

Date Published: 27 February 2017



PLANNING COMMITTEE

23 FEBRUARY 2017

SUPPLEMENTARY PAPERS

TO: ALL MEMBERS OF THE PLANNING COMMITTEE

The following papers have been added to the agenda for the above meeting.

These were not available for publication with the rest of the agenda.

Alison Sanders
Director of Corporate Services

Page No

PLANNING APPLICATIONS

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Agenda Annex

BRACKNELL FOREST BOROUGH COUNCIL
PLANNING COMMITTEE
23rd February 2017
SUPPLEMENTARY REPORT

Correspondence received and matters arising following preparation of the agenda.

Item No: 5
16/00159/FUL
The Blue Lion Broad Lane Bracknell Berkshire RG12 9DB

ISSUE DATE: 23.02.17

Additional representations

An additional objection was received from Ranelagh School. The concerns raised are summarised as follows:

- The retail unit would be an attraction to students making their way to and from the school. There would be a highway safety risk to students crossing Broad Lane in the absence of a safe crossing point.
- Students that leave the site via the rear exit to catch a bus or train may choose to leave via the front in order to visit the shop before making their way home. This would result in an increased risk which would be multiplied if they attempt to rush back in the opposite direction to be in time to catch their bus or train.

[OFFICER COMMENT: *The principle of a retail unit in this location is acceptable. It should be noted that the existing building could be converted to a retail unit under 'Permitted Development'.*]

- Cars accessing the site will increase congestion on this dangerous stretch of road. Potential for accidents is significant.

[OFFICER COMMENT: *Access is assessed in paras 9.19 - 9.24 of the Officer Report.*]

- Inadequate parking facilities for a retail unit which could lead to vehicles parking in Ranelagh Drive. The risk to students accessing the school via this road, which is without a pavement, would therefore be increased.

[OFFICER COMMENT: *Parking for the retail unit is assessed in para 9.30 of the Officer Report.*]

- The school received no written notification of the planning application, and as such did not have the benefit of 21 days consultation period.

[OFFICER COMMENT: *The school does not border the site, nor does it occupy any of the land opposite. As such there was no requirement to notify the school under the Council's Neighbour Notification Procedure. In any case, a Site Notice was posted at the front of the site on 10 March 2016.*]

Additional objections were also received from residents on Ranelagh Drive. The reasons for objection can be summarised as follows:

- The report contains a number of inaccuracies with regard to measurements that are confusing and misleading. Based on this highway safety is being based on inaccurate and assumed information. The required visibility splays cannot be achieved, no account is given for staff parking and trips to the site are underestimated.

[OFFICER COMMENT: *The measurements with regard to the set back of the building are clarified below. Visibility has been checked and is satisfactory, this is covered in the Officer Report as is trips. Staff Parking is covered in para 9.30 with additional details secured by Condition 22.*]

- The proposed retail unit is inappropriate in size when compared to both the existing building and compared to other buildings within the existing streetscene. Building is three times the size of the existing.

[OFFICER COMMENT: *The size of the building is assessed within the Officer Report.*]

- The development is overbearing, insensitive and with long opening hours in a solely family dominated area showing a blatant disregard to local residents.

[OFFICER COMMENT: Residential amenity is assessed within the Officer Report.]

- Waste Management, noise disturbance, tree mitigation and loss of amenity have not been thoroughly addressed and too many of these issues will be dealt with by conditions which local residents have had insufficient detail on.

[OFFICER COMMENT: The use of planning conditions can enable development to proceed where it would otherwise be necessary to refuse planning permission, by mitigating the adverse effects of the development. The applicant will be required to make an application to discharge a certain number of conditions, and local residents can comment on the submission when appropriate.]

- Parking space allocation is unclear, against regulations and bases on assumptions.

[OFFICER COMMENT: Parking is assessed within the Officer Report. An additional condition is recommended below and along with amendments to the Officer Report.]

Amendments to Officer Report

Para 9.3 should read:

The site is in a prominent location along Broad Lane therefore the development would have a visible impact on the streetscene. The building would be set further forward than the existing and would be set between 3m-4m back from the vehicular highway, and between 0.9m-2.25m from the footpath. The existing building is set approximately 8m-10m back from the highway, therefore the new building would be a more prominent feature in the streetscene than the existing.

Para 9.30 should read:

A convenience store would create demand for staff parking over longer periods and while this would reduce the available parking stock for customers with a quicker turnaround, the parking standards take this into account applying floor area rather than customer and staff numbers. The applicant has stated that customer spaces will be time limited to 20-30 minutes to ensure that residents do not park in these spaces. This detail will be secured by condition through the submission of a car park management plan which will also require details with regard to how these spaces would be divided between customers and staff. The site is relatively close to a rail and bus station and there is a wide residential catchment as a potential pool of employees which could access the site by non-car modes. One disabled space is to be provided for the convenience store which would comply with the Parking Standards and would have flush access to the convenience store.

Para 9.31 should read:

Seven parking spaces, including one disabled space, are proposed to serve five two bedroom flats. It has been suggested by the applicant that one space is allocated to each flat, leaving two visitor spaces. The residential spaces, including the visitor spaces, will be secured for this use by key controlled bollards. These details will be secured by condition through the submission of a car park management plan. Seven spaces is below the Parking Standards, which require ten spaces for the flats plus one visitor space however the Parking Standards should be applied flexibly. The Highway Authority is of the view that seven spaces is acceptable based on site accessibility to Town Centre shops, facilities and the railway and bus stations, and the most recently available Census data (2011) for the local area which recorded an average car ownership per household of 1.17 vehicles. Hampden Crescent, to the south of the site within The Parks, has a ratio of around 1.3 parking spaces per dwelling which indicates that there is scope for flexibility. Also it is reasonable to consider that occasional visitors, especially overnight visitors, might use a retail space as the store will be likely to have a lower parking demand in the evening and none overnight when it is closed.

Amendment to condition

Condition 11 should read:

'No part of the development shall be occupied until the associated vehicle parking has been surfaced and marked out in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of drainage and lighting, and shall allocate twelve spaces for the retail element and seven spaces for the residential element. The spaces shall not thereafter be used for any purpose other than parking and shall be drained and lit as approved.

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

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

Additional conditions

Condition 21

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

REASON: In the interests of highway safety.

[Relevant Policy: Core Strategy DPD CS23]

Condition 22

No part of the development shall be occupied until a scheme for the management of the car park has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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

Additional Informative

The car park management plan required by Condition 22 shall include details of the bollards, signage, staff parking and time limits on the occupation of the retail spaces together with how this will be enforced. Please note that this is not an exhaustive list.

Item No: 6

16/00918/FUL

Land Adjacent To Hayley Green Farm Hayley Green Warfield Bracknell Berkshire

ISSUE DATE 21.02.2017

Additional correspondence received

An additional objection letter was received, prepared by Pegasus on behalf of residents of The Moat House, Hayley Green Farm and Brockhill Farm.

The issues raised are summarised as follows:

- The current proposal comprises only minor changes to the scheme that was refused at Appeal.
- The Inspector's decision is a material consideration but the proposal should still be considered against the Council's development plan, including policies protecting the countryside.
- The proposal is unacceptable in principle, contrary to the development plan due to its unsustainable location in the countryside. The Inspector also set out in the appeal decision that she was not persuaded that the principle is acceptable.

- Works already undertaken to the barn are extensive in nature, and further extensive works are required, reflecting the significant intensification of use proposed.
- The proposed extension is substantial, whereas policy allows for minor extensions other than in exceptional circumstances.
- Car parking area proposed will spread the built envelope of the site and erode the undeveloped character of the countryside.
- Proposal in close proximity to residential properties, the most affected being Hayley Green Farm and The Moat House. Impact on the amenities of these properties must be considered.
- The submitted Noise Impact Assessment refers to domestic animal use as what could take place on site, however the site has not been used as such for some time.
- Comparison with Greenacres rink did not take worst case scenario into consideration.
- Objector has spoken to curling rink managers in England who have set out that the rinks tend to be used for 'experience' type days. People attending these are likely to have limited regard for neighbouring properties, whereas the Greenacres rink caters for the established curling market. Therefore different rinks operate differently. A worst case scenario of over 100 people leaving at the same time should have been assessed.
- Management of machinery is questioned.
- Residents are also concerned over the way that the applicant carried out previous works, resulting in a noise abatement notice [Officer note: this is not a planning matter].
- Noise as a result of patrons in the car park would be difficult to control.
- The NIA does not demonstrate how the noise from the dehumidifier will be mitigated.
- Concerns over highway safety, particularly in relation to the Montessori School opposite.
- Impact on the Grade II Listed Buildings. The Council's Heritage Officer objects to the proposal and this should have been reported in full in the Officer's report [Officer note: in the usual manner this has been summarised in the report and the full response is available on the website]. The proposal should be refused on the basis of the Heritage Officer's objection despite the Inspector stating that the proposal would not impact on Listed Buildings. The Inspector does not possess a specialist heritage qualification.

Issues of principle of development, impact on residential amenity, highways and heritage are all discussed within the committee report.

An additional objection was received from a neighbour, raising the following concerns:

- Impacts on noise, traffic and heritage
- Unsustainable location and lack of cycle spaces
- Flood risk.

These concerns are covered in the committee report.

Item No: 8

16/01122/FUL

414 Yorktown Road College Town Sandhurst Berkshire GU47 0PR

ISSUE DATE: 23.02.17

Additional Representation

Additional comments have been received from Greenford Park Homes, who own the Cavendish Park mobile home site to the rear. The comments are summarised as follows:

- **Consideration of the impact of the car park use is based on assumption. The Case Officer's opinion of the impact of car park use throughout the night appears to be shaped by the comments made by the Environmental Health Officer.**
- **Surprised that no comment made in relation to the parking of vehicles close to the bedrooms of homes at Cavendish Park, especially given the nature of construction of these homes. If the committee is minded to follow the recommendation of this report, asks that consideration is given to the imposition of a further condition to keep use of**

the car park to a restricted area during night hours, located at a suitable distance away from homes at, and the boundary with, Cavendish Park.

[OFFICER COMMENT: *If the Committee are minded to impose such a condition, this should be in the form of a Car Park Management Plan.*]

Item No: 9

16/01252/FUL

Bentalls 57 - 67 and McDonalds Unit 14 High Street Bracknell Berkshire RG12 1DW

ISSUE DATE 21.02.2017

Amendment to Recommendation

In the event of the s106 planning obligation(s) not being completed by 30th June 2017 the Head of Planning be authorised to REFUSE the application on the grounds of:

The proposed development would unacceptably increase the pressure on highways and transportation infrastructure. In the absence of a planning obligation in terms that are satisfactory to the Local Planning Authority, and which secure a travel plan the proposal is contrary to Policy M4 of the Bracknell Forest Borough Local Plan CS24 of the Core Strategy Development Plan Document and to the Planning Obligations SPD, adopted February 2015.

Amended conditions

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 19.12.2016:-

PWA-00-00-DR-A-1000-G1

P10228-00-003-100/D00

PWA-00-00-DR-A-2001-G1

PWA-00-00-DR-A-2010-G1

PWA-00-02-DR-A-2013-G1

PWA-00-00-DR-A-2011-G1

PWA-00-01-DR-A-2012-G1

PWA-00-ZZ-DR-A-2100-G1

PWA-00-ZZ-DR-A-2101-G1

PWA-00-ZZ-DR-A-2102-G1

PWA-00-ZZ-DR-A-2103-G1

PWA-00-ZZ-DR-A-2104-G1

PWA-00-ZZ-DR-A-2200-G1

PWA-00-ZZ-DR-A-2201-G1

PWA-00-ZZ-DR-A-2202-G1

PWA-00-ZZ-DR-A-2203-G1

PWA-00-ZZ-DR-A-2204-G1

PWA-00-ZZ-DR-A-2205-G1

PWA-00-ZZ-DR-A-2206-G1

PWA-00-ZZ-DR-A-2207-G1

Bentalls Redevelopment, Demolition Method & Waste Minimisation Statement. (14 December 2016)

Drainage Strategy Campbell Reith (December 2016)

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

03. No development shall take place (other than erection of temporary means of enclosure, demolition, stripping out, highway works, enabling works and utility diversion) until samples

of the materials, to include paving materials, timber cladding, metal cladding, steps, handrails, balustrades and roof materials, to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

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

04. The development hereby permitted shall not be begun (other than erection of temporary means of enclosure, demolition, stripping out, highway works, enabling works and utility diversion) until details showing the finished floor levels of the building hereby approved in relation to a fixed datum point have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details.

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

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

05. The development hereby permitted shall not be begun (other than erection of temporary means of enclosure and enabling works) until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:

- (a) Parking of vehicles of site personnel, operatives and visitors
- (b) Loading and unloading of plant and vehicles
- (c) Storage of plant and materials used in constructing the development
- (d) Wheel cleaning facilities
- (e) Temporary portacabins and welfare for site operatives

and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (e) above without the prior written permission of the Local Planning Authority.

REASON: In the interests of amenity and road safety.

06. No demolition or construction work shall take place outside the hours of 8:00 am and 6:00pm Monday to Friday; 8:00 am and 1:00pm Saturday and not at all on Sundays and Public Holidays.

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

[Relevant Policies: BFBLP EN25]

07. Units approved for sui generis night club uses should be designed so that the L10 noise level should not exceed the representative background noise level L90 (without entertainment noise) in any 1/3 octave band between 40Hz and 160Hz when measured at one metre from the nearest noise-sensitive façade. In addition, the LAeq of the entertainment noise should not exceed the representative background noise level LA90 (without entertainment noise) when measured at one metre from the nearest noise-sensitive façade.

REASON: In the interests of the amenities of the occupiers of the building.

[Relevant Policies: BFBLP EN25]

08. Noise from plant, including extraction, ventilation and air conditioning units, shall not cause the existing background level (as at the date of this permission) to increase, when measured at one metre from the nearest noise sensitive façade, whilst in operation.

REASON: In the interests of the amenities of the occupiers of the building.

[Relevant Policies: BFBLP EN25]

09. Before the installation of any external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority for external site lighting including details of the lighting units, levels of illumination and hours of use. No lighting shall be provided at the site other than in accordance with the approved scheme. The development shall be carried out in accordance with the approved scheme.

REASON: In the interests of the amenity of neighbouring property and the character of the area.

[Relevant Policies: BFBLP EN20 and EN25]

10. No works in connection with the construction of the areas of Bull Square public realm identified in red as 'Public Realm Proposals for Bull Square to be dealt with via Planning Condition' on plan numbered P10228-00-003-100/D00 shall be begun until details of the areas of Bull Square public realm have been submitted to and approved in writing by the Local Planning Authority. These details shall include:-

- a) Paving,
- b) Recycling/refuse or other storage units,
- c) Details and positions of seating
- d) Details of any cycle parking
- e) Details of any planters

The development shall be carried out in accordance with the approved details.

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

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

11. Other than demolition, erection of temporary means of enclosure, stripping out, highway works, enabling works and utility diversion no works in connection with the construction of the development shall commence until details of the lift provision to include lift speed and capacity have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the lifts can accommodate peak pedestrian traffic

[Relevant Policies: Core Strategy DPD CS7]

12. No landscaping shall be carried out until a scheme depicting hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule.

All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development or prior to the occupation of any part of the approved development, whichever is sooner. All hard landscaping works shall be carried and completed prior to the occupation of any part of the approved development. As a minimum, the quality of all hard and soft landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.

REASON: In the interests of good landscape design and the visual amenity of the area.

[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]

13. The development hereby permitted shall be implemented in accordance with the submitted Sustainability Statement and shall be retained in accordance therewith.

REASON: In the interests of sustainability and the efficient use of resources.

[Relevant Policy: Core Strategy DPD CS10]

14. Following occupation of any part of the development hereby permitted the sustainable drainage scheme serving that building shall be operated and maintained in accordance with the agreed Drainage Strategy for the lifetime of the development.

REASON: To prevent the increased risk of flooding

[Relevant Policies: CSDPD CS1, BFBLP EN25]

15. The development hereby permitted shall not be begun (except erection of any means of temporary enclosure and enabling works) until a Demolition Programme which shall show the phases in which the demolition is to be carried out, is approved by the Local Planning Authority. The Demolition Programme shall include the following details:

- a) A demolition programme which shall set out the anticipated sequence of the commencement and order in which demolition works will be carried out.
- b) Phasing diagram which shall include the following details:

- i. Phasing of demolition
- ii. Access for vehicles and pedestrians
- iii. Proposals for maintaining access to the retained development
- iv. Scaffolding and hoarding lines
- v. Provision of new, and alteration of existing utilities,
- vi. Access arrangements for existing and new premises.

The demolition shall only be carried out in accordance with the approved Demolition Programme.

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

[Relevant Policies: BFBLP EN25]

16 The development hereby permitted shall not be begun (other than erection of temporary means of enclosure, demolition, stripping out, highway works, enabling works and utility diversion) until a Construction Programme which shall show the phases in which the construction of development is to be carried out, is approved by the Local Planning Authority. The Construction Programme which shall set out the anticipated sequence of commencement and the order in which the following works will be carried out:

- i) Construction works
- ii) Public realm works
- ii) Landscaping works
- iv) Highways works
- v) utility works

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

[Relevant Policies: BFBLP EN20, CSDPD CS7]

17 Before the commencement of development (other than erection of temporary means of enclosure, demolition, stripping out, highway works, enabling works and utility diversion) a scheme for the provision of public art within the proposed public realm, landscaping and lighting should be submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the agreed schedule.

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

[Relevant Policies: BFBLP EN20, CSDPD CS7]

18 Prior to the installation of external shopfronts, full details of the proposed shopfronts shall be submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the agreed schedule.

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

[Relevant Policies: BFBLP EN20, CSDPD CS7]

Item No: 10

17/00041/PAC

Building 2 Technology House The Boulevard Cain Road Bracknell Berkshire RG12 1WP

ISSUE DATE 23/02/2017

This item has been withdrawn from the agenda as it has been dealt with under delegated powers.

Item No: 11

17/00060/PAC

Building A Berkshire Court Western Road Bracknell Berkshire RG12 1RE

ISSUE DATE: 23.02.2017

This item has been withdrawn from the agenda as it has been determined under delegated powers.