

ROYAL BOROUGH OF WINDSOR & MAIDENHEAD
PLANNING COMMITTEE

DEVELOPMENT CONTROL PANEL

2 March 2022

Item: 4

Application No.:	21/02792/REM
Location:	Heatherwood Hospital London Road Ascot SL5 8AA
Proposal:	Reserved matters (appearance, landscaping, scale) pursuant to outline planning permission 16/03115/OUT Hybrid planning application comprising: 1) Application for full planning permission for the development of a new Elective Care Hospital and associated Admin Hub with associated parking, vehicle access, highway works, plant and landscaping 2) Application for full planning permission for the change of use of existing building to provide GP Practice, Office, Data Centre and Staff Restaurant in association with the Elective Care Hospital 3) Application for outline planning permission (access and layout determined with all other matters reserved for future consideration) for demolition of existing hospital and redevelopment of up to 250 dwellings with associated vehicle access and highway works 4) Application for full planning permission for the change of use of existing woodland to Suitable Alternative Natural Greenspace (SANG) in association with the outline residential planning permission.
Applicant:	
Agent:	Sarah Isherwood
Parish/Ward:	Sunninghill And Ascot Parish/Ascot & Sunninghill
If you have a question about this report, please contact: Jo Richards on 01628 682955 or at jo.richards@rbwm.gov.uk	

1. SUMMARY

- 1.1 A hybrid planning permission was granted in December 2017 (ref: 16/03115/OUT) for various works and development at Heatherwood Hospital. The hybrid permission included four parts: 1) Full planning permission for a new hospital and associated works (substantially complete); 2) Full planning permission for the change of use of a building to provide a GP Hub and office for use in association with the hospital (complete and operational); 3) Outline permission (access and layout) for demolition of existing hospital and replacement with up to 230 residential units; and 4) Full planning permission for change of use of existing woodland to Suitable Alternative Natural Green Space (SANG) (substantially complete).
- 1.2 The current application seeks permission for those details reserved by the outline permission (part 3 of the hybrid permission), namely the scale, appearance and landscaping for 230 residential units on the site of the existing hospital building. This application is the last substantive application to be considered for development at the Heatherwood Hospital site.
- 1.3 The site comprises previously development land within the Green Belt. At the time of granting the hybrid permission, the development formed part of a *draft allocation* within the emerging Borough Local Plan and the development was approved on the basis of Very Special Circumstances. The Borough Local Plan has now been adopted and site allocation AL20 (Heatherwood Hospital) now forms part of the development plan.
- 1.4 The approved hybrid application, whilst formally considering the matters of access and layout, also granted approval for a set of parameters to be substantially adhered to within any subsequent reserved matters application. The approved parameters relate to access and movement, land use, open space and scale. Therefore, whilst scale was a matter to be 'reserved' from the outline permission, the consideration of the scale of development was very much part of the outline application.
- 1.5 The current reserved matters application seeks permission for the scale, appearance and landscaping of 230 residential units comprising a mix of apartments (5 main blocks) and houses and smaller apartment buildings laid out within 8 parcels of land within the site. The development

has evolved since the determination of the hybrid/outline permission (in order to achieve the best design and landscaping for the scheme), whilst not deviating materially from the approved parameter plans. The proposal is considered to therefore be *substantially* in accordance with the approved Design Strategy and approved parameter plans when considered as a whole.

- 1.6 The final scheme has been borne out of detailed pre-application discussions via a planning performance agreement with Council Officers, the South East Design Review Panel and subject to public engagement. The assessment of this reserved matters application cannot seek to alter those matters which have been approved or deviate materially beyond the approved parameters. The number of residential units has been approved at 230. The upper heights of the development have been set by the approved parameter plans. The access and layout have been approved at the outline stage and cannot alter materially from the approved drawings. The parcels of land within which each dwelling type are positioned has also been approved.
- 1.7 This reserved matters application therefore is bound considerably by matters already approved (layout and access) and the approved parameter plans (access, land use, scale and height). The assessment must therefore focus primarily around the those matters left for consideration and undetermined by the outline permission.
- 1.8 Officers consider that this final proposal is of an acceptable and high-quality scale and design which would enhance the character of the area and thus is in accordance the relevant adopted plan and neighbourhood plan policies.
- 1.9 The level of parking provision proposed is necessary to achieve good design principles and achieve a sustainable development. It is considered to be of an appropriate level given the close proximity to shops and services and walking distance to Ascot Train Station. The level of parking provision is supported by Council Officers, the Highways Officer and South East Design Review Panel.
- 1.10 The hard and soft landscaping of the site is of high quality and would enhance the environment and amenity of the site for future residents whilst also ensuring that the development sits well within the established landscape character of the area.
- 1.11 The proposal would comply with the terms of the Interim Sustainability Position Statement resulting in a 20.8% reduction in carbon emissions, with 12.8% of its energy provision coming from renewable technologies. The applicant has also submitted a Unilateral Undertaking which secures a carbon off-set payment and lifestyle contribution totalling approx. £780,000. This money is to be spent on energy saving and carbon reduction initiatives throughout the Borough which would help achieve the aims of the Council's Corporate Strategy at this time of a Climate Emergency.
- 1.12 Finally, a key consideration is the original need for residential development as part of the overall delivery of the new hospital. The siting of the new hospital (now built and due to open April 2022) on previously undeveloped woodland has allowed the continue used of the existing hospital as a necessary service for the community. The final redevelopment of the existing hospital for housing contributes significantly to the cost of this service provision and to the provision of housing in the Borough and this has already been accepted by the original hybrid permission. Planning permission for the final reserved matters is necessary to allow this final phase of the development to be built out and for the new hospital to be funded.

It is recommended the Committee DEFER and DELEGATES to the Head of Planning:	
1.	To grant planning permission on the satisfactory completion of an undertaking to secure a contribution to the Council's Carbon Offset Fund and with the conditions listed in Section 15 of this report.
2.	To refuse planning permission if an undertaking to secure a contribution to the Council's Carbon Offset Fund, has not been satisfactorily completed as the proposal would fail to meet the terms of the Council's Interim Sustainability Position Statement and Borough Local Plan policy SP2

2. REASON FOR COMMITTEE DETERMINATION

- Major reserved matters applications are normally matters delegated to the Head of Planning, however, given the determination of the original hybrid application by committee and the scale of the development, the Head of Planning considers this application should be referred to the Ascot and Windsor Development Management Committee.

3. THE SITE AND ITS SURROUNDINGS

- 3.1 The application site comprises Heatherwood Hospital, which lies on the western edge of the town of Ascot, bounded to the north by Ascot High Street (A329) and to the northwest by Kings Ride (A322). The existing hospital buildings are sited to the north of land within the Frimley Health NHS Foundation Trust ownership. The remainder of the land ownership area, to the south of the hospital contains a newly converted GP hub and offices (granted full permission under part 2 of the hybrid permission) a new hospital building (granted full planning permission under part 1 of the hybrid permission) and a wooded area, to be converted into Suitable Alternative Natural Green Space (granted full planning permission under part 4 of the hybrid permission). The south of the area of land ownership is bound by the South West trains railway line. The western boundary of the site consists of deciduous woodland with some individual large residential properties. Adjacent to the eastern boundary of the site are stables associated with Ascot racecourse as well as Thames Valley Police and Ascot Police Station.
- 3.2 Private apartments and key worker/nurse residential accommodation is constructed on land outside the Trust's ownership, along Brook Avenue between the original hospital and the new hospital buildings.
- 3.3 The existing Heatherwood Hospital buildings have been extensively developed over time. The original 1920s hospital buildings are predominantly single storey whilst later additions such as the 1960s main building in the northeast corner of the site are 4 storey.
- 3.4 The entire site is located within the Green Belt and the settlement of Ascot sits to the east of the application site. The site forms part of a housing allocation site within the newly adopted Borough Local Plan (AL20).
- 3.5 A scheduled Ancient Monument (SAM) 'Bell Barrow on Bowledge Hill' is located within the existing hospital site.
- 3.6 The closest designated site is a SSSI, Englemere Pond, located approximately 420m to the west of the site. This SSSI comprises open water in the form of a large pond that is surrounded by a wide fringe of reed swamp. The site is within 5km of the Thames Basin Heaths Special Protection Area (SPA), a European designated site subject to the protection of the Conservation of Habitats and Species Regulations 2010 (as amended) (the Habitats Regulations). The SPA comprises open heathland habitats, scrub, woodland, mire and bogs. The site supports important breeding populations of a number of birds of lowland heathland which nest on the ground and in gorse.
- 3.7 The site is located in Flood Zone 1 with a low probability of flooding.

4. KEY CONSTRAINTS

- Previously developed site in the Green Belt.
- Site Allocation (AL20) within the newly adopted Borough Local Plan (BLP)
- Thames Basin Heaths SPA 5km buffer zone
- Schedule Ancient Monument within site
- Woodland TPO

5. THE PROPOSAL

- 5.1 Permission is sought for the matters of scale, design and appearance for the redevelopment of the existing hospital site to provide 230 dwellings (in the form of apartments and houses).
- 5.2 There would be 5 main apartment blocks (A, B, C, D and H) addressing the High Street and Kings Ride frontage. Block A would be part 3-storey/part 4-storey and blocks B, C, D and H would be 5 storeys. There are 8 parcels of land for housing ranging from 2-3 storeys laid out in a street grid around a large central green.
- 5.3 The mix of accommodation is set out below:

1 bedroom apartments	14
2 bedroom apartments	69
3 bedroom apartments	40
2 bedroom houses	3
3 bedroom houses	88
4 bedroom houses	16
Total	230

- 5.4 Two principal areas of open space, which include play areas, would be provided. The largest is situated around the Ancient Scheduled Bell Barrow Monument and the second largest around a mature Wellingtonia tree. A third smaller area of open space is also proposed. Green buffer public open space and a piazza is proposed along the High Street frontage.
- 5.5 The access and layout of the scheme are matters approved under the outline permission ref: 16/03115/OUT. Several conditions on this outline permission relate to this phase of the development.

6. RELEVANT PLANNING HISTORY

Reference	Description	Decision
16/03824/FULL	Change of use from hospital accommodation (Use Class D1) to offices with associated IT hub and staff restaurant (Use Class B1a) and GP Practice (Use Class D1) with associated parking, landscaping, replacement roof top plant, external staircase, temporary car park and demolition of existing walkway.	Approved 22.12.2017. Implemented
16/03825/FULL	Enabling works in association with hybrid application (ref: 16/03115/Out) and change of use application (ref: 16/03824/Full) for the redevelopment of Heatherwood Hospital. Enabling works to be site clearance, drainage diversions, services diversions, earthworks, construction of retaining walls, advanced planting and creation of balancing pond.	Approved 22.12.2017. Implemented
16/03115/OUT	Hybrid planning application comprising: 1) Application for full planning permission for the development of a new Elective Care Hospital and associated Admin Hub with associated parking, vehicle access, highway works, plant and landscaping 2) Application for full planning permission for the change of use of existing building to provide GP Practice, Office, Data Centre and Staff Restaurant in association with the Elective Care Hospital 3) Application for outline planning permission (access and layout determined with all other matters reserved for future consideration) for demolition of existing hospital and	Approved 22.12.2017 Implemented

	redevelopment of up to 250 dwellings with associated vehicle access and highway works 4) Application for full planning permission for the change of use of existing woodland to Suitable Alternative Natural Greenspace (SANG) in association with the outline residential planning permission.	
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7. DEVELOPMENT PLAN

7.1 The main relevant policies are:

Adopted Borough Local Plan (2013-2033)

Issue	Policy	Compliance	
Spatial Strategy for the Borough	SP1	Yes	
Climate Change	SP2	Yes	
Sustainability and Placemaking	QP1	Yes	
Green and Blue Infrastructure	QP2	Yes	
Character and Design of New Development	QP3	Yes	
Building Height and Tall Buildings	QP3a	Yes	
Development in Rural Areas and Green Belt	QP5	Yes	
Housing Development Sites	HO1	Yes	
Housing Mix and Type	HO2	Yes	
Affordable Housing	HO3	Yes	
Historic Environment	HE1	Yes	
Managing Flood Risk and Waterways	NR1	Yes	
Nature Conservation and Biodiversity	NR2	Yes	
Trees, Woodlands and Hedgerows	NR3	Yes	
Thames Basin Heaths Special Protection Area	NR4	Yes	
Renewable Energy	NR5	Yes	
Environmental Protection	EP1	Yes	
Air Pollution	EP2	Yes	
Noise	EP4	Yes	
Infrastructure and Developer Contributions	IF1	Yes	
Sustainable Transport	IF2	Yes	
Local Green Space	IF3	Yes	
Open Space	IF4	Yes	
Rights of Way and Access to the Countryside	IF5	Yes	
Utilities	IF7	Yes	

Adopted Ascot Sunninghill and Sunningdale Neighbourhood Plan (2011-2026)

Issue	Neighbourhood Plan Policy
Heatherwood Strategic Site	NP/SS4
Housing Policies	NP/H2 (Mix of housing types)
Design Guidelines	NP/DG1 (Townscape) NP/DG2 (Density, footprint, separation, scale & bulk) NP/DG3 (Good quality design), NP/DG4 (Heritage assets) NP/ DG5 (Energy efficiency and sustainability)
Environmental Policies	NP/EN2 (Trees) NP/EN3 (Gardens) NP/EN4 (Biodiversity)
Parking	NP/T1

Adopted The South East Plan – Regional Spatial Strategy

Issue	Plan Policy
Thames Basin Heaths Special Protection Area	NRM6

8. MATERIAL PLANNING CONSIDERATIONS

National Planning Policy Framework Sections (NPPF) (2021)

Section 2 – Achieving sustainable development
Section 4- Decision-making
Section 5 – Delivering a sufficient supply of homes
Section 6 – Building a strong, competitive economy
Section 7 – Ensuring the vitality of town centres
Section 8 – Promoting healthy and safe communities
Section 9- Promoting Sustainable Transport
Section 11 – Making effective use of land
Section 12- Achieving well-designed places
Section 13- Protecting Green Belt land
Section 14- Meeting the challenge of climate change, flooding and coastal change
Section 15 – Conserving and enhancing the natural environment
Section 16- Conserving and enhancing the historic environment

Supplementary Planning Documents

- RBWM Thames Basin Health's SPA
- Borough Wide Design Guide

Other Local Strategies or Publications

Other Strategies or publications material to the proposal are:

- RBWM Townscape Assessment
- RBWM Landscape Assessment
- RBWM Parking Strategy
- Affordable Housing Planning Guidance
- Interim Sustainability Position Statement
- Corporate Strategy
- Environment and Climate Strategy

9. CONSULTATIONS CARRIED OUT

Comments from interested parties

231 occupiers were notified directly of the application.

The planning officer posted a notice advertising the application at the site on 18th October 2021 and the application was advertised in the Local Press on 23rd September 2021.

2 letters were received objecting to the application, summarised as:

Comment		Where in the report this is considered
1.	Inadequate provision is made for total parking spaces, visitor parking and electric vehicle provision.	Section vii
2.	The application does not comply with policy NP/T1 of the Neighbourhood Plan	Section vii
3.	The NPPF 2021 and National Model Design Code (NDC) brings forward an increased focus on the importance of design in development and emphasise: <ol style="list-style-type: none"> 1. Residential parking has to be decided in response to local conditions 2. Parking has to meet the needs of different users including occupants, visitors and people with disabilities 	Section vii
4.	The NPPG requires RBWM to seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.	Section vii
5.	The NPPF para 108 states that maximum parking standards should only be applied in exception circumstances	Section vii
6.	The RBWM parking strategy is not relevant as over 17 years old.	Section vii
7.	Statistics from the 2011 census should be applied	Section vii
8.	If the parking standards of nearby local authorities were applied it would show a greater requirement for parking provision for the development.	Section vii
9.	The number of parking spaces for visitors, tradesman and deliveries at only 34 spaces 230 dwelling is unrealistic	Section vii
10.	Other authorities require 1 visitor space per 5 dwellings	Section vii
11.	Allocating only 45 of the total spaces (20%) to electric vehicles is inadequate and unreasonable and will have been exceeded by regulations on electric vehicles by the time the development is complete.	Section vii
12.	Inadequate disabled parking provision	Section vii
13.	The acceptability of the proposal with regard to parking provision should be based on legitimate planning considerations	Section vii
14.	The style and density of housing is out of keeping with the surrounding area	Sections vi and v
15.	The large blocks of flats are to be located close to the main road and would be highly visible, which would be detrimental to visual amenity.	Section v (The position of the main apartment blocks along the northern frontage was approved as part of the hybrid permission)
16.	The local roads are heavily congested during rush hour period, the additional housing	The impact on the highway network was considered under the original hybrid application and cannot be re-visited under the current RM application.

17.	The additional housing would put pressure on the local infrastructure which is already struggling	The number of dwellings has already been agreed at the hybrid stage and is now part of an adopted allocation in the BLP. A CIL contribution will be made by the developer which will go toward infrastructure improvements.
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Statutory Consultees

Consultee	Comment	Where in the report this is considered
Natural England	Natural England has previously commented on this proposal in August 2017. The advice provided previously still stands.	Section x
Lead Local Flood Authority	No objection subject to condition requiring full details of the proposed surface water drainage system	Covered by conditions 11, 12 and 37 of the hybrid permission
Historic England	No objections to proposal but concerns raised regarding the introduction of mounding adjacent to the Scheduled Ancient Monument and retention of trees on the barrow as part of the application. We would welcome further discussions to ensure the play area is appropriate and to ensure the barrow is protected for future generations	See section vi

Consultee responses

Consultee	Comment	Where in the report this is considered
Conservation Design Officer /	<p>The scheme is supported in principle in terms of layout, scale and design.</p> <p>The conditions attached to the original application regarding archaeology and building record will need to be addressed for this phase of the before works commence.</p> <p>The inclusion of a green space as a new setting for the barrow is a significant improvement. The history and importance of this monument should be included in the landscaping scheme. Long-term management of trees on the barrow will need to be considered. The LEAP should be designed in such a way to minimise the impact on the barrow.</p>	See sections v and vi
Highways	<p>The proposed parking provision and supporting management plan is considered acceptable and complies with current national guidance and the Borough's Parking Strategy</p> <p>Further clarification required on access and design of cycle stands.</p> <p>No objection to internal access and servicing arrangements and CEMP.</p> <p>The travel plan should be updated in relation to cycle</p>	Section vii

	parking design. Recommends conditions relating to cycle parking, parking and turning and travel plan.	
Trees	No objections. General comments/suggestions: <ul style="list-style-type: none"> • Hard-standing for the dwellings should be shown. Patios should be kept small so as to secure as much soft ground as possible. PD rights for hard standing and structures should be removed • New trees should be provided with sufficient soft ground to achieve maturity. Full details should be submitted • Silver Birch and Scots Pine should be included in the mix. Sweet Chestnut should be included in the larger open spaces • Full landscaping details area required • The tree protection plan and arboricultural method statement are acceptable 	Section x
Thames Water	No objections	
Environmental Protection	No comments received	
Network Rail	No objections	
Ecology	No objection subject to conditions relating to Construction Environment Management Plan, external lighting and biodiversity enhancements	Section x
Landscape Officer	No formal written comments provided in response to application, however the Landscape Officer was heavily involved in pre-application discussions and has been supportive of the proposals	Section v and x
Environment Agency	Not statutory consultee for reserved matters applications. LPA to take account of any conditions, informatives or advice provided in response to outline application.	Section x
Runnymede Borough Council	No objection	
National Highways	No objections	
Berkshire Archaeology	Recommends that RBWM consult Historic England. Confirms that condition 35 of the hybrid permission would cover ongoing archaeological requirements.	Section vi

Other groups

Group	Comment	Where in the report this is considered
Ascot and Sunninghill Parish Council	Objection on the following grounds: Parking: <ul style="list-style-type: none"> • The parking provision is grossly inadequate for the flats and the site as a whole Housing: <ul style="list-style-type: none"> • The balance of housing mix has swung significantly towards more flats, and reducing 1 bed flats. • No affordable homes are proposed. Contrary to policy 7.8 of emerging BLP • many dwellings have virtually no front gardens and don't comply with 6.6 of BWDG, which requires clearly defined boundaries at least 1m high 	Objections are addressed in Part 10 sections iv, v, vii and ix

Amenity

- Amenity space for the flats doesn't appear to meet the requirements of 8.5 of BWDG which are a minimum and should be provided following the covid pandemic.
- Plots 112 and 120 have inadequate garden amenity space and result in parking courts only

Cycle/walking

- There is no cycleway/footpath from the site and SANG to Ascot Station, contrary to NP/SS4.4c and emerging BLP proforma AL20 site requirements, plus a major item of feedback during consultation,

Height of Apartment Buildings

- Out of keeping with the area

Additional comments received by email dated 14/10/21:

- Condition 23 of the hybrid permission states that the submission of the reserved matters shall be carried out in substantial accordance with the design strategy as set out in the Design and Access Statement and approved parameter plans
- The approved D&A statement identifies that the ratio of houses to apartments was changed to 60:40 to respond to housing need. The ratio is now 45:55 will not be in substantial accordance with the approved D&A statement.
- The space around the apartments should be for residents only
- Para C4: 4.4 – residential typologies, shows a plan with different house types. It states these illustrative only and subject to design development at the reserved matters stage. The proposed ratio of houses to flats was 63:37 and no apartment other than blocks A-D were proposed
- The proposed car parking provision is significantly different to that envisaged in the outline (2.4 spaces per unit) and goes beyond merely needing to reflect the change in housing mix.
- The apartments don't fit in with the character areas defined within the approved D&A.

The current proposals deviate significantly from the intent of paragraph 23 of the hybrid permission. It needs to be considered whether full planning permission is required.

Additional letter following amended plans:

- The proposals represent an overdevelopment of the site. The number of dwellings needs to be reduced to comply with planning policy and AL20 of the BLP
- The introduction of apartments into site parcels 5, 6 & 7 contravene Condition 23 of the borough's decision notice for application 16/03115
- 55% of the dwellings are apartments. This is excessive bearing in mind that apartment have

	<p>dominated recent planning approvals in the parish</p> <ul style="list-style-type: none"> • The amenity space for blocks, A-D and H do not meet the requirement of Principle 8 of the design guide whereas the houses do. This is inconsistent and detrimental to the amenity of residents of the apartments • The apartment parking is inadequate as it is based on good site accessibility, whereas it should be based on poor accessibility in accordance with RBWM 2004 parking standards. The house parking provision is based on poor accessibility. This is inconsistent to the detriment of the apartments • The requirements within AL20 have not been fully met. For example there is no affordable housing and a direct cycle link to Ascot Station hasn't been provided. 	
Winkfield Parish Council	<p>Concerns:</p> <ul style="list-style-type: none"> • The parking appears minimal • The proposal will result in an increase in vehicle movement in an already congested area • The design of the proposal will have a detrimental impact on the openness of the area by way of their mass and bulk • Lack of detail relating to waste and recycling 	Sections v and vii
Neighbourhood Plan Delivery Group	<p>Supportive of the residential development but have major concerns about parking and the scale and design of blocks A-H</p> <p><u>Scale</u></p> <ul style="list-style-type: none"> • The form, scale and massing would integrate successfully into surroundings. • The apartment blocks would appear starkly out of character. The development is and will remain in the Green Belt. • The outline permission gave no details of heights of buildings in context • The site lies within Ascot Placemaking Area. The Inspectors advice letter ID33 (June 2021) asks that the Council review the Tall Building Strategy to ensure buildings area exceptions and would not be detrimental to character. Weight should be afforded to the Inspectors comments and the main modifications to the BLP. • The scale of blocks A-H is contrary to NP/DG1 (Respecting the Townscape and its key Characteristics). The existing hospital is 4 storeys high but set back approx. 50m from road • The proposed blocks will be much more visually dominant in scale and height • The visual appearance of car park grills on blocks B, C and D are obtrusive/unsightly. These blocks should have underground parking to reduce visual impact and height <p><u>Design</u></p> <ul style="list-style-type: none"> • Blocks A, B, C and D do not reflect the overall character of buildings on the High Street. The 	Sections v and vii

	<p>proposal is more urban</p> <ul style="list-style-type: none"> • The scheme at Heatherwood should meet the design requirements of the NPPF and National Design Guide regarding high quality buildings and integration into surroundings • The design of the apartment buildings should also response to Heritage Assets policy NP/DG4. The brick colour is not enough to justify architectural features or appearance 	
Society for the Protection of Ascot and Environs (SPAЕ)	<p>Objections:</p> <p>Scale:</p> <ul style="list-style-type: none"> • The heights of the 5-storey blocks would be over-bearing • The site is within the Green Belt. Concerns about impact on openness. The visual impact would be relevant as would the volume. The proposal would have a greater impact on openness than the existing development, contrary to GB2 and NPPF 149 <p>Landscaping</p> <ul style="list-style-type: none"> • Insufficient residents parking which would encourage greater reliance on car ownership and dependence. • Insufficient visitor parking and parking for deliveries and trade • Result in on-street parking in the area which is heavily trafficked. Contrary to NP/T1 <p>Appearance</p> <ul style="list-style-type: none"> • Efforts on visual impression are recognised and incorporation of red and buff brickwork is an example, however grills and shuttering on apartment blocks unsightly. 	Sections v and vii

10. EXPLANATION OF RECOMMENDATION

10.1 The key issues for consideration are:

- i Background and Principle of development
 - ii Climate Change and Sustainability
 - iii Affordable Housing
 - iv Housing Provision and Quality
 - v Design and Impact on the Character of the Area
 - vi Impact on heritage assets
 - vii Parking and Highways Impacts
 - viii Impact on neighbouring amenity
 - ix Provision of suitable residential environment
 - x Environmental Considerations
 - xi Other material considerations
- **Background and Principle of Development**

- 10.1 The 2016 hybrid planning application came about due to a need for improved healthcare needs and quality of accommodation for the hospital. The existing hospital was no longer considered to meet these needs however there was a desire to retain the healthcare facility on site long-term by the Frimley Trust and the local community. The Frimley Trust therefore sought to comprehensively redevelop the land to meet their objectives and vision for the hospital, including a new purpose-built elective care hospital. The new facility needed significant funding through disposal of the existing hospital and enabling development of up to 230 homes.
- 10.2 The hybrid planning permission was granted in December 2017 and works began on site in 2018 in conjunction with the two full planning permissions (1: the new hospital and 2: the GP hub and offices). The new hospital is now substantially complete (due to open April 2022) and the GP hub and offices are complete and operational. The SANG works are also approaching completion (expected summer 2022). The current reserved matters application is the final stage in the overall development of the Heatherwood site, which now forms part of the adopted Borough Local Plan and strategic Housing Site (AL20) and overall aspirations for placemaking within Ascot.

Principle of development

- 10.3 The principle of the development was considered at the outline stage and under the approved hybrid application. Being in the Green Belt, Very Special Circumstances were established at the hybrid stage to justify the new hospital building and GP hub and offices. The principle of the residential development to replace the existing hospital was also accepted and permission was granted for the access and layout of the residential development, along with parameter plans depicting the scale, height and land use of each parcel of land within the site. Whilst the site remains in the Green Belt, it now forms part of an adopted site allocation (AL20). As such, there can be no objection to the principle of the development.

Planning Policy

- 10.4 The Borough Local Plan has now been adopted and allocation AL20 now forms part of the development plan. Insofar as it relates to the residential element of the development, the allocation requires the following:
- To deliver approx. 230 residential units
 - Ensure the built form does not extend beyond the southernmost extent of residential development as granted under 16/03115/OUT to avoid encroachment onto the SANG
 - Provide high-quality green and blue infrastructure, including on-site public open space and children's play areas
 - Provide planting/trees to the high street frontage
 - Provide pedestrian and cycle access into and through the site including Ascot Railway Station
 - Provide a new footpath/cycle route between Prince Albert Drive and Ascot High Street around the hospital
 - Ensure that the development is well-served by public bus routes/demand responsive transport/other innovative public transport solutions, with appropriate provision for new bus stop infrastructure, such that the bus is an attractive alternative to the private car for local journeys, including educational facilities
 - Provide sufficient car and cycle parking for residential and non-residential uses
 - Be designed in a high-quality manner, reflecting the gateway location of the site
 - Conserve and enhance biodiversity
 - Provide as least 30% affordable housing, including key worker housing
 - Retain the Scheduled Ancient Monument and enhance its landscape setting
 - Provide appropriate mitigation measures to address the impacts of noise and air pollution from Kings Ride and High Street so as to protect residential amenity
- 10.5 In addition, Neighbourhood Plan Policy NP/SS4 (Heatherwood Site) sets out a number of recommendations/requirements for redevelopment proposals including:

- Redevelopment proposals for residential use shall be permitted provided only that part of the site remains in its current use a hospital or a provider of healthcare services
 - A development brief must be produced in line with NP/H1
 - Development proposals on this site are required to demonstrate high quality design reflecting the site's gateway location to Ascot
 - Provide a mix of housing types
 - The position of buildings should respect the site's gateway location and its relationship with the roads. Substantial green landscaping should be included, in keeping with the overall green and leafy character of the area
 - Provision of safe and accessible pedestrian and cycle routes to connect the site to Ascot station and Ascot High Street
 - The creation of green spaces to be for the benefit of the community
 - The need to conserve and enhance the scheduled monument of the Bell Barrow on Bowledge Hill and allow public access to it
- 10.6 A number of these requirements have already been met by the hybrid permission. The remainder will be addressed in the following sections of this report.

Approved Matters

- 10.7 Part 3 of the hybrid permission was for a development of up to 230 dwellings. The approved parameters depict the layout of the residential development within the plot including parcels of land for apartments and housing and areas of open space. The external accesses onto the High Street and Kings Ride have also been approved. The hybrid permission also considered a series of parameters plans which looked beyond the matters of layout and access and considered the scale and height of development. The matters of layout and access are fixed and cannot be amended at this reserved matters stage. The matters of scale and height, whilst not technically approved matters, are largely fixed through the approval of the parameter plans.

Access

- 10.8 External access to the site has been approved, with two access points from the High Street (A329) (to the north), and one access point off Kings Ride (to the west). The access points from the High Street are in the same position as the existing hospital access points but improved to allow access from both sides of the carriageway. Access from the west of the site is provided from the hospital access road and utilises the existing woodland offices access road. Under the outline permission, the access proposals were considered appropriate and to maintain the character of the area. The current reserved matters application does not seek to alter the approved external accesses.
- 10.9 The internal road layout allows for good connectivity within the site and is set by one of the approved parameter plans. The Highways Authority has confirmed that the internal road layout is in accordance with the relevant highway standards. This internal road layout is unchanged from the outline permission, albeit the current application includes details of how these roads are to be utilised and details of the design and appearance of these roads/accesses, including materials.

Layout

- 10.10 The approved layout provides development plots and open space defined by the street grid. Blocks of flats up to 5 storeys address the High Street and Kings Ride. These are set back approximately 15m from the road with a landscape buffer. Under the assessment of the hybrid permission, it was considered that the development had the potential to contribute to improving the quality of the urban frontage and streetscape on arrival to Ascot and given the scale of the existing hospital buildings, it was considered that the proposed 5 storey blocks would not out of character.
- 10.11 In addition to the apartment blocks, there are 8 plots for lower rise housing (including 3 smaller apartment blocks) up to 3 storeys high. The street grids are grouped around the central green space including the Bowledge Hill round barrow. Other smaller areas of open space are included within the development and a wide public buffer zone addresses the High Street.

Reserved Matters

10.12 The consideration of the final matters of scale, detailed appearance and landscaping must be viewed in the context of the hybrid permission, the approved matters and parameter plans. It is not for the Local Planning Authority to now be able to seek a lower density or a reduced scale and height of development, different layout or alternative access points. This assessment by officers and the assessment made by members must therefore focus on the reserved matters of scale, appearance and landscaping.

- **Climate Change and Sustainability**

10.13 The Council's Interim Sustainability Position Statement (ISPS) and Policies SP2 and QP3 of the Borough Local Plan require developments to be designed to incorporate measures to adapt to and mitigate climate change. This is reflective of the Council's Climate Change Emergency and Corporate Strategy aims and initiatives.

10.14 The proposed development of 230 dwellings incorporates the following sustainability measures in accordance with the ISPS:

- A reduction in Carbon Dioxide Emissions of 20.8% site wide against a Part L Building Regulations Baseline, achieved by the incorporation of passive design and energy efficient measures
- 12.8% of predicted energy to be provided by renewable or low carbon technology
- Restriction of water usage to 105 litres per person per day
- Introduction of high speed internet capabilities to all units
- Provision of active electric vehicle charging points to 20% of the parking spaces (45 units) plus the remaining 80% (185 units) designed with passive charging points, plus car club spaces with communal active electric vehicle charging
- As a net zero carbon outcome cannot be fully achieved on site, a contribution of £780,000 for the carbon off-set fund (including lifestyle contribution) will be secured via a unilateral undertaking.

10.15 To achieve the minimum 20% reduction in carbon dioxide emissions on-site along with the significant contribution to the Council's carbon off-set fund is a significant benefit of the scheme. This is a primary consideration for the current proposal in light of the Council's Corporate aims and declaration of Climate Change Emergency. A condition will be attached to the permission to ensure that the developer will be bound by the recommendations of the energy statement (**condition 2**).

- **Affordable Housing**

10.16 A viability appraisal submitted with the hybrid planning application concluded that affordable housing would not be viable, primarily as the residential development was needed to provide significant funding towards the new hospital. Since then, the viability position has been reviewed and a deed of variation has been entered into and a contribution secured for an off-site affordable contribution of £6.35 million.

10.17 The Council's Housing Officer has advised that the monies will be used to enable the provision of affordable housing or regeneration in the Borough, in accordance with the terms of the Section 106 agreement of the outline planning permission. Various options can be explored by the Council which could include increasing the quantum of affordable housing on a site and liaising with a registered provider active in the borough to facilitate affordable housing which meets priority housing needs.

10.18 Whilst the matter of affordable housing is not to be re-visited or altered as part of this reserved matters application, this level of Affordable Housing is considered to meet the requirements of policy HO3 and the site allocation AL20. Finally on this matter, it is prudent to note that the approval of the final reserved matters is necessary to secure the payment of the affordable housing contributions, the first instalment of which would be paid upon disposal of the hospital from the Trust to the developer.

- **Housing Provision and Quality**

Housing numbers and density

- 10.19 Policy HO1 sets out the housing targets for the Borough over the plan period up to 2033 and states that development will be focused within existing urban areas, including Ascot. As stated above the site forms part of a housing allocation with a commitment to deliver approximately 230 homes.
- 10.20 The density of the proposed development is 38 dwellings per hectare. This density is fixed by the number of dwellings approved at the outline stage (and adopted BLP allocation) and the site area and is not altered under the reserved matters application. As such there is no objection to the total number of units at 230 dwellings and to the density of 38 dwellings per hectare.

Housing type and mix

- 10.21 BLP policy HO2 (Housing Mix and Type) sets out that development proposals should provide an appropriate mix of dwelling types and sizes, reflecting the most up to date evidence as set out in the Berkshire SHMA 2016.
- 10.22 The proposed housing mix is set out below:

1 bedroom apartments	14
2 bedroom apartments	69
3 bedroom apartments	40
2 bedroom houses	3
3 bedroom houses	88
4 bedroom houses	16
Total	230

- 10.23 The ratio of houses to flats has altered marginally from the outline permission from an approximate split of 60:40 houses to flats, to 47:53 houses to flats. A larger proportion of flats than previously envisaged at the hybrid stage is therefore proposed. There is no in principle policy objection to this split of houses and flats, indeed policy HO2 primarily focusses on unit size (in terms of bedroom numbers) rather than unit type (houses vs flats). Neighbourhood Plan Policy NP/SS4.4 states that development proposals for the Heatherwood site are required to demonstrate a mix of housing types – the proposed 47:53 split is considered to provide a ‘mix’ of housing types. Indeed increasing the number of flats and lowering the number of houses has enabled a more sparsely set out development of a higher quality design within the 8 development plots of housing, whilst not exceeding the height/scale limitations for the apartments blocks as set out within the approved parameters for the apartment blocks. Furthermore, the reserved matters proposal has had to take into account the recommendations of the Borough Wide Design Guide SPD (2020) which seeks a minimum amenity space for dwellings – this has led to fewer dwellings within the 8 development plots of houses but all meeting the amenity space guidelines set out in the Borough Wide Design Guide SPD.

- 10.24 In terms of unit sizes, these are set out as follows:

1 bedroom	14	6.1%
2 bedroom	72	31.3%
3 bedroom	128	55.7%
4 bedroom	16	6.9%
Total	230	100%

- 10.25 The majority of the units are 3-bedroom which would meet the recommendations of the SHMA which identifies a shortfall of 3-bed units across the Borough. Whilst there is a lower number of 4-bedroom units than recommended, not every individual development proposal is required to meet the recommendations of the SHMA. In providing 128 3-bedroom units, this development proposal

is addressing a recognised shortfall in housing size within the Borough. In particular, 88 of the 3-bedroom units being houses would provide for smaller family housing.

10.26 All dwellings would comply with the nationally described spaces standards and 30% of units will comply with the higher accessibility standards of Requirement M4(2) (Accessible and adaptable dwellings) of the Building Regulations and 5% achieving Requirement M4(3) (Wheelchair user dwellings) which accords with policy HO2. These measures will be secured in perpetuity by **condition 15**.

- **Design and Impact on the Character of the Area**

10.27 Policy QP3 of the BLP expects all new development to contribute to achieving sustainable high-quality design in the Borough by following a number of design principles, including respecting and enhancing the local character of the environment. Policies NP/DG1, NP/DG2 and NP/DG3 of the Neighbourhood Plan state that new development should respond positively to local townscape and that new development should be similar in density, footprint, separation, scale and bulk of buildings in the surrounding area.

10.28 The townscape context of the site is varied in terms of the scale, age, and architecture of the surrounding buildings. There are varied rooflines and staggered building lines, and the High Street is noted as having a “Victorian Character” within the submitted documents.

10.29 The approach to the design of the site has been to provide 5 different character areas, each of a slightly different form and design to one another, but with an overarching theme throughout to tie the development together as one coherent ‘place’ for future occupants and for existing local residents to appreciate. The character areas are Broadleaf Avenue, Wellington Place, Central Lane, Bowledge Green and Heatherwood Drive and are set out within the Character Area site plan.

Scale

Apartment blocks

10.30 BLP policy QP3a (Building Height and Tall Buildings) identifies buildings of more than 1.5 times the context height of the surrounding area as tall buildings. It is questionable as to whether the apartment buildings at 5 storeys in height constitute ‘tall buildings’ as there is already a number of buildings of 4-5 storeys within the immediate vicinity, including Grand Regency Heights (5 storeys), the existing Heatherwood Hospital Building (4 storeys) and Ascot Racecourse (4-5 storeys) which form part of the context of the site. Notwithstanding, the recommendations of policy QP3a states that in large developments that can establish their own sense of place the general height of buildings may be increased to support place making and an efficient use of land.

10.31 Furthermore, the upper heights of the apartment blocks at 5 storeys have been set by the approved parameter plans. There is therefore no policy objection to building heights of 5 storeys within this development. It is also pertinent to point that losing height within each of the apartments blocks would lead to a greater number of units across the remainder of the site and a more cramped and urban layout than is currently shown. As such, not only are the 5 storey apartment blocks adhering to the approved parameter plans, they are necessary to ensure the remainder of the development are of an appropriate design and scale.

10.32 The scheme comprises 5 main apartment blocks, 4 fronting the High Street (A329) (blocks A, B, C and D) and 1 on the corner of Kings Ride and the access road to the new hospital (blocks H). Apartment A would be a part 3-storey/part 4 storey building – acting as a transition between the 5 storey frontage blocks (B, C and D) and the existing development to the east of the site, a nursery building, which is 2 storeys. This apartment block is lower in height than that set out in the approved parameter plans which allowed for up to 5 storeys and is therefore acceptable in terms of height. With regard to scale, block A would be situated within the approved land use parcel for this block. The other frontage apartment blocks (B, C and D) are all 5 storeys in height with the upper floor set back from the main building envelope. These buildings would create a

strong presence within the street scene, defining the northern edge of the development along the High Street. The scale and height of these apartment blocks would accord with the approved parameters which allowed for a maximum height of 5 storeys. Each of the apartment blocks would maintain sufficient gaps of separation from one another such that the development would not appear cramped and views into the site can be maintained.

- 10.33 The set back of the apartment buildings from the road is approximately 15m and a landscaped buffer would be provided between the apartment buildings and the High Street to create a new green and landscaped frontage to the development, where there is currently hard-surfacing and engineered boundary treatments. It should be noted that the flatted development on the north-west corner of the roundabout, Grand Regency Heights, is also 5 storeys in height.
- 10.34 Other smaller apartment blocks are situated within the central part of the site (within the Central Lane character area) and one along the eastern part of the site (within Wellington Place). These buildings also conform to the overall height and land use parameters.

Houses

- 10.35 In addition to the 5 main apartment blocks, there are 8 other parcels of land within the site for residential development – comprising predominately of housing (apart from the smaller apartment blocks mentioned above). The housing ranges from 2-storeys to 3-storeys and comprises of a mix of terraced, semi-detached and detached dwellinghouses. The dwellings in each character area take a on slightly different scale and appearance to one another, albeit an overall coherent approach to scale and massing has been achieved.
- 10.36 In terms of their scale, the houses would comply with the approved parameter plan (scale) all being of no greater than 3 storeys in height. This scale of development is considered to be reflective of the nearest residential development to the application, namely the dwelling houses/flats in Brooke Avenue which are also 3 storeys in height. Other residential housing within the wider area is also 2 – 3 storeys in height and thus the proposal would not be out of keeping with the prevailing character of residential development within the Ascot area. In terms of the exact height of the dwellings – they range from 8.3m-11.2m. Given the dwellinghouses all maintain traditional pitched roofs as opposed to crown roofs, these heights are considered acceptable. Furthermore, it is prudent to note that the existing residential development immediately to the south of the site within Brooke Avenue is 3 storeys and of a similar height.

Design and external appearance

Apartment Blocks

- 10.37 The external appearance of the apartments blocks take on a contemporary form but with traditional brick detailing. The windows and balconies provide glazed elements and architectural features that break up the frontage of each block and the upper floor would be constructed of glazing and cladding. Each block contains active frontages at ground floor level – conforming to good general design principles. It is considered that the apartment buildings are well articulated and their appearance provides a balance of achieving a strong sense of place/gateway development at the western entrance to Ascot whilst also including traditional detailing and materials that provide a nod to the Ascot character. The elevational detailing is considered to be appropriate for the location and sensitively designed, ensuring the buildings, whilst large in scale and height, would not appear prominent or overbearing through fussy design detailing. Apartment block H has been given a curved corner to mark the fact that it is situated on a corner plot addressing both Kings Ride and the access road down to the new hospital. This curved section has a raised parapet, stone base and additional glazing to emphasis this feature.

Houses

- 10.38 The dwellinghouses are all traditional in appearance, with the use of bricks and either tiles or slate for the roofs. The bricks would be reflective of the bricks to be used within the apartment

building to achieve a coherent development through the whole site. All dwellinghouses would maintain ridgelines as opposed to flat-top or crown roofs which would aid in minimising the bulk of development at roof level. The external appearance of the dwellinghouses, whilst maintaining a level of uniformity across the site, have been categorised into 5 character areas, each taking on a slightly different appearance to one another. There is a consistency of design approach across the site that runs throughout the housing in terms of the use of gable ends, traditional roof forms and in the use of a limited pallet of good quality materials, that reflect the wider context of the site and which tie the development together as a whole.

- 10.39 Notwithstanding any illustrations on the submitted drawings, a full schedule of materials will be submitted prior to construction as required by condition 5 of the hybrid permission. The use of traditional, high-quality materials throughout the development, as indicated on the drawings would ensure an attractive quality to the built form which would enhance the character of the area.

Landscaping

- 10.40 Policy QP3 states that a development proposal will be considered high quality design and acceptable where it provides high quality soft and hard landscaping.
- 10.41 There are few significant landscape features within the existing hospital site – the site being overwhelmed predominantly by buildings and hard-surfacing. The most significant existing landscape feature is a category A wellingtonia tree within the south-east part of the site, which is to be retained and used as a central feature for one of the areas of open space. Other category B trees within and on the site boundaries are shown to be retained, including a group of pine around the bell barrow, which would form the setting for the largest area of open space, the Triangular Green. A third area of open space known as Hospital Green would exist within the south west part of the site. The 3 primary proposed areas of open space accord with the approved open space parameter plan.
- 10.42 New tree planting is a key element of the scheme with street tree planting and frontage planting to the dwellings creating a green character to the streets. Larger tree planting around the open space areas further reinforces the green character to be achieved across the development. The proposed landscaping along the northern boundary of the site has been designed to improve the gateway into Ascot and improve the pedestrian experience for residents and the public when using this route towards the centre of Ascot which is currently dominated by hard-surfacing. Green corridors, new trees and hedges will be provided along the site boundaries and within the development. The amount of landscaping will be a significant improvement on the existing, providing both a high quality environment for new residents and a soft edge to the new built development within the site.
- 10.43 In terms of hard landscaping, a ‘piazza’ is proposed as the main pedestrian entrance into the site from the High Street. The roads and pavements within the site have been designed to appear subservient to the green landscaped areas with use of good quality materials. The reduction in parking from that envisaged within the hybrid permission has enabled an overall reduction in hard-surfacing within the site to achieve a softer, more landscaped environment. The conservation and design officer has requested further details relating to samples for the paths, kerbs and road surfaces, this can form part of condition 2. Further details of public art to be incorporated into the site are request via a condition (**condition 13**). Finally, the Conservation and Design Officer has stated that the proposed lighting scheme appears rudimentary at present with only tall light standards proposed. The open spaces and focal features on site should have a different approach to lighting. This information is to be sort via condition (**condition 14**).

Conclusion on design and impact on character

- 10.44 Overall, the scheme, which has been subject to extensive discussion, is well considered in terms of scale, design and landscaping and appropriateness to the location. The reduction in car

parking spaces has resulted in a spacious layout with the benefit of increased soft landscape/planting across the site. Officers consider the proposed works would positively enhance the appearance of the site, which is of poor quality due to the age of development and excessive amount of hard-surfacing, built form and lack of landscaping, particularly along the site frontage. This in turn would contribute positively to the wider character of the area.

- **Impact on heritage assets**

Scheduled Ancient Monument - Bell Barrow on Bowledge Hill

- 10.45 The principal historic environment aspect of this proposal is the presence of a Bronze Age bell barrow (dated to c. 1,500 BC through radiocarbon dating) within the grounds of the Hospital, which is a Scheduled Monument and of national importance. The Scheduled Ancient Monument is to be preserved in situ, its setting enhanced by the removal of buildings and hard standings in its vicinity and it will sit within more open space, more reflective of its pre-Hospital setting.
- 10.46 Advice from Historic England has been sought on the impact of the works on the barrow and its setting. The Council's Conservation Officer considers the inclusion of a green space as the new setting for the barrow to be a significant improvement on the current situation. In view of Historic England's advice, and the tree officer's comments, the long-term management of the trees on the barrow will need to be carefully considered, with the tree works aiming to limit any further damage to the monument but allowing the trees, which have amenity value, to be retained for their natural life span, possibly with a watching brief on the condition of the monument. The planting plans should make long term provision for other suitable native trees to be planted, away from the SAM, once the existing trees on the green area are no longer viable. Whilst the principle of an area of open space around the barrow is accepted as an enhanced setting, and the proposals go some way to achieving this, given that further details are required relating to long-term protection and management, a management plan to be agreed with Historic England will be secured by condition (**condition 10**).
- 10.47 Historic England's concerns are noted regarding the design of the LEAP play features, these should utilise natural materials as far as possible, and be of a scale and design that does not detract from the monument and have minimal ground fixings. Whilst Historic England has raised concerns regarding the use of grassed mounds within this area, their impact on the setting of the SAM would be minimised if these are of a modest scale and grouped to make a separate feature. The Conservation Officer has advised that the barrow will need to be protected during the works and that any planting proposals are mindful of its protected status. It is important that appropriate interpretation, explaining the history and importance of the monument and its significance, is included in the landscape scheme. As such, in addition to a condition requiring a SAM management, maintenance and protection as set out above, a condition requiring further details of the design and landscaping of the LEAP will be requested (**condition 11**).

Other Heritage Assets

- 10.48 There are a number of important buildings outside, but within the vicinity of the application site. Ascot race course, has a range of two storey red brick frontage buildings (grade II listed) and includes a number of very prominent large modern buildings. The development site, however, directly faces an open grassed area within the boundary of the race track site and will be visible across this space. To the immediate east of the site are the War Memorial and stone mile stone, both of which are grade II. To the west on London Road are the grade II listed Church of All Saints and also Sandridge House, Englemere and Englemere Lodge, and the War Horse memorial (located on the roundabout), all of which are considered as non-designated heritage assets. Kings Ride is a leafy road, which runs along the western site boundary and to the rear of Englemere and Englemere Lodge. To the south of the site is 1-14 Brooke Avenue, a handsome early Victorian Villa, which would also be considered as a non-designated heritage asset. The proposals are not considered to harm these heritage assets through their scale, design or landscaping.

Archaeology and building recording

- 10.49 The conditions attached to the hybrid application regarding archaeology (condition 35) and building recording (condition 36) are to be addressed for this phase of the work before works commence on site.
- 10.50 The applicant has advised that they are aware of their duty in relation to conditions 35 and 36 of the hybrid permission. Further archaeological investigations need to be undertaken on the part of the site containing the existing hospital but cannot occur until the hospital has been vacated. An application is to be submitted to discharge the remaining part of condition 35 later in the year. Likewise with condition 36, works have commenced regarding building recording and will be completed once the hospital has been vacated.
- 10.51 The archaeological WSI for the current phase will need to be discussed with Berkshire Archaeology, and further advice sought. As set out within the submissions and response letter to the Conservation Officer comments, the applicants are aware of their obligations and the relevant conditions allied to the hybrid/outline permission would ensure such matters are resolved prior to commencement of development.

- **Highway considerations, sustainable transport and parking provision**

- 10.52 Parking provision forms part of the detailed considerations at this reserved matters stage. Whilst indicative parking numbers were provided at the outline stage, the current proposed level of parking is reflective of current national policy and design guidance and has been influenced heavily by the need to provide sustainable development within the Borough as a result of the Climate Emergency and consultation with a panel of design experts at Design South East.
- 10.53 Newly adopted design policy QP3 states that proposals should be designed to minimise the visual impact on traffic and parking. Policy IF2 (Sustainable Transport) states that new development should be located close to offices and employment, shops and local services and provide safe, convenient and sustainable modes of transport. Development proposals that help create a safe and comfortable environment for pedestrians and cyclists and improve access by public transport will be supported. The parking standards in the 2004 Parking Strategy will only be used as a guide— it is pertinent to point out that these standards are now 18 years old.
- 10.54 Looking also at the Neighbourhood Plan requirements, policy NP/T1.1 states that proposals must make adequate provision for parking and access for deliveries, service vehicles, tradesmen working on-site and social visitors as well as for residents or workers.
- 10.55 Whilst the starting point for parking provision may be the Council's parking strategy, given that it was adopted in 2004, there will be other material considerations which the Council must take into consideration in this part of the assessment of the application as well as newly adopted development plan policies.
- 10.56 The 2004 parking strategy sets out maximum parking standards for both areas of poor accessibility and areas of good accessibility. An area of good accessibility is defined as a site which is within 800m of a rail station with a regular (half hourly or better) train service. In this case, the site is 1.2km from Ascot Station and therefore would technically fall under the definition of being within an area of poor accessibility. Here it needs to be considered that a) the site is only 400m beyond the 800m recognised distance from a train station, with bus stops directly outside the site and b) that the site is within 800m of the High Street which provides a vast range of services including shops, restaurants, offices, not to mention being on the doorstep of a doctors surgery, hospital and SANG. With this in mind and based on the description of the site's accessibility above and the nature of the proposed development, it is considered that it would be inappropriate to suggest that the site falls within an area of poor accessibility and that these maximum standards should be strictly applied.
- 10.57 To provide a context, if the standards for areas of poor accessibility were to be utilised for this development (1 spaces per 1-bed unit, 2 spaces per 2-3 bed units and 3 spaces for 4 bed units), there would be a requirement of spaces 462 spaces.

1 bedroom	14	14
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2 bedroom	72	144
3 bedroom	128	258
4 bedroom	16	48
Total	230	462

10.58 If the standards for areas of good accessibility were to be utilised for this development (0.5 spaces per 1-bed unit, 1 spaces per 2-3 bed units and 2 spaces for 4 bed units), there would be a requirement of spaces 239 spaces.

1 bedroom	14	7
2 bedroom	72	72
3 bedroom	128	128
4 bedroom	16	32
Total	230	239

10.59 The actual proposed parking provision is a total of 368 spaces and thus falls in between the maximum standards for both good and poor accessibility areas (although notably closer to the standards for areas of poor accessibility). It often accepted that provided the overall parking numbers are of an appropriate level, it is within the applicant's gift to arrange the parking provision within the site as they see fit, depending on likely parking demands for the specific end user of the development. The proposal also includes a car club for future residential occupiers to take advantage of. The proposed parking provision allocation has been arranged to be specific for the users of the development and is set out as follows:

Allocated spaces	267
Garages	65
Visitor	34
Car club	2
Total	368

10.60 As stated above, whilst the site is more than 800m from Ascot train station given its close proximity to services including shops, restaurants, offices, leisure facilities, healthcare, open space and other means of public transport (including bus stops directly outside the application site), officers consider it would be unreasonable to apply the standards relating to areas of poor accessibility. Notwithstanding the standards are a maximum and not consistent with the NPPF.

10.61 The 2004 Parking standards are not wholly consistent with the thrust of the NPPF (2021) when it comes to reducing reliance on the private car. Furthermore newly adopted design policy QP3 expects developments which encourage the use of walking, cycling and promote the use of sustainable modes of transport. To provide more parking for the residents would go against this thrust to achieving high-quality sustainable design.

10.62 Moving away from the standards and considering other important factors such as design - to achieve parking provision in line with the maximum standards for areas of poor accessibility would result in a development of poor design which is dominated by hard-surfacing and cars. When an earlier iteration of the scheme was reviewed by the South East Design Review Panel, experts advised that the proposal was car-dominated and advised the applicant to reduce the amount of parking provision on site to allow for enhanced landscaping and open space. Officers consider that this advice has been taken on board by the applicant side and the current scheme now proposes a development where hard-surfacing and parking plays a secondary role to the landscape design, whilst still ensuring that the overall numbers are reflective of current needs and standards for areas of good accessibility which this is.

10.63 Another important consideration is that of sustainability and climate change. A development with sufficient but not over-reliance on use of the private car is more in line with the Council's corporate aims of tackling climate change and reducing CO2 emissions. Indirectly, less parking provision, resulting in less hard-surfacing increases green space, space for tree planting and

reduced hard-surfacing to minimise surface water run-off. A reduction in car parking numbers helps achieve this corporate initiative.

- 10.64 Furthermore, it is a significant material consideration that the Highways Authority support the proposed parking ratio of 1.6 spaces subject to a car park management, which clearly identifies how spaces are allocated, managed, and enforced.
- 10.65 In light of the foregoing, namely the limited weight to be placed on current car parking standards due to their date and inconsistency with the NPPF; the support of the scheme and the proposed car parking ratio by the Highways Authority, and the need to comply with newly adopted development plan policies regarding design and sustainability, it would be very difficult to demonstrate that the proposed parking provision of 368 spaces, alongside the additional measures such as a car club, cycle parking, active and passive electric charging points, a travel plan and a car park management plan, would be likely to result in a severe impact on the public highway such that permission could be refused on this ground. The car parking will be controlled by two conditions relating to both the layout of the parking within the site and the submission of a car park management plan (**conditions 3 and 4**).

Cycling and refuse provision

- 10.66 In addition to the vehicle parking, 432 cycle spaces would be provided for the development; 196 for the apartments and 230 for the dwellings. A total of 8 visitor cycle parking spaces will be provided in the form of sheffield stands around the site. This level of cycle provision exceeds the 2004 requirements and is considered appropriate for a development which is seeking to be of sustainable high-quality design. Full details of cycle parking for all the units would be sought by **condition 5**. A full refuse strategy is to be sought via **condition 16**.

Pedestrian links

- 10.67 Internally, the site is well connected within pedestrian routes. The proposal would provide an additional 3 pedestrian accesses into the site along the northern boundary and 2 along the western boundary. There would be 3 pedestrian links from the south of the development to the SANG for occupiers of the development to easily access this area for walking and exercise.
- 10.68 The application does not provide a pedestrian link directly from the residential element to Ascot Train Station through the SANG. This could not be achieved primarily due to issues over land ownership. In addition, it would be impractical and harmful to the ecological function of the SANG to provide a safe, well-lit path for commuters through the woodland. The pedestrian route along the lit High Street is a safer, more appropriate route.

• **Impact on neighbouring amenity**

- 10.69 The nearest neighbouring occupiers to the proposed development are those within Brooke Avenue. Brooke Avenue comprises a cul-de-sac of dwellings and apartments/maisonettes arranged in buildings of generally 3 storeys high. Plots 145-156 would face away from Brooke Avenue with their rear gardens backing onto the south boundary of the site. In turn the row of dwellings in Brooke Avenue would also have their rear gardens backing onto the application site forming a typical back-to-back relationship with rear elevations approximately 22m to 26m apart which would accord with the principles within section 8 of the Borough Wide Design Guide.
- 10.70 The northern-most blocks of maisonettes within Brooke Avenue would as a result of the development be sited close to the second largest area of open space. Other proposed dwellinghouses within the south-east corner of the site are laid out with large gaps of separation between existing and proposed dwellings. The height and siting of dwellings as already been considered to be acceptable in terms of impact on existing residential amenity. In addition, the external appearance of the dwellinghouses, including the position of habitable windows, coupled with the distance away from those nearest neighbouring properties would not result in any harmful overlooking.

• **Provision of suitable residential environment**

- 10.71 A key consideration is looking to ensure that the proposed residential development will provide a suitable standard of residential accommodation for new occupiers both in terms of indoor and outdoor living space.

Impact on future occupiers of the development

- 10.72 As stated in the Housing section of this report at 10.26, all dwellinghouses and flats have been designed to meet the Nationally Described Space standards and thus would accord with policy HO2 and the Borough Wide Design Guide SPD in this respect.
- 10.73 The Borough Wide Design Guide states that single aspect residential units that are north facing should be avoided and encourages dual aspect dwellings to maximise ventilation and access to daylight and sunlight. The outline permission was approved prior to the adoption of the Borough Wide Design Guide with fixed siting for the apartment blocks on the northern edge of the site. The number of apartments solely with a northerly aspect form only a very small percentage of the overall number of apartments and the majority are either dual aspect or southerly facing. Furthermore, the internal layout of the apartments has been designed to maximise the outlook and sunlight and daylight provision for each unit and each apartment has access to a balcony or outdoor space to maximise overall amenity.

Open Space provision/Amenity Space

- 10.74 Each dwellinghouse has been design with a suitably sized garden area to meet the requirements of the Borough Wide Design Guide SPD.
- 10.75 Each apartment has a private balcony and/or access to several areas of communal amenity space within the wider development.
- 10.76 The proposed open space provision was based on the former policy R4 requirements of 15% open space, including a LAP (local area of play) and a LEAP (locally equipped area for play). The guidelines within the newly adopted BLP suggest that development of this scale (201-500 dwellings) could also include a NEAP (Neighbourhood Equipped Area for Play). Given that the layout, and thus areas available for open space have already been approved, that the proposal exceeds the former requirements of and provides 3 areas of open space, the proposal is considered sufficient in this regard. In addition, this development has its own SANG which provides direct access for residents to an area of natural greenspace outside the confines of the development site.

• **Environmental Considerations**

Trees

- 10.77 Policy NP/EN2 of the Neighbourhood Plan states that proposals should seek to retain important or mature trees and, where removal is proposed, a replacement of a similar amenity value should be provided. Additional trees should also be included where possible with an indicative planting scheme demonstrating sustainable planting. In line with newly adopted Borough Local Plan policy NR3, the application has been accompanied by the relevant Tree information including a full survey, constraints plan and details of tree protection and method statement. No objections are raised in relation to tree loss and adequate protection can be secured for those trees and important landscaping features to be retained. Tree protection will be secured by **condition 6**. Further details have been requested by both the Tree Officer and Design Officer in relation to species, to ensure sufficient native planting within the site. This is adequately covered by condition 26 of the hybrid permission which requires a full landscaping scheme to be submitted prior to commencement of the residential phase of the development.

Ecology

- 10.78 Paragraph 174 of the NPPF states new development should minimise impacts on and provide net gains for biodiversity. Similarly, policy NR2 in the BLP outlines that development proposals

are expected to demonstrate how they maintain, protect and enhance the biodiversity of application sites. Policy NP/EN4 of the Neighbourhood Plan requires development proposals to seek to enhance biodiversity and, where there is evidence of the existence of protected species, must include mitigation measures to minimise and compensate for any likely impact. The Council's Ecologist has reviewed the current proposals in the context of the hybrid permission and does not raise any objection subject to conditions. Conditions relating to a CEMP (**condition 8**) and biodiversity enhancements (**condition 9**) are considered reasonable and necessary, however an external lighting scheme has already been covered by condition 14 allied to the hybrid permission.

Thames Basin Heaths SPA

- 10.79 The site lies within the Thames Heaths Basin 5km buffer zone. Mitigation for the new housing will be provided to the south of the site in the form of a new Suitable Alternative Natural Green Space (SANG), works for which were granted under part 4 of the hybrid permission and have already been implemented and are nearing completion. As such the SANG will be in place prior to occupation of the units.

Flooding and Sustainable Drainage

- 10.80 The LLFA have commented on the proposals which have been reviewed in the context of the hybrid permission. Conditions 11, 12 and 37 of the hybrid permission relate to matters of drainage and further details do not need to be sought through additional conditions on the reserved matters application.

• **Other Material Considerations**

Deviation from the outline permission

- 10.81 The Parish Council and other representations have questioned whether the reserved matters application has deviated materially from the hybrid permission such that full planning permission should be sought. The two main differences to the hybrid permission are the change in ratio of house to flats from 60:40 to 47:53 and the lowering of the parking provision to 368 spaces. Condition 23 of the hybrid permission requires that the submission of Reserved Matters in respect of design and appearance, and landscaping, shall be carried out in substantial accordance with the design strategy as set out in the Design and Access Statement and approved parameters plans. A legal view has been sought as to whether the aforementioned alterations to the scheme result in the submission of reserved matters not being 'substantially in accordance' with the Design Strategy and parameter plans. There is no statutory threshold for when something is deemed to be substantially in accordance, and thus is down to the judgement of the decision maker. Given that only two matters have been altered from the outline permission, and all other matters remain largely the same/in accordance with the approved details, when considering the scale of the development and when the scheme is viewed as a whole, the details of reserved matters are considered to be substantially in accordance with the design strategy and approved parameter plans.

Section 106 contributions

- 10.82 As part of the hybrid planning application a legal agreement was secured between the Frimley Trust and RBWM. This legal agreement secured a number of highway improvements along the High Street and Kings Ride, including a new mini roundabout at the Kings Ride access to the hospital, improvements to the existing Heatherwood roundabout and a new pelican crossing over the western end of the High Street.
- 10.83 As stated in section iv. whilst the original hybrid permission included a viability assessment demonstrating that an affordable housing contribution would be unviable, the disposal of the hospital is now considered to achieve a higher value thus an affordable housing contribution has been secured of £6.35 million.

- 10.84 In addition to the LEAP and LAP to be incorporated into the development, a financial contribution of £90,000 is also required for the maintenance of the children's play areas.
- 10.85 Finally, in addition to these already agreed contributions, the current application is subject to a Unilateral Undertaking for a significant contribution towards the Council's carbon off-set fund, approx. £780,000.

Housing Land Supply

- 10.86 Paragraphs 10 and 11 of the NPPF set out that there will be a presumption in favour of Sustainable Development. The latter paragraph states that:

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

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

- 10.87 Footnote 8 of the NPPF (2021) clarifies that:

'This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74)' or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

- 10.88 The Borough Local Plan has now been adopted and the Council can demonstrate a 5 year housing land supply (for avoidance of doubt this is due to the BLP which demonstrates 5 years of deliverable sites and through meeting the Housing Delivery Test following the adoption of the new plan).

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

- 11.1 The development is CIL liable. The final CIL payment will be calculated and agreed on the commencement of development. Based on current calculations it is anticipated to be in the region of £3.6 million which will contribute towards the delivery of identified infrastructure within the Borough.

12. PLANNING BALANCE

- 12.1 The application is for the approval of reserved matters relating to the scale, design and the landscaping of the development only. The principle, layout and access of the development are matters which have been formally approved under the original hybrid permission for a comprehensive development of the Heatherwood Hospital Site and surrounding land in the Frimley Trust's ownership for a new hospital, offices and GP hub, residential housing and SANG.
- 12.2 This proposal relating to matters of scale, design and landscaping, considered together with the already approved parts of the hybrid permission, form the basis for the adopted allocated site AL20 of the Borough Local Plan. The proposed development, as outlined in this report, would conform substantially with the adopted proforma for development of this site.

Housing

- 12.3 The adoption of the Borough Local Plan means that the Council can now provide a 5 year housing land supply, formed by the various strategic allocations set out by policy HO1. Allocation AL20 is one such strategic allocation and must be fulfilled in order for the Council's 5 year housing land supply to be delivered and the housing delivery test to continue to be met in future

years. The provision of 230 residential units is in accordance with the adopted policy HO1 and allocation AL20, both of which carry full weight as part of the development plan and decision making process. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan. The weight therefore to be afforded to the provision of housing in this case, due to the significant number of units provided and the fact that the proposed housing numbers would accord with a strategic allocation which would aid in delivering the Council's adopted 5 year housing land supply is therefore **significant**.

- 12.4 In respect of economic benefits, it is acknowledged that future residents of the development would make use of local services and spend in local shops. As the scheme is for 230 units the impact of this additional spend in the local economy would be **moderate**. The scheme would also result in direct and indirect employment and create a demand for building supplies during the construction phase. Due to the short-term nature of these benefits, this is afforded **limited** weight.
- 12.5 The residential development is required as part of the overall delivery of the new hospital. The siting of the new hospital (now built) on previously undeveloped woodland has allowed the continue used of the existing hospital as a necessary service for the community. The final redevelopment of the existing hospital for housing contributes significantly to the cost of this service provision and to the provision of housing in the Borough and this has already been accepted by the original hybrid permission. Planning permission for the final reserved matters is necessary to allow this final phase of the development to be built out and for the new hospital to be funded. The need for the residential development to fund the hospital is afforded **significant** weight as a benefit.
- 12.6 The development will comply with the Councils Interim Sustainability Position Statement resulting in a 20.8% reduction in carbon emissions, with 12.8% of its energy provision coming from renewable technologies. The applicant has also submitted a Unilateral Undertaking which secures a carbon off-set payment and lifestyle contribution totalling approx. £780,000. This money is to be spent on energy saving and carbon reduction initiatives throughout the Borough which would help achieve the aims of the Council's Corporate Strategy at this time of a Climate Emergency. This is afforded **significant** weight as a benefit.
- 12.7 The development would result in a sizable Affordable Housing contribution secured through the existing section 106 agreement, first payment of which will be triggered by the disposal of the existing hospital which is dependant upon the reserved matters permission being forthcoming. This contribution will facilitate the provision of affordable housing or regeneration in the Borough which meets priority housing needs. This is also afforded **significant** weight.
- 12.8 Some concerns have been raised by the Parish Council, residents and local amenity groups relating to parking provision and housing mix. In providing a lower level of parking than as indicated by the original hybrid permission, but by still exceeding the 2004 parking standards for accessible locations, has enabled a higher-quality sustainable design, with more space for landscaping and biodiversity enhancements than would be possible if more hard-surfacing was incorporated into the scheme. Likewise, a greater number of houses compared to flats would have resulted in an overdevelopment of the site in terms of building footprint. The resulting development is one which achieves a positive design solution, whilst still delivering 230 units within the site, thus fulfilling the requirements of the adopted Borough Local Plan allocation. Overall it is considered there is very limited if any harm arising from the development.

13 CONCLUSION

- 13.1 There are significant benefits surrounding the proposal which more than adequately demonstrate that the proposal is justified and planning permission should be forthcoming, subject to conditions and the unilateral undertaking to secure a contribution towards the Council's carbon off-set fund.

13.2 The application is considered to comply with the requirements of the Borough local Plan when considered as a whole as well as the National Planning Policy Framework. Paragraph 11c) of the NPPF states that Local Planning Authorities should approve development proposals that accord with an up-to-date development plan without delay. As such, in accordance with Section 38 (6) of the Planning Act, permission should be granted.

14. APPENDICES TO THIS REPORT

- Appendix A - Site location plan and site layout
- Appendix B – plan and elevation drawings
- Appendix C - CGIs

15. CONDITIONS RECOMMENDED FOR INCLUSION IF PERMISSION IS GRANTED

1 The development hereby permitted shall be commenced within two years from the date of this permission.

Reason: To accord with the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby approved shall be carried out in accordance with the submitted Energy Statement ref: PA-ES-TWWL-HWH-21-02) unless otherwise agreed in writing.

Reason: To ensure a development that maximises sustainability measures and minimises the impacts on Climate Change. BLP policy SP2

3 No part of the development shall be occupied until vehicle parking space has been provided in accordance with the approved drawing. The space approved shall be retained for parking in association with the development, including EV charging facilities for electric cars. The space approved shall be retained for parking in association with the development.

Reason: To ensure that the development is provided with adequate parking facilities to reduce the likelihood of roadside parking which would be detrimental to the free flow of traffic and to highway safety and ensure that the development encourages sustainable travel. Relevant Policies - Borough Local Plan QP3 and IF2 and Section 9 of the National Planning Policy Framework (2021).

4 No dwelling shall be occupied until a car park management plan shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure that the development is provided with adequate parking facilities to reduce the likelihood of roadside parking which would be detrimental to the free flow of traffic and to highway safety and ensure that the development encourages sustainable travel. Relevant Policies - Borough Local Plan QP3 and IF2 and Section 9 of the National Planning Policy Framework (2021).

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

Reason: To ensure that the development is provided with adequate cycling parking facilities to encourage the use of alternative modes of transport. Relevant Policies - Local Plan IF2

6 The erection of fencing for the protection of any retained tree and any other protection specified shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site, and thereafter maintained until the completion of all construction work and all equipment, machinery and surplus materials have been permanently removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written approval of the Local Planning Authority.

Reason: To protect important trees which contribute to the visual amenities of the site and surrounding area. Relevant Policies - BLP Policies QP3, NR2 and NR3.

7 Prior to occupation a landscape management plan including management and maintenance responsibilities shall be submitted and approved by the Local Planning Authority.

Reason: To ensure a form of development that maintains, and contributes positively to, the character and appearance of the area. Relevant Policies - BLP Policy QP3 and NR3.

8 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and

approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following. a) Risk assessment of potentially damaging construction activities. b) Identification of "biodiversity protection zones". c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction, including precautionary measures in regard to the protection of bats, badgers, nesting birds, and hedgehogs. d) The location and timing of sensitive works to avoid harm to biodiversity features. e) The times during construction when specialist ecologists need to be present on site to oversee works. f) Responsible persons and lines of communication. g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person. h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To incorporate biodiversity in and around developments in accordance with paragraph 175 of the NPPF and adopted policy NR2.

- 9 Prior to the commencement of the development above slab level, details of biodiversity enhancements, to include but not be limited to, integral bird and bat boxes, tiles or bricks on the new buildings, native and wildlife friendly landscaping to enhance and provide a net gain in ecologically valuable habitats, provision of gaps in any boundary fencing for wildlife to travel across the site, shall be submitted to and approved in writing by the council. A brief letter report confirming that the biodiversity enhancements have been installed, including a simple plan showing their location and photographs of the biodiversity enhancements, is to be submitted to and approved in writing by the Council.

Reason: To incorporate biodiversity in and around developments in accordance with paragraph 175 of the NPPF and BLP policy NR2

- 10 Prior to works commencing on the LEAP, a monument management strategy in respect of the Scheduled Ancient Monument should be submitted and approved by the Local Planning Authority.

Reason: To ensure long-term protection and management of the Scheduled Ancient Monument. Relevant Policies - BLP Policies HE1 and QP3

- 11 Prior to works commencing on the LEAP, full details of the design strategy for the LEAP, should be submitted and approved by the Local Planning Authority.

Reason: To ensure the works to be carried out within the LEAP and Bowledge Green open space are not harmful to the Scheduled Ancient Monument. Relevant Policies - BLP Policies HE1 and QP3.

- 13 No development above slab level shall take place until full details of a public art strategy have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

Reason: In the interests of the visual amenities of the area. Relevant Policy QP3;

- 14 No development above slab level shall take place until full details of a site wide lighting strategy have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and maintained in accordance with the approved details.

Reason: In the interests of the visual amenities of the area. Relevant Policy QP3;

- 15 In accordance with the approved documents, 30% of units will comply with the higher accessibility standards of Requirement M4(2) (Accessible and adaptable dwellings) of the Building Regulations and 5% of units will comply with Requirement M4(3) (Wheelchair user dwellings).

Reason: To ensure an acceptable standard of residential accommodation in line with policy HO2.

- 16 No part of the development shall be occupied until a detailed refuse strategy has been provided in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. These facilities shall be kept available for use in association with the development at all times.

Reason: To ensure that the development is provided with adequate facilities that allow it to be serviced in a manner which would not adversely affect the free flow of traffic and highway safety and to ensure the sustainability of the development. Relevant Policies - Local Plan QP3 and IF2.

- 17 The development hereby permitted shall be carried out in accordance with the approved plans listed below.

Reason: To ensure that the development is carried out in accordance with the approved particulars and plans.