

# Agenda Item IMD13

## INDIVIDUAL EXECUTIVE MEMBER DECISION

REFERENCE IMD: IMD 2021/13

<b>TITLE</b>	Wokingham Borough Council response to the Bracknell Forest Pre-Submission Local Plan
<b>DECISION TO BE MADE BY</b>	Executive Member for Planning and Enforcement - Wayne Smith
<b>DATE, MEETING ROOM and TIME</b>	11 May 2021 Council Chamber at 10am (Please see front sheet for attendance details)
<b>WARD</b>	None Specific;
<b>DIRECTOR / KEY OFFICER</b>	Director, Place and Growth -

### **PURPOSE OF REPORT (Inc Strategic Outcomes)**

To ensure that Bracknell Forest Council's review of its planning policies leads to a strategy which has minimal negative impacts upon Wokingham Borough and that any positive benefits are maximised.

### **RECOMMENDATION**

The Executive Member for Planning and Enforcement agrees that Wokingham Borough Council:

- 1) Supports Bracknell Forest Council's approach to meeting their Local Housing Need in full;
- 2) Requests Bracknell Forest Council acknowledge that the developable land supply proposed in the emerging Plan is capable of meeting the existing unmet housing need from Reading Borough;
- 3) Seeks further clarifications around the extent to which evidenced Gypsy and Traveller needs will be met in full;
- 4) Raises concern with, and seeks further clarifications around, a number of technical points relating to the transport modelling undertaken, including the impact of the proposed development on traffic flows and journey times on junctions within, and adjacent to Wokingham Borough.
- 5) Expects that Bracknell Forest will work closely with Wokingham Borough Council to ensure appropriate infrastructure is delivered to mitigate the impact of any development which would have cross boundary implications

### **SUMMARY OF REPORT**

Bracknell Forest Council (BFC) is progressing a review of its planning policies through work on the emerging 'Bracknell Forest Local Plan' (the Plan) which will cover the period 2020 – 2037. The Pre-submission plan has been published for consultation. It details a full suite of development management policies and a spatial strategy for the borough for the plan period. BFC expect to submit the plan to the Secretary of State in June 2021. This report sets out a recommended response to the consultation.

The Plan proposes to focus development in Bracknell Town Centre, including the re-use of previously developed land. Further growth is proposed on several greenfield sites across other settlements, some of which are located close to the boundary with WBC. Major new growth is proposed on land at Jealott's Hill, Warfield, including a Science and Innovation Park, and 2,000 homes and supporting infrastructure, including a primary school and local centre, which is located in the Green Belt.

Using the government's standard method to calculate housing need, the Plan sets out a strategy which is capable of accommodating, and significantly exceeding, the housing needs in full and is sufficient to accommodate unmet needs arising from Reading.

The plan sets out the target for Gypsy and Traveller pitches. This identifies a lesser need than the published evidence. It is not clear how or if need arising prior to the plan period has been addressed. Additional clarity is therefore required. Nevertheless, the plan allocates land and highlights pending permissions which would meet the majority of identified need.

Additionally, the Plan sets out BFC's targets for employment floorspace. This broadly accords with the employment evidence, but there are some uncertainties about whether the additional employment space proposed at Jealott's Hill is in step with population growth projections.

Transport modelling has been undertaken to consider the impacts of the growth proposed in the Plan, including traffic flows and journey times. Further information and clarity is required across several technical aspects to better understand the possible impact on Wokingham Borough.

An air quality assessment has been undertaken using data from the transport modelling. The assessment concludes that there are no significant adverse impact anticipated on important nature conservation sites, human health, or public health, as a result of the growth proposed.

Overall, it is recommended that WBC supports the plan. However, there is an urgent need for BFC to engage and resolve supporting issues, principally regarding the transport modeling, and BFC should commit to agreeing how the impact on road congestion is to be suitably mitigated.

## **Background**

Bracknell Forest Council (BFC) is progressing a review of its adopted planning policies.

BFC has now published its Pre-submission Draft Local Plan (the Plan) with a consultation running between 23 March and 11 May 2021. This is a Regulation 19 consultation under the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), which forms the final formal stage before submitting the Plan to the Secretary of State for independent examination in public. The Plan sets out the vision for Bracknell Forest Borough up until 2037 and includes proposed development management policies and proposed site allocations.

Three consultations have been undertaken to date:

- In February / March 2018: initial draft plan consultation;
- In September 2018: a further focussed consultation seeking views on two newly promoted sites which BFC considered as having potential for allocation;
- In October / December 2019: a revised growth strategy and updated draft plan. At this point, the proposed development at Jealott's Hill (see below) was consulted upon for the first time.

A number of documents, including a Draft Sustainability Appraisal, Transport Impact Report, Duty to Co-operate Statement, Habitats Regulations Assessment, and various topic specific background papers support this consultation.

BFC aims to submit the plan to the Secretary of State in June 2021.

## **Business Case (including Analysis of Issues)**

### Spatial Strategy

The components of the spatial strategy for the Plan are:

*'Stimulating economic growth, meeting future housing needs and delivering infrastructure and services whilst protecting the natural and historic environment.'*

To help achieve this strategy, future development is focused on a number of key areas. The redevelopment of further parts of Bracknell Town Centre aims to maximize the use of previously developed land, by providing new office and residential floorspace in a sustainable location with good access to services and amenities.

In addition, the ongoing development of several strategic greenfield allocations from the adopted Site Allocations Local Plan (2013) will continue to progress through the Plan period.

A further key aspect of the spatial strategy is the proposed development at Jealott's Hill, which includes a new Science and Innovation Park and a 2,000 home garden village and supporting infrastructure, across a 240Ha site located in the Green Belt.

## Housing need and supply

At the time of preparing the Plan, the Local Housing Need (LHN) for Bracknell Borough was calculated by the national standard method as 614 dwellings per annum (dpa) from April 2020. This equates to a minimum housing need of 10,438 additional homes in the period 2020 – 2037. The Plan applies what is described as a flexibility allowance of 10% to the LHN taking the annual figure to 675 dwellings per annum. As set out in Paragraph 7.11 and Table 6, the Plan identifies sufficient land to meet the 'requirement' of 11,482 additional homes. Policy LP 3 – Provision of housing states:

*Provision will be made in Bracknell Forest for the period 2020/21 to 2036/37 for:*

- 1. sufficient land to accommodate at least 10,438 homes to meet the Borough's Local Housing Need, and,*
- 2. an additional supply of land for 1,044 homes (amounting to a buffer of 10%) to allow for flexibility.*

There could be greater clarity between Table 6 and policy LP 3 on whether the requirement figure against which delivery under the Plan will be tested is the lower 10,438 (614 dpa) figure or 11,482 (675 dpa). Nevertheless, whichever figure is used as the basis for the housing requirement, BFC is planning to meet and exceed the minimum LHN in accordance with government guidance.

When existing housing commitments, allocations and anticipated windfall developments are taken into account, land to supply a further 3,234 dwellings is required against the higher 11,482 figure. Housing/mixed use allocations are set out in Policy LP4. The Plan allocates land to provide 3,726 new homes within the plan period, exceeding minimum LHN and also when including the additional 10% flexibility buffer.

This 10% flexibility buffer of 1,044 dwellings, and land for c. 500 additional dwellings identified in Policy LP4 means the Plan therefore includes an overprovision against the minimum LHN of approximately 1,500 dwellings. Furthermore, elsewhere in the West of Berkshire area, West Berkshire District Council (WBDC) have recently consulted on a draft plan (December 2020), which includes over provision of around 1,100 dwellings against identified need. Together, BFC and WBDC local plan process suggest the capability to provide around 2,600 homes above the minimum LHN of those local authorities.

In the first 5 years of the Plan (2020/21 - 2024/25), 3,355 completions are forecast from proposed sites and existing commitments. Over the next 12 years of the Plan (2025/26 – 2036/37) 8,619 completions are forecast, with over one thousand completions in 2026/27 and 2027/28, before falling to under 550 completions in the last 4 years of the Plan.

For the purposes of calculating the 5 year housing land supply, paragraph 7.25 states that: "...at 1st April 2022, there will be a need to identify sites which provide 675 homes per year plus an appropriate buffer, dependent on a range of circumstances set out in the NPPF." BFC have since confirmed a housing need figure of 675 will be used for the purposes of calculating 5 year housing land supply post adoption. The proposed housing trajectory set out in Appendix 1 of the Plan is therefore sufficient to maintain the required 5 year land supply (with appropriate buffer) in the short and medium term. Towards the end of the plan period, current data shows there are years where a 5 year land supply would not be demonstrated based on the proposed trajectory. However,

higher projected delivery in earlier years of the Plan, and regular local plan reviews required by national policy will help to ensure this issue is capable of being addressed.

It is worth noting that since the plan was approved for consultation, the LHN calculation for Bracknell has decreased by 42 dpa to 572 dpa. The figure for WBDC has also decreased by 4 dpa.

### Unmet housing need from Reading Borough

WBC forms part of the Western Berkshire Housing Market Area, alongside WBDC, Reading Borough Council (RBC) and BFC. This grouping forms the basis for joint working on strategic planning matters. The Memorandum of Understanding (MoU) (October 2017) sets out the agreed position across the authorities that the housing need arising from the Western Berkshire HMA should be met within the Housing Market Area.

The RBC Local Plan was adopted in November 2019, and plans for at least 689 homes per annum. Reading's local plan was submitted in March 2018 before the date at which housing need was expected to be assessed using the national standard method. The housing need was therefore based on the Berkshire Strategic Housing Market Assessment (SHMA) figure of 699 dwellings per annum between 2013 and 2036. This leaves 10 homes per annum, or a total of 230 homes over the plan period, as unmet need.

The Plan states that under the national standard method for calculating LHN, there is currently no unmet need from Reading that needs to be addressed. This is not the situation and the modest unmet need of 230 dwellings over the period 2013 – 2036 from Reading remains. It is important to note that the national standard method no longer calculates decreased need for Reading but following revisions in December 2020 would increase the housing need for Reading on an annual basis. This change would be a matter for consideration when the Reading local plan is reviewed in the future.

Future engagement and cooperation would be required on how best to plan for housing in the longer term. With regard to the existing unmet need, developable land supply identified in the plan and the emerging WBDC plan is sufficient to accommodate unmet needs arising from Reading. The statement regarding RBC's unmet need in the Plan should be updated.

### Proposed site allocations

As set out in the Spatial Strategy, Bracknell Town Centre is a focus of new development. There are approximately 2,000 dwellings proposed within or adjacent to Bracknell Town Centre, the majority on previously developed land (PDL). WBC is supportive of BFC's intention to promote higher density housing within the Town Centre, which has excellent access to public transport and employment, including connectivity to towns outside of Bracknell Forest such as Wokingham and Reading.

As highlighted in WBC's previous responses to BFC's draft plan consultations in March 2018 and October 2019, the following proposed housing allocations either border or are close to Wokingham Borough and are therefore likely to have impacts on this borough:

1. LP4 – Land at the Hideout and Beaufort Park, Nine Mile Ride (226 dwellings)

2. LP3 – Land east of Wokingham Road and south of Dukes Ride (Derby Field) (217 dwellings)
3. LP3 – A cluster of separate sites around Binfield: BIN5, BIN10b, BIN12, BIN16, BIN20 (together amounting to 190 dwellings)

It is further noted that the Warfield Neighbourhood Plan (WNP) is currently at examination. The WNP proposes to allocate land at Hayley Green for 235 dwellings. Paragraph 7.44 of the Plan confirms that the delivery of this site has not been factored into the housing trajectory and if delivered it would be additional to the development sites identified in the plan. It therefore has the potential to further increase the oversupply above the minimum identified need.

WBC requests that it is consulted when a planning application is submitted regarding any cross boundary impacts that development at these locations may have. There will be a need to ensure that schemes are designed to be policy compliant so as not to compromise the separation of the built up areas within Wokingham Borough and Bracknell Forest Borough.

#### Proposed Green Belt release (Jealott's Hill)

The plan proposes to allocate a 240 hectare site at Jealotts Hill for a comprehensive mixed use development based on 'Garden Settlement' principles. The site is currently occupied by Syngenta, a multi-national agricultural technology company. The site is located wholly within the Metropolitan Green Belt and therefore exceptional circumstances are required to justify any alteration to the Green Belt. The allocation requires the release of 115.7 ha (of which 115.3 will be included within a new settlement boundary) from the Green Belt to create a new settlement area which will be excluded from the Green Belt.

The proposed allocation includes:

- 2,000 new homes of which 1,350 are expected to be delivered within the plan period;
- 72,200 sqm net additional employment floorspace (for a total 132,800 sqm including existing provision) of which 38,750 sqm will be delivered in the plan period;
- One three form entry primary school;
- 1,528 sqm retail floorspace (of which a minimum 836 sqm comprising convenience retailing)
- 8 Gypsy and Traveller pitches

Development is expected to deliver beyond the plan period of 2037, to 2044. The housing element of the proposals is intended to cross subsidise investment in the refurbishment of Syngenta's operations and facilitate wider clustering of related uses into the site. This will help to form a mixed use sustainable community.

No net change in floorspace occupied by Syngenta (60,600 sqm) is proposed, although 14,300 sqm floorspace will be demolished and replaced with the same quantum of modernised Agri-tech research floorspace. The proposed 72,200 sqm additional floorspace will comprise a Science and Innovation Park (S&I Park) intended to be occupied by businesses in the agri-tech sector. The rationale for this increased employment is that Syngenta's existing facilities in this location are outdated and must

therefore evolve to continue to be competitive with other firms and its own R&D locations overseas. Syngenta have advised that if the S&I Park is not built – to accommodate the firm’s collaborators and organisations involved in related sectors – it would not invest in upgrades to its own facilities and likely move overseas, with a resultant loss of 850 jobs currently provided on site.

WBC has previously requested employment evidence to understand how the Jealott’s Hill proposals have evolved. Further consideration of this is provided in the ‘Provision of Employment’ section below.

The quantum of development proposed will have wider transport implications. The plan is supported by transport modelling work (see subsequent section) which has been fully reviewed by WBC’s Highways team.

Overall, it is recommended that no objection is raised to the principle of development at Jealott’s Hill to contribute significantly to BFC’s housing and employment needs.

### Gypsy and Traveller Provision

BFC published a ‘Gypsy and Traveller and Travelling Showperson Accommodation Assessment 2017’ (GTAA) in October 2017. The study identifies a cultural need for 14 pitches in the period 2013/14 – 2035/36 (taking account of delivered pitches in the period 2013/14 to 2016/17). 3 of these pitches are for households that meet the definition of Gypsies and Travellers within the Planning Policy for Traveller Sites (PPTS). It is noted that the plan period has now been extended by an additional year to 2036/37 meaning the plan must also consider an additional year’s need.

The plan states BFC’s intention to meet the wider cultural need, rather than just PPTS need, which WBC welcomes. The plan states at paragraph 7.241 that:

*“Using the assumptions set out in the GTAA, the need in the Borough over the plan period is for:*

- *eight gypsy and traveller pitches based on cultural need (of which three pitches represent the PPTS need)...*”

It is not explained in the plan or supporting Housing Background Paper (2021) why the plan identifies a reduced target of 8 cultural pitches compared to the 14 recommended in the GTAA. It is assumed that this is due to the base date for the plan being 2020/21 whereas the GTAA looked from 2013/14, but no information is given on how or if need prior to the base date has been addressed. Any undersupply from the period 2013/14 – 2020/21 should be rolled forward into the need for the plan period. Further information is therefore required to better understand if needs are being met in full.

That said, the plan proposes to release land from the Green Belt to allocate 8 Gypsy and Traveller pitches as part of the Jealott’s Hill mixed use development (see above). It further states that there is a current resolution to grant retrospective permission for 4 pitches elsewhere. Together, these would address the majority of the need identified in the GTAA plus the additional year’s need at the end of the plan period. Additionally, the plan includes a criteria based policy (Policy LP 25) which supports the development of Gypsy and Traveller pitches where relevant criteria are satisfied. Therefore, whilst the plan potentially does not identify sites to meet its need in full, any shortfall is capable of

being addressed by windfall sites which comply with policy LP 25. WBC expects BFC to meet its Gypsy and Traveller need in full and therefore would expect policy LP 25 to be used to approve additional pitches on suitable sites if applications come forward.

As regards transit need, the plan does not allocate land for a transit site. WBC will continue to work with BFC and relevant surrounding authorities to consider the best way to address wider transit need. This may be capable of coming forward within Bracknell Forest Borough through the planning application process if necessary.

### Provision for employment

The plan sets out a need for 19,125 sqm of office floorspace and 48,875 sqm industrial and storage / warehousing floorspace over the plan period. This is based on an adjustment of the need identified in the Employment Land Needs Study (ELNS) which looks at the shorter period 2020 - 2036.

Given a range of uncertainties in future working practices – as a result of factors including Covid-19 and Brexit – the plan combines the above figures for a total ‘employment floorspace’ need of 68,000 sqm. The rationale behind this is to allow flexibility for businesses to adapt to changing market conditions. Combined employment floorspace needs will be met through a combination of protecting these uses at existing Designated Employment Areas (DEAs) and through site allocations for economic development / mixed use.

Policy LP 11 details sites allocated for employment development. Within the plan period, a total of 57,382 sqm net additional floorspace is allocated for employment use, which is all on sites either within Bracknell or at Jealott’s Hill. For businesses to adapt and meet their needs throughout the plan period, the plan has taken a flexible approach by generally not specifying the types of economic uses anticipated on the allocated sites. The figure in LP 11 therefore includes losses of retail floorspace. If however, allocations for purely ‘employment uses’ are considered, then the plan modestly over-provides against the identified need of 68,000 sqm.

As set out above, a significant amount of employment floorspace (33,450 sqm) will be delivered at Jealott’s Hill beyond the plan period in the years 2037/38 – 2043/44. This level of floorspace far exceeds the annualised need identified in the ELNS for the preceding years. Given the significant quantum of floorspace proposed as part of that strategic allocation and potential oversupply, WBC has previously requested clarification on how the proposed employment growth is aligned to population projections. This is in order to understand potential cross boundary commuting patterns. Evidence suggests that in the operational phase, 1,242 – 2,034 new jobs would be accommodated at the S&I Park. The Economic Background Paper (March 2021) states that the forecast of future jobs and employment land is aligned with the population generated by the LHN and housing need but this does not factor in the proposed overprovision at Jealott’s Hill. Further information is therefore required to better understand how future population and jobs increases align, particular when the planned housing growth is in excess of LHN.

Regarding retail, no need is identified in the plan based on the development of the Lexicon, which has delivered less comparison retail floorspace than envisaged, due to the increasing shift towards online retailing, and the uncertainties in future trends post Covid. The plan anticipates that the non-specific nature of the allocations in policy LP 11 are capable of accommodating additional retail floorspace if the market demands it.

## Transport modelling

The level of growth proposed in the Plan will generate additional traffic on the local highway network in Bracknell Forest Borough and also in Wokingham Borough, particularly where site allocations are located in proximity to the borough boundary (as discussed above). These impacts need to be appropriately mitigated.

The consultation is supported by a range of transport evidence, including transport modelling which underpins the Plan and the Infrastructure Delivery Plan. This comprehensive technical evidence has been reviewed in detail by WBC's highways team, where concerns have been raised regarding the methodology and outputs. Unfortunately, reviewing the impact of development proposed in the Plan has been hindered by key transport information only becoming available 3 weeks into the public consultation.

The Transport Impact Report compares peak journey times without the development proposed (2019), with the planned development (2037), and with proposed mitigation measures. The transport model was based on data from 2019, before traffic flows were impacted by Covid. The evidence highlights a high degree of conservatism in future predictions, for example no account has been taken of the impact of Covid and the increase in homeworking which has occurred and may continue in the future.

The traffic flows on various cross boundary movements between Wokingham and Bracknell are forecast to decrease in the 2037 scenario which includes future planned development. However, for the same routes, journey times are forecast to increase. Whilst improvements in traffic control technology will have an impact, these results appear to be counterintuitive. It is therefore recommended that we request that these links be reassessed. It is also recommended that we requested that the cross-boundary movements information as provided for various links for the 2037 scenario are provided for the Base Year to understand the application of background growth.

In addition, the Bracknell modelling of the Waterloo Road/Old Wokingham Road junction states it is uncongested for the base year of 2019. However, recent modelling undertaken by WBC as part of the delivery of the South Wokingham SDL indicates this junction is significantly overcapacity and would require works to improve capacity. Similarly, there are areas where the Bracknell model outputs indicate there would be no congestion (e.g. the Finchampstead area on Finchampstead Road) in the 'without mitigation' scenario in 2037 whereas WBC is progressing schemes in those areas to alleviate congestion forecasted in its own model. It is recommended that WBC seek clarification around any areas of divergence between the BFC model and its own.

It also appears that key junctions and links are missing from the Bracknell Model, for example Waterloo Road / Peacock Lane. This junction is linked to a current WBC Core Strategy Local Plan commitment for which an application is due in the coming months. It is vital that all known developments with cross boundary implications, and associated infrastructure sensitivity testing, is fully undertaken and accounted for in the model.

Further engagement is therefore required to investigate and resolve the above issues, and other technical matters not listed here. A full list of technical matters requiring clarification has been sent to BFC separately. Notwithstanding the significant concerns regarding the Bracknell model, it is considered that proactive and meaningful

engagement would allow satisfactory resolution. It is essential that through this process BFC seek to agree necessary mitigations and financially support their timely delivery, be they measures that are applied within BFC or within WBC.

### Air Quality

An assessment has been carried out of the likely air quality effects at both human and ecological receptors as a result of the proposals contained within the plan. This work is required to satisfy a range of regulatory requirements governing plan making, public health and ecology.

Potential effects are predominantly associated with traffic growth, and therefore the air quality assessment is underpinned by forecast growth on the local road network and the transport modelling. All roads within 10km of the borough boundary were modelled, where data was available, based on data from 2019 before traffic flows were impacted by Covid 19. Various monitoring was undertaken, including through roadside diffusion tubes which collected data on nitrogen oxide deposition.

The assessment concluded that there would be no likely significant effect (LSE) with respect to the qualifying features of the Thames Basin Heaths Special Protection Area (TBHSPA) and that the in-combination impact is not contrary to the conservation objectives of the SPA for air quality in relation to ammonia. Impact on other nature conservation sites has also been ruled out, with any change below the 'critical level,' where direct adverse effects on vegetation and ecosystems may occur. Natural England have corroborated the conclusion that there will be no adverse effect on the integrity of habitats either alone or in combination, due to changes in air quality.

The impact of air quality on human health was also assessed. This found that implementing the plan scenario would have a negligible effect on NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. At all receptors, predicted concentrations are reduced from the 2019 baseline due to future improvements in vehicle emissions, which more than offset the forecast growth. No further assessment is necessary in relation to effects of the plan on human health.

The assessment also found that there is no relative risk to public health within Bracknell Forest to 2042 with the plan in place.

On this basis, WBC is satisfied with the evidence as prepared. However, clarity as to how the air quality assessment considers growth in the period beyond the transport modelling scenario of 2037 (up to 2042), and how modelling of development proposed in the emerging LPU has been considered will help to better understand any in combination effects across these matters.

### **Conclusion**

In summary, WBC support BFC's plan in principle.

WBC supports the Plan's strategy which identifies a developable land supply which exceeds LHN and is sufficient to accommodate unmet needs arising from Reading.

The change in economic circumstances following the impact of Brexit and Covid makes the forecasting of future economic conditions difficult. However, additional assurance is

required that the proposed jobs growth aligns with the anticipated population increase over the Plan period. The significant quantum of new employment floorspace and therefore jobs proposed at Jealott's Hill, could have localised implications on Bracknell Town Centre, and more widely.

On the matter of Gypsy and Traveller provision, further clarifications are sought around the extent to which evidenced Gypsy and Traveller needs will be met in full.

A new transport model has been prepared that considers the impact of the development proposed in the Plan, in addition to identifying mitigation. The outputs from the Bracknell model however, show significant divergence from that used by Wokingham Borough Council, with a number of areas suggesting traffic impacts which are counter intuitive. Further information and clarification is required to ensure the interrelationships between modelled traffic flows and journey times are robust and that appropriate mitigations can be identified and delivered.

WBC look forward to continuing to work with Bracknell Forest as part of the Plan, and in particular to clarify the outstanding issues and concerns that have been identified in this response.

#### **FINANCIAL IMPLICATIONS OF THE RECOMMENDATION**

***The Council faces severe funding pressures, particularly in the face of the COVID-19 crisis. It is therefore imperative that Council resources are focused on the vulnerable and on its highest priorities.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	Nil	Yes	n/a
Next Financial Year (Year 2)	Nil	Yes	n/a
Following Financial Year (Year 3)	Nil	Yes	n/a

#### **Other financial information relevant to the Recommendation/Decision**

None anticipated

#### **Cross-Council Implications**

None anticipated

#### **Public Sector Equality Duty**

Due regard has been had to the Public Sector Equality Duty in reviewing and responding to this consultation.

#### **SUMMARY OF CONSULTATION RESPONSES**

<b>Director – Resources and Assets</b>	No comments received
<b>Monitoring Officer</b>	No comments received
<b>Leader of the Council</b>	No comments received

<b>Reasons for considering the report in Part 2</b>
n/a

<b>List of Background Papers</b>
Information published by Bracknell Forest Council relating to the Draft Local Plan– see: <a href="https://consult.bracknell-forest.gov.uk/kse/event/36138">https://consult.bracknell-forest.gov.uk/kse/event/36138</a>

<b>Contact</b> James McCabe	<b>Service</b> Place
<b>Telephone No</b> 0118 974 6000	<b>Email</b> james.mccabe@wokingham.gov.uk