

**ITEM NO: 09**

Application No.  
**19/00864/3**

Ward:  
Binfield With Warfield

Date Registered:  
27 September  
2019

Target Decision Date:  
22 November 2019

Site Address:

**Street Record Brooke Place Binfield Bracknell  
Berkshire**

Proposal: **Formation of two parking bays.**

Applicant: Mr David Humphrey

Agent: (There is no agent for this application)

Case Officer: Helen Maynard, 01344 352000  
[development.control@bracknell-forest.gov.uk](mailto:development.control@bracknell-forest.gov.uk)

**Site Location Plan** (for identification purposes only, not to scale)



## 1. SUMMARY

- 1.1 The proposal is for the formation of 2 no. parking spaces on an area of amenity land (a net increase of 1 no. parking space).
- 1.2 The development would not result in an adverse impact on the character and appearance of the local area, the amenities of the residents of neighbouring properties or highway safety.

<b>RECOMMENDATION</b>
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Planning permission be granted subject to conditions in Section 11 of this report
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## 2. REASON FOR REPORTING APPLICATION TO COMMITTEE

- 2.1 The application has been reported to the Planning Committee as it is a scheme which the Director for Place, Planning and Regeneration is responsible for promoting.

## 3. PLANNING STATUS AND SITE DESCRIPTION

<b>PLANNING STATUS</b>
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Within settlement boundary
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Binfield Character Area (Study Area A) of Character Area Assessments SPD
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- 3.1 The parking bays would be located on an area of amenity land facing properties 10 – 12 Brooke Place. The amenity area is rectangular and is bounded by the highway to the west, with footpaths to access the dwellings on the south and east. The amenity land is grassed.

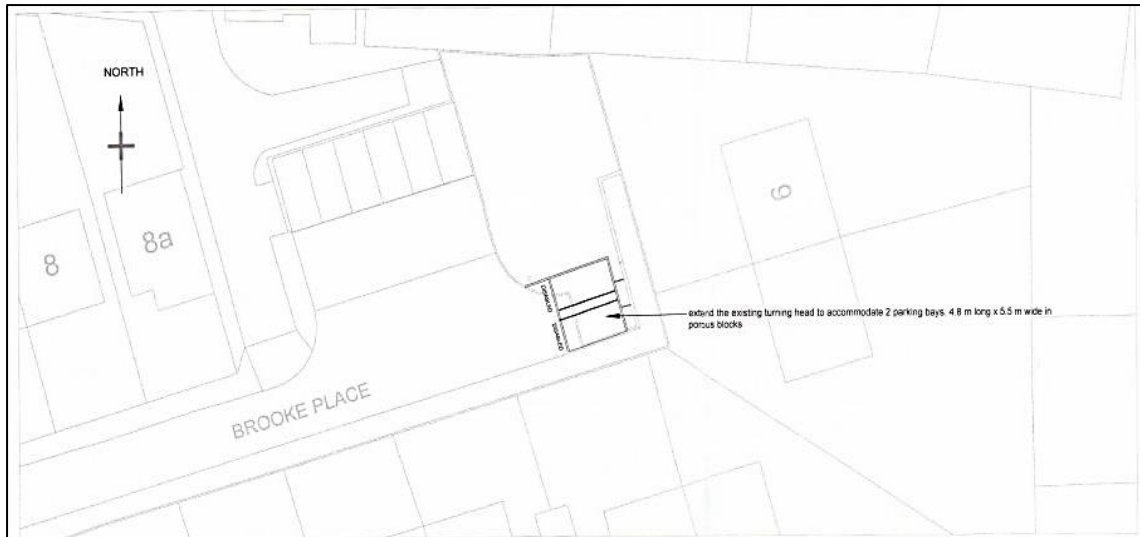
## 4. RELEVANT SITE HISTORY

- 4.1 There is no relevant planning history for the site.

## 5. THE PROPOSAL

5.1 The application proposes an extension to the existing turning head to accommodate two parking bays, each space would measure 4.8m x 5.5m and will be surfaced with porous blocks. This will provide a net increase of one parking bay and improve the existing disabled parking arrangement.

5.2 The proposal aims to make better use of the existing turning head and make this section of road more accessible.



**6. REPRESENTATIONS RECEIVED**

Binfield Parish Council

6.1 No objection to the proposal.

Other Representations

6.2 One general observation letter has been received for this application.

6.3 They suggested that there is difficulty parking in this area as residents do not use their garages for parking cars and that the re-instatement of the disabled bay is not necessary as the disabled resident parks elsewhere.

*[Officer Note: It is accepted that this application formalises some of the existing turning head parking arrangements which will improve the streetscene by encouraging people to park in designated locations. Unfortunately, the planning process cannot control people's ability to park within a bay therefore this cannot form part of the planning consideration on this application. The proposal will be assessed on its merits].*

**7. SUMMARY OF CONSULTATION RESPONSES**

Highway Authority

7.1 No objection.

Landscape Officer

7.2 Requests a condition requiring a landscaping scheme to be submitted should the application be recommended for approval.

**8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION**

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

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CS1 and CS2 of the CSDPD	Consistent
Design	CS7 of the CSDPD, EN20 of BFBLP	Consistent

Amenity	'Saved' policies EN1, EN2 and EN20 of the BFBLP	Consistent
Highways	'Saved' policy M9 of the BFBLP CS23 of the CSDPD	Consistent - Para. 105 refers to LPAs setting their own parking standards for residential development
<b>Supplementary Planning Documents (SPD)</b>		
BFC Parking Standards SPD 2016 BFC Streetscene SPD (2011) BFC Character Area Assessments SPD (2010)		
<b>Other publications</b>		
National Planning Policy Framework (NPPF)		

## 9. PLANNING CONSIDERATIONS

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. Community Infrastructure Levy

### i. Principle of Development

9.2 The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with SALP Policy CP1, CSDPD Policies CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF subject to no adverse impacts upon character and appearance of surrounding area, residential amenities of neighbouring properties, highway safety, etc. These matters are assessed below.

### ii. Impact on Character and Appearance of Surrounding Area

9.3 The site is located within the Binfield Character Area (Study Area A). The area is characterised by its positive character, which was established by the original pattern of streets and Victorian development. Considering the presence of the existing turning head and single parking bay, it is not considered that the addition of these bays would result in an adverse impact on the character of the area. The proposed development is modest and will improve the existing parking arrangements, making them more accessible to all. It is considered to have no adverse effect on the positive character and Victorian development within the Binfield Character Area.

9.4 The proposed parking bays would result in the loss of approximately 10% of the existing grassed amenity land. The area of amenity land does not benefit from any particular features or planting which are desirable to be retained, and a significant amount of amenity land would remain. A condition would be imposed should planning permission be granted requiring that a landscaping plan be provided to off-set the loss of amenity land.

9.5 The development would not result in an adverse impact on the character and appearance of the area, in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policies EN1, EN2 and EN20, the Streetscene SPD, and the NPPF, subject to a condition requiring the submission of full details of the proposed landscaping scheme.

### iii. Impact on Residential Amenity

9.6 Due to their position and nature, the proposed parking bays would not have an adverse impact on the residential amenities of the occupiers of the neighbouring properties and as such would accord with BFBLP 'Saved' Policies EN20 and EN25, and the NPPF.

### iv. Transport and Highways Considerations

9.7 Considerable parking pressure occurs along Brooke Place thus the provision of these off-street parking bays would improve the parking situation.

9.8 The proposed bays are sited directly to the front properties on Brooke Place (nos. 10, 11 and 12) and, given the presence of an existing single parking bay within the turning head in this location, it is not considered that the proposed development would result in an adverse impact on the residential amenity of neighbouring occupiers.

9.9 Parking bays of 4.8m x 5.5m are proposed, in line with the Council's standards, and these would be of porous paving construction to comply with SuDS standards. The parking bays are to be set-back a metre from the back edge of the footway which would assist with access/manoeuvring in and out of the parking bays, minimise the potential for parked vehicles to overhang the footway and provide visibility between passing pedestrians.

9.10 It is not considered that the noise and air pollution or other disturbance created by the additional parking bays would be unacceptable in a built-up residential area.

9.11 The Highway Authority has no objection to the proposed parking spaces and it is not considered that the proposed development would result in an adverse impact on highway safety, in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD, and the NPPF.

### v. Community Infrastructure Levy (CIL)

9.12 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.13 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. The proposal is not CIL liable as it would not involve an increase in internal floor space.

## 10. CONCLUSIONS

10.1 It is considered that the development is acceptable in principle and would not result in an adverse impact on the character and appearance of the surrounding area, the residential amenity of the occupiers of the neighbouring properties or highway safety. It is therefore considered that the proposed development complies with 'Saved' policies M9, and EN20 of the BFBLP, Policies CS1, CS2, CS7 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, received 11<sup>th</sup> December 2018 by the Local Planning Authority, received 18<sup>th</sup> December 2018:  
General Layout – Drawing Number: 4817/358  
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
3. No parking bay shall be brought into use until hard and soft landscaping, including boundary treatments and other means of enclosure, has been provided in accordance with a scheme to be 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 in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision and completed in full accordance with the approved scheme.

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 next 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]

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. The applicant is advised that the following conditions require discharging prior to commencement of development:
  3. Landscaping
4. 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.

5. 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.
6. The Highways and Transport Section should be contacted at Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the access construction details and to grant a licence before any work is carried out within the highway. A formal application should be made allowing at least 4 weeks notice to obtain details of underground services on the applicant's behalf.