

## **Regulation 18(4)(b) – Statement**

### **1. Background**

Bracknell Forest Council produced a draft Supplementary Planning Document (SPD) called the Streetscene Supplementary Planning Document (SPD) Consultation Draft (May 2010). A supporting document titled the [Highways Guide for Development](#) was also produced and both documents formed part of a public consultation between 24 May and 05 July 2010. Regulation 18(4)(b) of the Town and County Planning (Local Development) (England) Regulations 2004 requires that, prior to adoption, a statement be published summarising who has been consulted during the preparation of an SPD, how consultation has taken place, and how any issues raised have been addressed.

The Streetscene SPD provides guidance as a material consideration to assess planning applications affecting residential sites in the Borough. The Highways Guide for Development document now forms Annex 1 of the SPD and details the technical specifications for implementing the principles contained within the main body of the document.

The Streetscene SPD sets out an holistic approach across a number of Council services to the design of residential streetscenes. This approach incorporates urban design, highway design, adoptions, landscape, trees, refuse management and road safety issues. Additionally, the document states the Council's response, as both a planning and highway authority, to the national guidance document the "Manual for Streets", published by the Department for Transport and Communities and Local Government and "Manual for Streets 2: A Wider Application of the Principles", published by Chartered Institution of Highways and Transportation.

The Council has also published a Sustainability Appraisal.

### **2. Consultation**

Bracknell Forest Council has comprehensively consulted with a range of key and statutory organisations to help assess the scope of the Streetscene SPD. The consultation included:

- Planning and highway consultants.
- Architects and developers.
- Statutory bodies and organisations.
- Local interested groups and members of the general public with a stated interest.

Details of all the documentation were also available online at [www.bracknell-forest.gov.uk/stlibrary](http://www.bracknell-forest.gov.uk/stlibrary).

- Details of who has been consulted on the SPD and Highways Guide for Development consultation drafts and how they were consulted can be viewed in the Streetscene Consultation Proforma (Doc Ref ST13).
- Details of the responses made to the consultation and how they have been taken account of in the adopted Streetscene SPD are detailed in Appendix 1 of this statement.

## Appendix 1

Reference	Name	Organisation	Comment Summary	Action
1	Rachael Bust	Coal Authority	No comment	
2	Ian Dunsford	GOSE	Document found to be informative, useful guidance to inform the quality of the public realm and streetscene in the Borough.	Noted
			Further work is required on the section on PPG13	Section on PPG13 has been inserted
			References to the South East Plan needs to be re-assessed	Done
3	Adele Swadling	Crowthorne Parish Council	Request that local Councillors and Parish and Town Councillors be included in pre-application discussions	Pre-application discussions are private. Many pre-applications do not result in an application actually being submitted.
			No differing requirements are specified for the Parish areas and that of Bracknell town	Section 3 discusses at length the issues of context and character and reference is made throughout the document about how to integrate new development with existing. This, alongside the Character Area Assessments SPD, is considered sufficient

Reference	Name	Organisation	Comment Summary	Action
			Should commercial and retail areas not be included in the scope of the document	Most new streets are created when housing development comes forward, hence this is the primary focus of the document. However amendments have been made throughout the document to make reference to the recent publication of 'Manual for Streets 2 - A Wider Application of the Principles' which does discuss how the accepted principles for designing residential streets can be applied where appropriate to other types of roads and locations.
			A glossary of abbreviations should be included	This is not considered necessary as abbreviations are explained in full when first mentioned.
			There should be reference to the Crowthorne Village Design Statement within the document	Reference is made within the Streetscene SPD to the Character Area Assessments SPD which raises many of the issues contained within the Village Design Statement
4	John Woodhouse	Environment Agency	Insufficient information is provided within the document on SUDS. Further information on the type of SUDS acceptable within the streetscene should be discussed	Sustainable Drainage Systems (SuSDs) is discussed within both documents. However, it is recognised that further information is required on this issue. The Council is currently awaiting national guidance (expected this year) when additions to this document can be made
			Additional materials should be added to the list of surfaces such as pervious pavements, swales, filter drains, bio-retention devices etc..	

Reference	Name	Organisation	Comment Summary	Action
			The Highways Design Guide should also include additional materials, as suggested for the Streetscene SPD	This document has been amended
			<u>Sustainability Appraisal- SA2 and SA4</u> (page 3) are listed as the same objective.	This has been noted and amended as such.
			<u>Sustainability Appraisal- Tables 4, 14, 17 and 24.</u> Applying reference to SUDs could provide a more positive outcome.	The final SPD now incorporates a section on SUDs under section 11- Highway Drainage. Although this is considered to have a positive effect upon SA objectives SA2 (Flood Risk) and SA12 (Climate Change) the scores are to remain the same as national SUDS guidance is still to be published by DEFRA. Therefore further work in this area will need to take place and the final SPD acknowledges this.
			<u>Sustainability Appraisal Table 17 SA2 Likelihood is uncertain-</u> The risk of flooding is likely to increase without reference to permeable surfaces. Therefore the likelihood of the effects should be changed to 'likely'.	This is correct and the appraisal will be amended as such. This change does not result in any significant implications.
			<u>Sustainability Appraisal Table 17 SA2 Spatial Scale-</u> The spatial scale should be referred to as Borough Wide rather than Local.	This is correct and the appraisal will be amended as such. This change does not result in any significant implications.
			<u>Sustainability Appraisal Table 17 SA2 Temporary/Permanent-</u> The effects would be permanent and not temporary.	This is correct and the appraisal will be amended as such. This change does not result in any significant implications.

Reference	Name	Organisation	Comment Summary	Action
			<u>Sustainability Appraisal</u> - The document concludes that the effects be it negative and/or positive, will depend on how the implementation of development occurs. Shouldn't any mitigation requirements be raised at the beginning.	This point is noted. However only a few minor negative scores have been awarded, all of which have been considered to be justifiable. Due to the inclusion of SUDs in section 11 (Highways Drainage) of the SPD, there is now no mitigation required.
5	Jacquie Lovell	Chavey Down Residents Association	Overall, the document was considered constructive and was welcomed	Noted
			Successful communities are created by providing a mixture of housing for all ages, with adequate gardens, streetscenes with mature trees, trees and important views and identity	This is felt to be promoted adequately in the SPD within the scope of the document
			Further labelling of photos needed	Document amended
			Additional good examples of streetscenes in new development can be found in Lincolnshire	The developments quoted were considered. However, the document deliberately focusses on examples within Bracknell Forest where we are aware of history and context.

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			Concern that developers will provide what they want, regardless of this document	The SPD and Highways Design Guide have been produced to set out a framework for developers to work within, in line with Bracknell Forest Council policy
			Reference should be made to pedestrian sightlines on footpaths	Reference is made in Appendix C in the Streetscene SPD to pedestrian visibility splays and discussed in the Highways Design Guide at paragraph XX
			Footpaths should be provided to all new housing	This is considered to be dependant on the proposed design of the street which is informed by the projected volume of vehicle movements. In some circumstances, in a small residential street or a mews or courtyard style street, shared streets are considered appropriate when designed correctly
			Signs and foliage should not conflict	A sentence has been inserted at paragraph 8.6 to cover this issue

Reference	Name	Organisation	Comment Summary	Action
			Drainage important to offset flooding	Sustainable Drainage Systems (SuDs) is discussed within both documents. However, it is recognised that further information is required on this issue. The Council is currently awaiting national guidance (expected this year) when additions to this document can be made
			23 detailed specific comments relating to identified paragraphs and photographs	Assessed and amended where appropriate
6	Mrs E Morgan	Resident	All mobile phone and other communication networks should use underground links/cables to remove the need for microwave links and satellite dishes within the streetscene	Noted. This has been discussed with our highways team who are keen to encourage developers to follow this route.
7	Richard Hesketh	RPS - for L&G	General support for the consultation documents. However, the relationship between the Streetscene SPD and the Highway Design Guide appears confused and there is duplication. This relates to some of the guidance, acceptable materials and when commuted sums maybe required. It is therefore suggested that the scope of the documents is revisited and that the overlap is reduced	A further assessment of how the two documents sit together has been made. Any areas of confusion have been amended. However, the nature of the documents is such that there will always be some overlap as interlinking issues are discussed within both documents. What is important is that both documents are saying the same thing.

<b>Reference</b>	<b>Name</b>	<b>Organisation</b>	<b>Comment Summary</b>	<b>Action</b>
8	Janis Harding	Warfield Parish Council	Reference to the South East Plan should be deleted and the paragraph on PPG13 should be completed	Noted and amended
9	Anon		The highway should not be blocked by parked cars and alterations to parking arrangements should be done in consultation with residents.	Both documents are promoting that car parking is designed to be an integral part of the streetscene. It is Council policy to consult with residents should proposals come forward for change
			2m service strips should not be used for parking and planting should not obstruct vision	This is discussed within chapter 6, see 6.13
			residential streets should be limited to 20mph	This is stated within chapter 5, see 5.5
			Footpath/cycleways should not allow access for four wheeled vehicles as this may lead to the need for barriers which may be difficult for wheelchair users and parents with pushchairs to pass	This is discussed within chapter 5, see 5.13

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			dropped kerbs should not be located where they facilitate cars parking on the pavements	This is a difficult balance with accessibility. However, the document is trying to promote the design of suitable parking to stop inconsiderate and inappropriate parking within the highway.
			Where cars park obstructing footpaths action should be taken by the Police or Council	The police have powers to take action against this.
			Where garages are not used for parking and the streets are congested with parked cars the Council should consider some form of penalty	Non use of garages is discussed in this document and alternative parking solutions are suggested for new development.
			Trees assist the streetscene but should not obstruct vision	This is discussed in chapter 5 within the visibility section
			Putting a tree in a 2m planting strip does not allow enough space for growth	Appropriate space for planting is discussed within chapter 8
			Wheelie bins should not be left within the streetscene	The design criteria discussed in chapter 9 is to encourage the removal of wheelie bins within the streetscene. Where this is an ongoing problem, the Environment, Culture and Communities department do follow this up with residents
			House numbers should be clearly signed on the roads within developments	Noted