield Street South character area, dwelling height switches to a predominance of two storey dwellings. 2.5 storey dwellings are appropriately

located in this area to help define the Hedge Lane intersection, which provides variation in rooflines and a degree of natural surveillance. In the northernmost part of the site, 2 storey dwellings form the majority, and all dwellings adjacent to existing properties along Warfield Street are limited to a maximum of 2 storeys in height.

9.12 Inappropriate use of height and distribution of development across the site was initially raised as an issue by the Urban Design Officer. Subsequently, this was carefully considered and following several rounds of amendments it is now considered that the heights and densities being proposed are appropriate to their locations within the two character areas. The scale of development proposed is in general accordance with the parameter plans and is therefore considered acceptable.

b) Design and layout

9.13 The proposal provides the remaining eastern half of the 5.5m wide spine road, linking from Parcel 4 to the west to Maize Lane to the east, joining by means of a T-junction. Widening of the southern part of Maize Lane with pedestrian and cycle access up to this point was considered as part of the outline application. North of the main access along Maize Lane, which is a shared-surface, 5 access points to private drives serve pockets of dwellings to the west of the lane.

9.14 Access to the potential primary school site is provided as well as pedestrian crossing points featuring at various points along the spine road.

9.15 Along the north of the spine road is a segregated 3m wide pedestrian/cycleway and along the south is a 2m wide pedestrian route set back from the main carriageway by a 3m wide tree-planted buffer. These provide a formal, lit section of the strategic east-west greenway, providing a link to the planned new neighbourhood centre further west, the potential primary school and the greenway's future extension east of Maize Lane.

9.16 South of the spine road, two tertiary streets branch off to serve dwellings. West of the school site, a secondary street branches north from the spine road and provides a narrow, raised table vehicular punch-through of Hedge Lane. North of Hedge Lane the street reduces in width where it serves the northernmost part of the site. This route then transitions to a car-free pedestrian/cycle route that would link to Parcel 2 through an area of open space.

9.17 The Hedge Lane bridleway is integrated into the layout, providing an informal unlit, unpaved section of the strategic east-west greenway. Access along Hedge Lane, incorporating a raised table at the crossing point with an integrated wildlife tunnel, has been designed to ensure safe and effective access for all users, including horse riders, with access limited only to end points to minimise user conflict that could arise from additional points of access.

9.18 Pedestrian access into areas of open space is provided for, creating links around water attenuation features and to the play area.

9.19 Overall, access provided is in general accordance with the outline access and movement strategy.

9.20 Following consultation with the Highways Officer and extensive amendments, the designs of roads, junctions and turning areas are considered satisfactory. Details of the Hedge Lane crossing, with a raised table, are to be conditioned to ensure that it remains safely functional for pedestrians, cyclists and horse riders.

9.21 The stretch of road from Whitegrove roundabout to the main access on Maize Lane forms the main gateway into the development. The approved DAS states that the aim here is to create a positive frontage with good quality architectural detailing, where 3 storey apartment buildings would be appropriate, graduating down to 2.5 storey dwellings and then to 2 storeys further up Maize Lane, as the suburban character becomes more rural.

9.22 With reference to Figure 3, Building A, a 3 storey apartment building (7.8m to eaves, 12.3m to ridge), provides the landmark building, which is considered to positively address the roundabout and would feature red multi stock brick and light weatherboarding materials. This would be set back from the roundabout by c.8m with a landscaped frontage comprising Beech hedging and tree planting to frame and soften, but not screen the apartment building. This building is flanked by 3 storey townhouses, transitioning to 2.5 storey dwellings (c.5.2m to eaves, 9.7m to ridge) along Harvest Ride and Maize Lane, which creates gradual variation in scale, massing and roofline. Each frontage end terminates with 'corner-turning' dwellings that positively address both street frontages. This is considered an appropriate design response leading up to the main access on Maize Lane, and along Harvest Ride, 2.5 and 3 storey dwellings would be set back c. 17m beyond a dense band of retained c.8m high Field Maples and assorted deciduous vegetation, which would appropriately define the edge, offering presence with filtered views.



Figure 3: Whitegrove roundabout and Maize Lane (south)

9.23 Along the principal street, the intention, as set out in the approved DAS, is for development to provide a clear differentiation to distinguish this as the development's main route. This is achieved, as figure 4 shows, by positioning a combination of 2.5 and 3 storey detached, semi-detached and apartment buildings along the street to define and create a sense of enclosure, with architectural styles, varying rooflines and use of materials that creates visual interest. Apartment Building C's placement and scale responds to the approved Urban Design Strategy Plan requirement for a landmark building which both terminates the view from the northern secondary street and provides a gateway feature from the Parcel 4 approach (ref. Figure 5). Along this route, gardens, parking and points of access allow some fragmentation in the build-line, and the planted tree strip provides a set back of c. 7m from the street that collectively relieve potential for the built form being overbearing.



Figure 4: Principal street (south)

9.24 This treatment along the principal street blends built form, tree planting, pedestrian crossing points and adjacent open space preserving specimen English Oak trees. These features, along with a street alignment to naturally slow traffic, help to provide an appropriate and attractive setting for a primary school, or other community use, should it be needed in future.

9.25 Placement of apartment buildings B1 and B2 adjacent to open space represents a deviation from the DAS which specifies a looser grain adjacent to areas of open space. Compared to the Illustrative Layout that informed the outline application, increasing the density in this area, within a character area suited to a higher density, has enabled a lower density and looser grain of development fronting the open space immediately north of the

spine road, in an area that transitions from one character area to another. This arrangement provides a net overall benefit. In terms of proximity and impact on the protected group of trees to the south and west; following the applicant's arboricultural submitted advice note concerning potential future pressure to prune, and subject to a suitable planning condition, this relationship is considered acceptable.

9.26 The positioning of a single terraced block between apartment buildings B2 and C, flanked by parking areas that create significant breaks in built form, combined with the varied use of materials, as shown in Figure 5, is considered to be an appropriate design response to this open space frontage.



Figure 5: view south eastwards from Parcel 4 across open space

9.27 The objective for Maize Lane north of the main access, as set out in the approved outline DAS is to maintain the semi-rural character with clusters of predominantly 2 storey detached and semi-detached dwellings, with architectural detailing reflective of the Warfield Street vernacular, and set back from the lane behind a vegetated frontage. The proposal, as shown in Figure 6, provides for 2.5 storey dwellings nearest the main access graduating northwards down to 2 storey dwellings further up Maize Lane, which form the majority of building heights. During the course of determination, significant amendments to physically and visually separate each dwelling 'cluster' from one another as much as practical were made; for example, by supplementing the landscaped partition and subtly orientating dwellings to face in on the cluster. This reads markedly differently to the original submission where dwellings along Maize Lane read as one continuous frontage only separated by parking. In terms of architectural detailing, a variety of materials and detailing are incorporated, such a multi stock brick with tile hanging or darker weatherboarding. The use of appropriately designed and located chimneys and porches adds to the semi-rural character and visual interest.



Figure 6: Maize Lane - north of main access

9.28 To the far north, a cluster of 2-storey dwellings front onto Hedge Lane and are set back by a private drive, that helps to preserve the semi-rural bridleway setting. The plot defining the entrance has been designed to front Maize Lane, and also has fenestration on the northern elevation to respond to its gateway location from Warfield Street.

9.29 The arboricultural report originally submitted showed vegetation along Maize Lane to be removed entirely. Whilst considerable highway and drainage works are required, complete removal was unnecessary. Agreement has been reached to retain better quality trees and hedgerow, to retain whatever green character possible for longer term benefit. Removal is now limited only to proposed access points and where remnant hedgerow is of such low quality that replacement native hedgerow would be of net benefit to character and biodiversity in the medium-long term. Additionally, the proposed tree removal plan now shows the retention of several trees that contribute to the character of the lane that were originally marked for removal.

9.30 With sufficient set back of built form (average setback being c.18m) and with a high-quality landscaping scheme proposed, the proposal is considered to satisfactorily address the DAS design objectives for Maize Lane.

9.31 North of the spine road, access is by the secondary street which forms a transitional area leading towards the Warfield Street South character area. The southern element, bounding two areas of open space, provides for a mix of detached 2 and 2.5 storey dwellings, with a 3 storey apartment building (Building D) with a 2 storey wing. With reference to Figure 7, built form is considered to appropriately frame the entrance to the northern area, providing variation of architectural interest that positively addresses and provides natural surveillance onto the open space.



Figure 7: Principal street (north) / open space frontage

9.32 The approach to the Hedge Lane crossing is proposed to be predominantly 2 storey dwellings, with a clustering of 2.5 dwellings around the crossing to help define the intersection and provide additional natural surveillance over this limited stretch of Hedge Lane.

9.33 Extensive consideration has been given to the interface of built form with this eastern section of Hedge Lane that provides the remaining connectivity to Maize Lane. Limited built form is located immediately adjacent to this well-used bridleway. Where there is built form, it is set back a minimum of c. 4m in line with the approved DAS. To maintain the 'green' feel of the bridleway, a landscaped rear garden boundary for plots 94-96,103 is provided rather than a more substantial built form. Whilst this does not provide the same level of natural surveillance, it helps achieve the overriding objective to maintain the current character as far as practicable, given that an alternative, well-lit, east-west paved route within the site is available. This relationship is considered appropriate, in balancing the need to retain the green character of the lane with a degree of natural surveillance.

9.34 North of Hedge Lane, in addition to the creation of an attractive streetscene, key areas of sensitivity were the frontage onto the open space containing an existing pond, and the interface of new dwellings (plots 123-132) with those existing to the north along Warfield Street that back onto the site. These include the Grade II Listed Knibbs Knook/Wee Knibbs Listed Building.

9.35 This northern area provides dwellings comprising a variety of architectural styles, with use of varied materials such as tile hanging, dark weatherboarding and knapped flint, and details such as chimneys. Varied house types and roof profiles are provided which makes for variety and interest. A planted verge is provided in the far north to enable street tree planting to meaningfully contribute towards a more verdant streetscene. Figure 8 provides an example of this, showing an extract of the northernmost frontage.



Figure 8: Dwellings backing onto properties on Warfield Street

9.36 The DAS shows that dwellings on the edge of open space should be a softer, more sensitive form of development. Development proposed here comprises more spacious, predominantly 2-storey, detached and semi-detached dwellings with sufficient setback beyond private drives and landscaping.

9.37 The boundary with existing properties to the north is defined by new hedging and pleached trees. This supplements the well-vegetated gardens of the properties on Warfield Street to the north. The combined garden depths provide back-to-back distances that significantly exceed the minimum recommended distance of 22m set out in the Design SPD. This is considered to be an appropriate and sympathetic treatment. BFC's Heritage Consultant is satisfied that, during the course of determining this application, the impact of the proposed new dwellings on the Grade II Listed Knibbs Knook/Wee Knibbs Listed Building has been reduced to an extent that is now acceptable.

9.38 In accordance with the outline consent, the layout provides five separate areas of open space that function as main green corridors through the site, and form a part of the site-wide access and drainage strategies. The configuration has changed slightly with the play area set further into the site from the spine road. This relocation further from the main through-route is considered a preferable location. Given that there is no immediate access to Hedge Lane provided from near the play area, a landscaped set back is proposed. From the anticipated level of usage of each bridleway and the play area function, this relationship is not considered to cause an issue and will provide net benefits. The exact specification of the play area is to be agreed through the discharge of a planning obligation required as part of the outline permission.

9.39 The other areas of open space have been framed around existing preserved natural assets, namely tree belts and pond features, and are designed, in terms of access and landscaping, to be of high value to biodiversity. The extent and function of these areas of open space are considered to be in general accordance with approved parameter plans and are therefore acceptable.

9.40 In terms of the protection of privacy, appropriate back-to-back relationships are generally achieved in line with the Design SPD, with only some instances of minor deviation, which are considered acceptable. Given the interface with existing properties, and between new dwellings proposed, the development would not result in any unacceptably adverse impacts upon any residential amenity. Satisfactory amenity space is also provided for future occupants in the form of reasonably sized gardens and the provision of open space.

9.41 Dwellings will be constructed using red multi stock brick, which is considered to complement the character of the local area. Principal elevations are further detailed with tile hanging and light and dark weatherboarding. Brick detailing is also used to break-up and provide visual interest to the brickwork.

9.42 The majority of dwellings will have red or brown roof tiles, with some elements of grey. Character features such as chimneys have also been designed into dwellings where appropriate to the location and character area. This use of materials and detailing is

considered sympathetic to the character of the area and in general accordance with the approved DAS, and therefore is acceptable.

9.43 A variety of boundary treatments are proposed, appropriate to their location. Where plot boundary enclosure is required in more sensitive areas, such as where there is an interface with open space, including Hedge Lane, split-chestnut post and rail fencing, bolstered with stock fencing and hedging, is proposed. This will provide a sympathetic vegetated interface that will mature over time. Prominent rear garden boundaries are defined with 1.8m high brick walls. Only those rear garden boundaries with less of a visual presence are defined by 1.8m closeboard fencing. This arrangement is considered sympathetic to the character of the area, therefore is considered acceptable.

9.44 Overall, the design and layout of Parcel 3 is considered to respond appropriately and be in general accordance with the design parameters defined at outline consent, therefore is considered acceptable.

9.45 Car and cycle parking is provided to standard, with an appropriate overall quantum and distribution of visitor car parking spaces provided across the development. There is proportionally a slightly lower number of visitor parking spaces in the south west part of the site; however, given the importance of landscaping to break up parking courts, on balance this was considered acceptable to maximise opportunities for and minimise erosion of landscaping. The Highways Officer raised concerns regarding the inclusion of studies in a number of dwellings, that could be used as a fourth bedroom, which would have consequences for car parking required. Generally, studies are below the nationally described space standards required of a single bedroom. Given the limited storage space provided and the popularity of working from home, it is highly conceivable they would be used for their intended purpose or another use that is non-car-generating. Therefore, additional parking space has not been sought. A condition is recommended requiring dwellings to be retained as 3-bedroom dwellings in perpetuity.

9.46 The Council's Waste & Recycling Officer has been consulted and is satisfied with the layout in terms of bin storage and collection. Tree and drainage information was provided to demonstrate that the layout would not prejudice the delivery of an acceptable drainage scheme or compromise the sustainable retention of trees. The Council's Drainage and Tree Officers were consulted, and subject to the imposition of conditions are satisfied that the scheme is acceptable.

c) Landscaping

9.47 The approved Green Infrastructure / Landscape Strategy Plan and Landscape and Biodiversity Management Strategy Plan together set out the landscaping objectives for the site. The proposal includes a comprehensive landscaping scheme that provides an attractive setting to the built form, integrates new planting into the development area and supplements and retains existing landscape features wherever possible. The Council's Parks and Countryside and Biodiversity Officers have been consulted throughout the application process and have helped shape the final proposal.

9.48 The following key elements are proposed:

- Lime tree (*Tilia*) planting of a 3m wide tree-planted verge along the principal street.
- Street tree planting to integrate trees throughout the built form.
- Ornamental hedge planting defining frontages along the principal street.
- Retained hedgerow along Maize Lane is to be supplemented with native mixed-species hedgerow and tree planting.

- Low quality neglected hedgerow on Maize Lane, is to be removed in the southern part of Maize Lane to enable access and drainage works. This is to be replaced with new native hedge and tree planting to compensate for the loss and provide medium-long term betterment.
- Open space and marginal landscaped areas to be landscaped with native tree, hedgerow and wetland species to supplement existing vegetation and to replace landscape features lost to facilitate drainage works, and to provide a buffer with the built form to retain the semi-rural character.
- Species-rich wildflower meadow and wetland creation in areas of OSPV.
- Areas of parking to be broken up with planted margins.
- Potential school site boundary to have adjoining plots defined by native mixed species hedgerow.

9.49 The site contains areas of established vegetation of high biodiversity and amenity value, that serve as wildlife corridors, including the Hedge Lane and western areas of open space. Therefore, there has been a particular emphasis on the planting of native tree, hedgerow and shrub species, including English Oak, Wild Service and Hawthorn in and around these areas of open space. Combined with the planting of a Lime tree (*Tilia*) variety along the principal street, it is considered that the proposal has maximised opportunities for landscaping that blends the development into the existing semi-rural character of the area and provides habitat for biodiversity as the development matures.

9.50 The proposed landscaping scheme is considered to accord with landscape parameter and strategy plans, and is supported by the Council's Parks and Countryside and Biodiversity Officers, and is therefore considered acceptable.

iii. Affordable Housing

9.51 This reserved matters submission indicates dwellings that are intended to be provided as affordable housing. A total of 43 affordable dwellings are proposed, of which 14 are Shared Ownership and 29 are Affordable Rented units, as shown in the following table:

	Shared Ownership	Social Rent	Affordable Rent capped at LHA
1 bed apartment (wheelchair accessible)	0	0	4
2 bed apartment	12	0	8
2 bed FOG	2	0	0
3 bed house	0	0	13
4 bed house	0	4	0
Total	14	4	25

9.52 The Housing Officer has been consulted and has confirmed that this proposal, that makes up the combined overall affordable housing balance together with the neighbouring Parcel 4, is considered acceptable and meets the 25% affordable housing requirement across the two parcels.

9.53 The Affordable Housing Scheme, setting out the amount, tenure, size, type and location of the affordable housing, required prior to the commencement of Parcel 3, is however a matter to be determined through the discharge of the applicant's Section 106 obligation, and therefore it is not a matter to be considered for determination as part of this application.

iv. Community Infrastructure Levy (CIL)

9.54 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.

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

9.56 The proposal would be CIL liable. This will be secured in accordance with relevant legislation and would go towards infrastructure projects.

10. CONCLUSION

10.1 The proposal for Phase 3 reflects the design principles in the approved DAS and parameter and strategy plans. The proposal responds appropriately to the design objectives for the two character areas covering this site, including for the principal street, Whitegrove roundabout, Maize Lane, Hedge Lane and other areas of open space.

10.2 Access and parking arrangements are considered acceptable. The layout has been informed by drainage information that is in general accordance with the approved drainage strategy.

10.3 Landscaping plans have been developed in consultation with the Council's Biodiversity and Parks & Countryside Officers and are considered to be acceptable.

10.4 Overall, the proposed scale, layout and landscaping is considered to be in general accordance with the design principles forming the outline permission, therefore, subject to the imposition of conditions, the proposal is considered to be acceptable.

11. RECOMMENDATION

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

1. The development hereby permitted shall be carried out only in accordance with the following plans:-

Site Location Plan – 21203 - S101
Proposed Site Layout – 21203 - P101AN
Coloured Site Layout – 21203 - C101F
Masterplan with Coloured Layout – 21203 - C103F
Building Materials Layout – 21203 - P102AC
Boundary Materials Layout – 21203 - P103L
Affordable Housing Layout – 21203 - P104L
Plots 1-3 Proposed Plans and Elevations - 21203 -P110A
Plots 4-5 and 6-7 Proposed Plans and Elevations - 21203 -P143B
Plots 8, 13, 45, 50 and 175 Proposed Plans and Elevations - 21203 -P112A
Plots 9-10 and 11-12 Proposed Plans and Elevations - 21203 -P113A
Plot 14 Proposed Plans and Elevations - 21203 -P114A
Plots 15-16, 34-35 and 71-72 Proposed Plans and Elevations - 21203 -P111B
Plots 17, 33, 36 and 39 Proposed Plans and Elevations - 21203 -P115B
Plot 18 Proposed Plans and Elevations - 21203 -P116B
Plots 19-30 Apartment Building A - Proposed Ground and First Floor Plans – 21203 P160B

Plots 19-30 Apartment Building A - Proposed Second Floor and Roof Plans - 21203-P161B

Plots 19-30 Apartment Building A - Elevations - 21203 - P162B

Plots 31-32 and 37-38 Proposed Plans and Elevations - 21203 -P117A

Plot 40-41 and 42-43 Proposed Plans and Elevations - 21203 -P118C

Plot 44 Proposed Plans and Elevations - 21203 -P119B

Plots 46-49 Proposed Plans and Elevations - 21203 -P120A

Plots 51-52 Proposed Plans and Elevations - 21203 -P121B

Plots 53-55 and 73-75 Proposed Plans and Elevations - 21203 -P122B

Plots 56-58 Proposed Plans and Elevations - 21203 -P123B

Plots 59-70 Apartment Building B1 and B2 - Floor Plans -21203 -P166D

Plots 59-70 Apartment Building B1 and B2 - Elevations - 21203 -P168D

Plots 76-87 Apartment Building C - Grd & 1st Floor Plans - 21203 -P170D

Plots 76-87 Apartment Building C- Second Floor & Roof Plans - 21203 -P171C

Plots 76-87 Apartment Building C - Elevations - 21203 -P172C

Plots 88 and 89 Proposed Plans and Elevations - 21203 -P124A

Plots 90, 92, 93, 103, 115, 116, 117, 118 and 144 Proposed Plans and Elevations - 21203 -P125B

Plots 91 and 133 Proposed Plans and Elevations - 21203 -P126B

Plot 94 Proposed Plans and Elevations - 21203 -P144B

Plots 95-97 Proposed Plans and Elevations - 21203 -P145B

Plots 98, 100, 102, 119, 145 and 150 Proposed Plans and Elevations - 21203 -P129B

Plots 99 and 154 Proposed Plans and Elevations - 21203 -P127D

Plot 101, 152 and 153 Proposed Plans and Elevations - 21203 -P146B

Plots 104-110 Apartment Building D - Floor Plans - 21203 -P176D

Plots 104-110 Apartment Building D - Elevations - 21203 -P177C

Plots 111-112 and 113-114 Proposed Plans and Elevations - 21203 - P130B

Plots 120-121, 126-127, 128-129 and 148-149 Proposed Plans and Elevations - 21203 - P131B

Plots 122 and 131 Proposed Plans and Elevations - 21203 -P132B

Plots 123 and 124 Proposed Plans and Elevations - 21203 -P147A

Plots 125, 130 and 168 Proposed Plans and Elevations - 21203 -P134B

Plot 132, 139, 140, 141, 163 and 166 Proposed Plans and Elevations - 21203 -P135B

Plots 134 and 147 Proposed Plans and Elevations - 21203 -P136B

Plots 135-136 Proposed Plans and Elevations - 21203 -P137B

Plots 137-138, 142-143, 164-165 and 169-170 Proposed Plans and Elevations - 21203 - P138C

Plots 146, 167, 171 and 172 Proposed Plans and Elevations - 21203 -P139A

Plot 151 Proposed Plans and Elevations - 21203 -P140B

Plot 155-156 and 161-162 Proposed Plans and Elevations - 21203 -P141C

Plots 157-158 and 159-160 Proposed Plans and Elevations - 21203 -P142D

Plots 173 and 174 Proposed Plans and Elevations – 21203-P178B

Ancillary Buildings Proposed Plans and Elevations - Sheet 1 - 21203 -P150E

Ancillary Buildings Proposed Plans and Elevations - Sheet 2 - 21203 -P151C

Hard Landscape Plans Sheet 1 – 33577 LN-LD-301 Rev H

Hard Landscape Plans Sheet 2 – 33577 LN-LD-302 Rev H

Hard Landscape Plans Sheet 3 – 33577 LN-LD-303 Rev H

Hard Landscape Plans Sheet 4 – 33577 LN-LD-304 Rev H

Hard Landscape Plans Sheet 5 – 33577 LN-LD-305 Rev I

Hard Landscape Plans Sheet 6 – 33577 LN-LD-306 Rev H

Hard Landscape Plans Sheet 7 – 33577 LN-LD-307 Rev H

Hard Landscape Plans Sheet 8 – 33577 LN-LD-308 Rev H

Soft Landscape Plans Sheet 1 – 33577 LN-LD-401 Rev J

Soft Landscape Plans Sheet 2 – 33577 LN-LD-402 Rev J

Soft Landscape Plans Sheet 3 – 33577 LN-LD-403 Rev J

Soft Landscape Plans Sheet 4 – 33577 LN-LD-404 Rev J
Soft Landscape Plans Sheet 5 – 33577 LN-LD-405 Rev K
Soft Landscape Plans Sheet 6 – 33577 LN-LD-406 Rev J
Soft Landscape Plans Sheet 7 – 33577 LN-LD-407 Rev J
Soft Landscape Plans Sheet 8 – 33577 LN-LD-408 Rev J
Plant Schedule and Notes – 33577 LN-LD-409 Rev J
Outline Planting Notes and Management Strategy – 33577 LN-LD-410
Tree Retention and Removal Plan, Tree Protection Plan and Arboricultural Method Statement – July 2023

REASON: To ensure that the development is constructed as approved by the Local Planning Authority.

2. The internal floor layout of house type 3D (plots 40, 41, 42, 43, 137, 138, 142, 143, 164, 165, 169, 170, and 173) shall be laid out as approved and thereafter retained as such with a maximum of 3 bedrooms at any time.

REASON: To ensure adequate parking provision is provided in the interests of highways safety.

[Relevant Policies: BFBLP EN3, M9, CSDPD CS14, CS23, SEP NRM6]

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

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

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

4. No development shall commence until details of the foundation structure of Building B1 (plots 59-64) and Building B2 (65-70) have been submitted to and approved in writing by the Local Planning Authority. The foundations of Building B1 and Building B2 must be designed and constructed to a depth that takes full account of the site-specific sub soil type present together with the species and ultimate mature sizes of all existing protected trees on site within potential below ground influencing distance of the approved development.

Details shall be site specific and include: -

a) 1:200 layout and construction profile drawings of the proposed structure, showing existing levels, proposed foundation depth below ground level and full structure specification.

b) Site specific details of the soil type.

The foundation structure shall be implemented in full accordance with the approved details.

Full compliance with this condition is required in addition to satisfying minimum NHBC guidance relating to foundation structures, in order to obtain separate building regulation approval.

REASON: - To safeguard the long-term retention and management of protected trees in the vicinity considered important to the visual amenity of the area from any tree related subsidence pressure.

5. The development hereby permitted shall not be begun until details showing the finished floor levels of the proposed buildings hereby approved in relation to fixed datum points showing the land levels across the site have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

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

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

6. No dwelling shall be occupied until its associated boundary treatments have been provided in accordance with the approved details and retained permanently thereafter.
REASON: In the interests of the appearance of the site.
[Relevant Plans and Policies: BFBLP EN20, CSDPD CS7]
7. No building hereby permitted shall be occupied until a means of vehicular access has been constructed in accordance with details which have been submitted to and approved by the Local Planning Authority.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
8. No building hereby permitted shall be occupied until means of access to it for pedestrians and cyclists has been constructed in accordance with details which have been submitted to and approved by the Local Planning Authority.
REASON: In the interests of accessibility and to facilitate access by pedestrians and cyclists.
[Relevant Policies: BFBLP M6, Core Strategy DPD CS23]
9. No building hereby permitted shall be occupied until a plan showing visibility splays has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with approved details. The land within the visibility splays, with the exception of trees adjacent to the principal street through the development, shall be cleared of any obstruction exceeding 0.6 metres in height measured from the surface of the adjacent carriageway and shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the adjacent carriageway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
10. No dwelling(s) shall be occupied until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the driveway and the adjacent footway. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]
11. The gradient of private drives shall not exceed 1 in 12.
REASON: To ensure that adequate access to parking spaces and garages is provided.
[Relevant Policies: Core Strategy DPD CS23]
12. The car parking for the development hereby permitted shall not be brought into use until the following details have been submitted to and approved in writing by the Local Planning Authority and shall be retained as approved:
 - (a) surface materials and markings;
 - (b) location and design of any lighting;
 - (c) pedestrian routes within car parking areas;
 - (d) the location of level car parking spaces for people with disabilities including details of marking out and signage;
 - (e) the location of visitor car parking spaces including details of marking out and signage;
 - (f) gradients of the pedestrian and access routes; and
 - (g) location of electric charging points.

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

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

13. No parking space shall be brought into use until the approved scheme in respect of that parking area has been complied with in full. Thereafter the parking areas shall be maintained in accordance with the approved scheme and be retained and kept available for parking at all times. There shall be no restrictions on the use of the car parking spaces shown as visitor parking for the occupiers of, or visitors to, any of the dwellings hereby permitted.

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

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

14. No dwelling shall be occupied until the associated vehicle parking has been provided in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

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

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

15. The garages hereby permitted shall contain a separately accessed storage room which shall be thereafter retained as such. The remainder of the garage, which shall have minimum dimensions of 6m (length) by 3.5m (width) by 2.4m (height), shall be retained for the use of the parking of motor vehicles at all times.

REASON: To ensure that the development is provided with adequate parking in the interests of highway safety.

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

16. The car parking pergola (relating to plots 35-37) and car ports (relating to plots 1, 2, 18 & 44) hereby approved shall be retained for the use of the parking of motor vehicles at all times and, notwithstanding the provisions of Part 1 Classes A and E of Schedule 2 of the Town and Country (General Permitted Development) (England) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no enlargements, improvements or alterations shall be made, and no gate or door shall be erected to the front.

REASON: To ensure that the development is provided with adequate parking in the interests of highway safety.

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

17. No dwelling shall be occupied until the secure and covered cycle parking spaces have been provided in accordance with the approved plans. The cycle parking facilities shall thereafter be retained.

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

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

18. No gates shall be provided on any vehicular route within the site.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

19. Details of wooden bollards to prevent vehicular access on the footway/cycleways adjacent to Plot 134 to be submitted and approved by the Local Planning Authority. Works to be implemented and completed prior to the opening of the route, and retained as approved.
REASON: In the interests of pedestrian and cyclist safety.
[Relevant Policies: Core Strategy DPD CS23]

Details of wooden bollards to prevent parking on the footway opposite parking spaces for Plots 35-37 to be submitted and approved by the Local Planning Authority. Works to be implemented and completed prior to the opening of the route, and retained as approved.
REASON: In the interests of pedestrian safety.
[Relevant Policies: Core Strategy DPD CS23]

20. Prior to commencement of development a permeable paving management and maintenance plan shall be submitted to and approved by the Local Planning Authority. The plan shall include required activities to be undertaken by property owners to ensure permeable paving will function as surface water attenuation features for the lifetime of the development. The approved plan shall be implemented in full.
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.
21. Prior to the completion of any dwellings above damp proof course level evidence should be provided to the Local Planning Authority that the property deeds for each house specifies that the permeable paving must be retained and maintained by the property owner.
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.
22. With respect to proposed SuDS and groundwater levels, a risk assessment shall be undertaken that assesses the risk of floatation on the structural stability and operation of the proposed SuDS. Evidence to be submitted may include floatation calculations to demonstrate impact of ground water on proposed SuDS. Where risk is identified, measures shall be proposed to mitigate the risks. This shall be submitted to and approved by the Local Planning Authority. Mitigation hereby approved shall be carried out and maintained in accordance with the approved scheme.
REASON: To ensure that the site is properly drainage and does not increase the risk of flooding in accordance with policy CS1 of the Core Strategy.
23. Prior to commencement of development details of works proposed to the ditch along Maize Lane shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.
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.
24. Prior to commencement of development, details of SuDS features, to include the bio-retention feature adjacent to the principal street, shall be submitted to and approved by the Local Planning Authority. Works to be implemented in accordance with approved plans.
REASON: To ensure that the site is properly drained and does not increase the risk of flooding; and in the interests of landscaping, drainage and highway safety.
[Relevant Policies: Core Strategy DPD CS1]
25. Prior to commencement of development details of the Hedge Lane bridleway crossing and raised table adjacent to plot 117 to be submitted to and approved by the Local Planning Authority. Works to be implemented and completed prior to the opening of the route for public use.

REASON: In the interests of pedestrian, cyclist and equestrian safety.
[Relevant Policies: Core Strategy DPD CS23]

26. No dwelling hereby permitted shall be occupied until bin storage and/or bin collection points serving it has been provided in accordance with the approved details. The bin storage and bin collection points shall thereafter be retained.

REASON: To ensure the provision of satisfactory waste collection facilities in the interests of amenity.

[Relevant Policies: BWLP WLP6 and WLP9]

27. No development hereby permitted, including any vegetation clearance, shall commence until a badger sett survey of the development site and immediately adjacent areas has been undertaken. This survey shall be undertaken prior to the start of works on site and a report detailing the results of the surveys is to be submitted to and approved in writing by the Local Planning Authority. If surveys show that a licence to disturb a badger sett is required a copy of a valid licence is to be submitted to the Local Planning Authority prior to the commencement of works within 30m of badger setts; and/or works which have the potential to disturb the setts, as advised by the Project Ecologist.

REASON: To ensure that badgers are not adversely affected by the proposals.

Informative(s)

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's attention is drawn to Schedule 3 of the Section 106 in relation to the highway obligations, and the need to enter into relevant Highways Agreements prior to the commencement of development and implement works accordingly.
03. The Highways and Transport Section should be contacted at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000 or via email at Highways.Transport@bracknell-forest.gov.uk, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 12 weeks prior to when works are required to allow for processing of the application, agreement of the details and securing the appropriate agreements and licences to undertake the work. Any work carried out on the public highway without proper consent from the Highway Authority could be subject to prosecution and fines related to the extent of work carried out.
04. Notwithstanding the wording of Bracknell Forest Council's Parking Standards SPD, the Building Regulations part S "Infrastructure for the charging of electric vehicles" 2021 edition takes effect on 15 June 2022 for use in England. It does not apply to work subject to a building notice, full plans applications or initial notices submitted before that date, provided the work is started on site before 15 June 2023. The applicant should familiarise themselves with, and comply with, the requirements of this document with regard to provision of electric vehicle charging infrastructure.
05. Under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the LLFA is required for any proposed works or structures, in the watercourses.
06. The granting of planning approval does not constitute permission to close or divert a public right of way affected by development, including temporary obstruction, closure and diversion during construction. During the construction period, the right of way must not be obstructed or closed to pedestrian, bicycle and equestrian use unless an appropriate Temporary Traffic Regulation Order has been applied for and the Order has been made by the Authority.
07. The applicant is advised that this permission discharges the following outline (20/00214/OUT) conditions specifically with respect to Parcel 3:
 - Condition 5: Tree retention and removal
 - Condition 6: Tree protection
 - Condition 9: Hard and soft landscaping