

Date Published: 23 April 2019



PLANNING COMMITTEE

17 APRIL 2019

SUPPLEMENTARY PAPERS

TO: ALL MEMBERS OF THE PLANNING COMMITTEE

The following papers were circulated at the above meeting.

Kevin Gibbs
Executive Director: Delivery

Page No

Planning Applications

(Head of Planning)

**The conditions for public speaking have been met in the applications marked 'PS'.
For further information or to register for public speaking, please contact Customer
Services 01344 352000.**

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Agenda Annex

BRACKNELL FOREST BOROUGH COUNCIL
PLANNING COMMITTEE
17th April 2019
SUPPLEMENTARY REPORT

Correspondence received and matters arising following preparation of the agenda.

Item No: 5

18/01230/FUL

The Rose and Crown 108 High Street Sandhurst Berkshire GU47 8HA

Update to Report

Update to report under heading iv. Transport implications:

Para 9.61 to include the following additional text:

The applicant has provided vehicle tracking for a standard car to show access/manoeuvring in and out of the various parking spaces within the revised car park layout. The proposed car park arrangement allows all spaces to be accessed independently and cars to exit in forward gear, with the exception of spaces 7 to 12 (assuming that cars had driven into those bays in forward gear). The tracking shows that a long reversing manoeuvre would be required for spaces 7 to 12, though vehicles could turn within the car park (close to the car park access), to exit onto High Street in a forward gear. The existing car park requires that when all spaces are full the majority of cars would have to reverse out of the site in order to exit. Therefore, the proposed car park layout is an improvement on the existing situation.

Manual for Streets indicates that the aisle/access width needed to access echelon parking spaces conveniently depends on the width of the parking bay and the angle of approach. For a 2.4m wide bay, at a 45 degrees angle of approach, an aisle/access width of 3.6m is required. For a 2.4m wide bay, at a 60 degrees angle of approach, an aisle/access width of 4.2m is required. Therefore, the provision of 4m to 4.8m aisle/access space, as proposed further into the Rose and Crown car park would be acceptable. Also, where some back and forth manoeuvring may be required, this is likely to be acceptable where traffic volumes and speeds are low within the car park itself.

The Highway Authority made a further visit to the Rose and Crown at around 3pm on Wednesday 10th April 2019 and observed 3 vehicles to be parked within the car park, which is not unusual for that time on a weekday. It was noted that 2 vehicles were parked at the very end of the car park, opposite each other, in the existing echelon arrangement; with limited access/manoeuvring space. The one other vehicle was parked around mid-way along the eastern side of the car park. The pub was open, and bearing in mind the position of the parked vehicles, it is likely that staff tend to park at the end of the car park. Staff would generally be accessing/manoeuvring in and out of these end parking spaces, when other parking spaces are unoccupied, i.e. when the pub is closed. A similar practice could well continue with the revised car parking layout.

Update to representations:

1no. additional letter of objection has been received (total of 78) which raises no new considerations - there are concerns about loss of the garden and car parking spaces which will result in loss of custom and income to the pub. It is also stated that the houses could be built somewhere else as major upset will be caused if the development goes ahead.

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