

ITEM NO:Application No.
17/00248/3Ward:
Winkfield And
CranbourneDate Registered:
7 April 2017Target Decision Date:
2 June 2017

Site Address:

Rural Rides Pump Lane Ascot Berkshire SL5 7RW

Proposal:

Replacement of existing 1.8m high timber fence with 2.4m high acoustic timber fence.

Applicant:

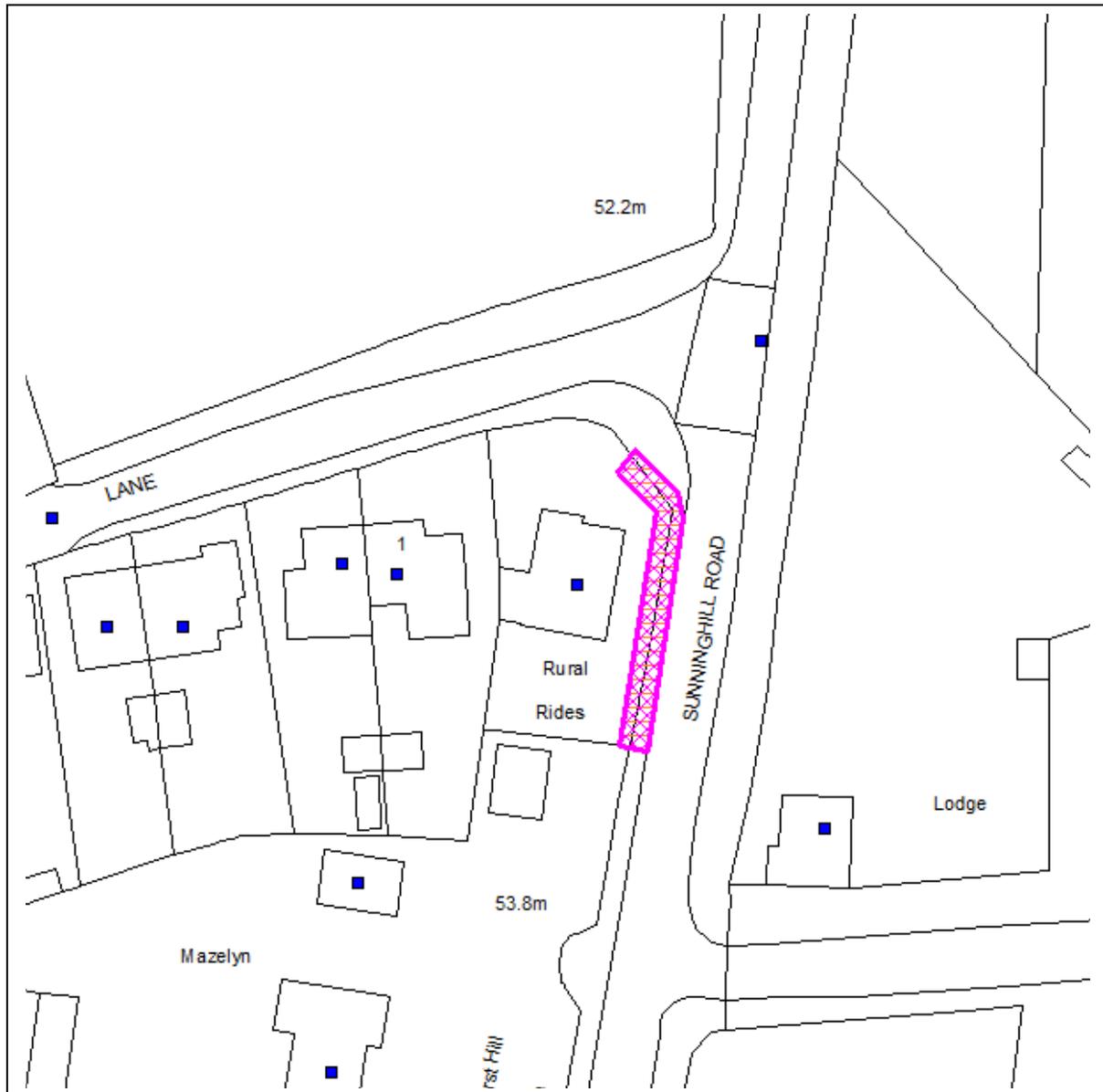
FAO Mr Kenneth Wherrell

Agent:

(There is no agent for this application)

Case Officer:

Shannon Kimber, 01344 352000

development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

- 1.1 The proposal is for the erection of a 2.4m high acoustic timber fence. This would replace the existing 1.8m high timber fence. The new fence would be sited 0.4 metres closer to the flank elevation of Rural Rides.
- 1.2 The proposed development would be acceptable in principle and would not result in an adverse impact on the character and appearance of the host dwelling or the surrounding area. The development would not result in a negative impact on the residential amenity of the neighbouring properties, or on highway safety, nor would it result in a detrimental impact on the health of the nearby protected trees.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

- 2.1 As the proposed scheme is promoted by the Chief Officer for Planning, Transport and Countryside, it cannot be dealt with under delegated authority. As such it is being reported to the Planning Committee.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Outside of the defined settlement and is also within the Green Belt.
Site falls within Character Area Assessments SPD
Trees to the east of the application site are subject to a TPO

- 3.1 Rural Rides is a detached bungalow, located on a corner plot, fronting Pump Lane to the north, with Sunninghill Road to the east. There is a blanket Tree Preservation Order (reference: 1/1960) to the east of the application site. Rural Rides is situated within the 'Pump Lane, Cheapside' Study Area defined within the Character Area Assessments SPD (2010). The surrounding area is predominantly rural.

4. RELEVANT SITE HISTORY

- 4.1 Relevant planning history can be summarised as follows:

- 5555
Dwelling House at junction of Pump Lane and Sunninghill Road
Approved 1959
- 6122
Private dwelling house/bungalow
Approved 1960

5. THE PROPOSAL

- 5.1 The proposed fence would have a maximum height of 2.4 metres, and would extend for 26.5 metres along the eastern boundary of to Rural Rides. The replacement fence would be set a minimum of 0.4 metres further to the west (away from the highway) than the position of the current fence.

5.2 The siting of the proposed fence would allow for construction of a new public footway along Sunninghill Road.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council:

6.1 Winkfield Parish Council raised no objections to this application but made the following observation:

It is felt that this proposal detrimentally changes the character of the area and street scene. If minded to approve, it is requested that a condition is added to ensure that new fencing is graduated to a lower level along the front of the property on Pump Lane.

[Officer Note: If the fence was lower in height its acoustic properties would diminish. The impact on the visual amenity of the area is addressed in the following report.]

Other Representations:

6.2 No representations were received from neighbouring properties.

7. SUMMARY OF CONSULTATION RESPONSES

Highway Authority:

7.1 The Highway Authority (HA) was consulted on this application. The HA has raised no objections to the amended plan and recommend that this planning application be approved.

7.2 No other statutory or non-statutory consultations have been required.

8. PLANNING CONSIDERATIONS

8.1 The primary strategic planning considerations applying to the site and associated policies are:

	Development Plan	NPPF
General policies	CS1, CS2 and CS9 of the CSDPD 'Saved' policy EN8 and GB1 of the BFBLP	Consistent
Design	CS7 of the CSDPD	Consistent
Amenity	'Saved' policy EN20 of the BFBLP	Consistent
Highways	'Saved' policy M9 of the BFBLP and CS23 of the CSDPD	Consistent - Para. 39 refers to LPAs setting their own parking standards for residential development
Tree	'Saved' policy EN1 of the BFBLP	Consistent
Supplementary Planning Documents (SPD)		
Bracknell Forest Borough Parking Standards, Supplementary Planning Document 2016		
Character Area Assessments, Supplementary Planning Document 2010		
Design, Supplementary Planning Document 2017		
Other publications		
National Planning Policy Framework 2012 (NPPF)		
Site Allocations Local Plan 2013 (SALP)		

9. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

- 9.1 The key issues for consideration are:
- i. Principle of Development
 - ii. Impact on Character and Appearance of Surrounding Area
 - iii. Impact on Residential Amenity
 - iv. Transport and Highways Considerations
 - v. Tree Implications
 - vi. Community Infrastructure Levy (CIL)

i. Principle of Development

- 9.2 Rural Rides is located on land outside of a defined settlement and within the Green Belt, as shown on the Bracknell Forest Borough Policies Map (2013).
- 9.3 Policy CP1 of SALP refers to the presumption in favour of sustainable development, as set out in the NPPF. CSDPD Policy CS1 sets out the sustainable development principles expected in new developments. It states that development should protect and enhance the character and quality of local landscapes and the wider countryside. CSDPD Policy CS2 sets out that the LPA will allocate land for development sequentially. CSDPD Policy CS9 and BFBLP 'Saved' Policy EN8 seek to protect land outside settlements from harmful development.
- 9.4 Bracknell Forest Borough Council Local Plan 'Saved' Policy GB1 states that alterations to existing dwellings should be sympathetic to the rural character of the locality. It further states that the Green Belt's visual amenity should not be injured by proposals for development.
- 9.5 Section 9 of the NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.
- 9.6 The proposed fence would constitute an enclosure. While it would have a greater height than the existing fencing it would replace, it would be set further back in the streetscene and would therefore result in opening up a small section of land.
- 9.7 Paragraph 90 of the NPPF (3rd bullet point) identifies that local transport infrastructure which can demonstrate a requirement for a Green Belt location is a form of development what is not inappropriate in the Green Belt, provided its openness is preserved.
- 9.8 It is not considered that the proposal would detract from the openness and purpose of the Green Belt. The proposal would therefore be considered acceptable in principle, subject to no adverse impact on the character and appearance of the surrounding area including its countryside setting, the amenity of neighbouring occupiers, on highway safety or the health of protected trees. These matters are assessed below.

ii. Impact on Character and Appearance of Surrounding Area

- 9.9 The application lies within the East of Bracknell Study Area (Pump Lane/Cheapside), Character Area Assessments SPD. The area is rural in character. Whilst hedgerows are a common form of boundary treatment, the existing boundary is denoted by a 1.8 metre high fence.
- 9.10 The proposed fence would be constructed from close boarded timber; this would be similar to the materials used in the existing fence. Therefore the choice of material proposed would not be considered a significant alteration from the existing situation. The proposed fence would not be stained or painted. It would be pressure treated timber, as per the existing fence.

9.11 Due to the proposed increase in height of the fence, it would be more noticeable from the highway. However, as it would be set further back from the highway, it would not be considered to have a detrimental impact in the streetscene.

9.12 In addition, it is noted that there a number of existing enclosures including tall fencing on both sides of Sunninghill Road. As such, the proposal would not be considered out of keeping with the character of the surrounding area.

9.13 It is acknowledged that there would be a loss in vegetation to facilitate the erection of the proposed fence in the new position. However, this vegetation can be removed without the need for consent.

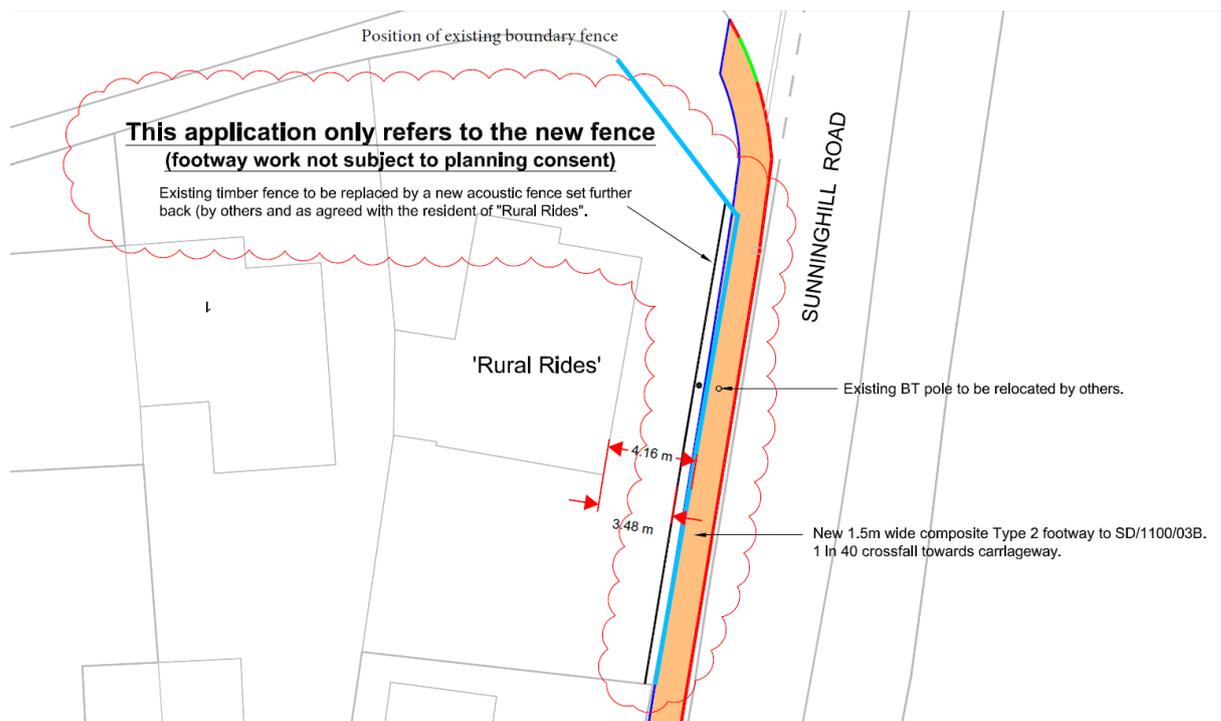
9.14 The proposal would therefore be in line with CSDPD Policy CS7, 'Saved' BFBLP Policy EN20 and the NPPF.

iii. Impact on Residential Amenity

9.15 Due to the nature of the proposed development there would be no overlooking impacts.

9.16 The proposed fence would be sited 0.4 metres closer to the existing dwellinghouse at Rural Rides, at the closest point. It would have an increased height of 0.6 metres over the existing boundary fence. There are two windows in the eastern flank elevation of Rural Rides. These serve a living room to the rear of the dwelling and a bedroom to the front of the dwelling. Both of these windows are secondary sources of light to the habitable rooms.

9.17 The proposed fence would also extend 3.6 metres to the north east of the dwelling. Whilst this is to the front of the property, it would not be directly to the front of the dwelling. As such the proposal would not have an adverse impact on this room.



The image above demonstrates the distance between the existing and proposed boundary fence to the east of Rural Rides.

9.18 The proposed fencing would serve a practical purpose to the residential property of 'Rural Rides' through providing an acoustic barrier. This would be beneficial to the amenities of the occupiers to the west of Sunninghill Road.

9.19 Due to the separation distance between the proposed location of the fence and the properties to the west, in particular Roehurst 1 Pump Lane, it would not be considered to have an undue overbearing or overshadowing impact.

9.20 The proposed development would be acceptable in line with 'Saved' BFBLP Policy EN20.

iv. Transport and Highways Considerations

9.21 The new fence would be set back by a greater distance from the highway than the existing fence. The Highway Authority is satisfied that the proposed replacement fence would not interfere with sight-lines at the junction of Pump Lane and Sunninghill Road. The fence is being relocated as part of a highway safety scheme to provide a new footway.

9.22 The proposal would therefore be in line with CSDPD Policy CS23 and 'Saved' BFBLP Policy M9.

v. Tree Implications

9.23 There is a blanket Tree Preservation Order (TPO 1/1960) to the east of the Rural Rides. This is separated from the application site by Sunninghill Road, as such the proposed development would not have a significant detrimental impact on the health of these close-by protected trees.

9.24 As such the proposed development is not considered to result in a negative impact on the health of protected trees. It therefore complies with 'Saved' policy EN1 of the BFBLP.

vi. Community Infrastructure Levy (CIL)

9.25 Following the introduction on the 6th April 2015 of the Community Infrastructure Levy (CIL), all applications for planning permission will be assessed as to whether they are liable. As this development is not for the implementation of a net increase in dwellings, this application will not be liable for a charge.

10. CONCLUSIONS

10.1 It is considered that the development would be acceptable in principle and would not result in an adverse impact on the character and appearance of the host dwelling or the surrounding area designated as Green Belt. The development would not result in a negative impact on the residential amenity of the neighbouring properties, or on highway safety, nor would it result in a detrimental impact on the health of the nearby protected trees. It is therefore considered that the proposed development complies with 'Saved' policies GB1, M9, EN1, EN8 and EN20 of the BFBLP, Policies CS1, CS2, CS9 and CS23 of the CSDPD and the NPPF.

11. RECOMMENDATION

11.1 The application is recommended to be **APPROVED** subject to the following conditions:-

1. 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.
2. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details:
Site Location Plan and Block Plan, Drawing number: 5072/070, Received 07.04.2017
Proposed Elevation and Floor Plan, Drawing number: 5072/071, Received 07.04.2017
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be as stated in the submitted application form.
REASON: In the interests of the visual amenities of the area.
[Relevant Policies: BFBLP EN20, CSDPD CS7]

11.2 **Informative(s):**

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
 1. Time limit
 2. Approved plans
 3. Materials
3. The applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.
4. This is a planning permission. Before beginning any development you may also need separate permission(s) under Building Regulations or other legislation. It is your responsibility to check that there are no covenants or other restrictions that apply to your property.
5. It is noted that the approved drawing (reference number: 5072/070,) includes works which may or may not require planning permission. These have not been applied for, and as such do not form part of this decision notice.

Doc. Ref:

The application file to which this report relates can be viewed at the Council's Time Square office during office hours or online at www.bracknell-forest.gov.uk