

## Unrestricted Report

### ITEM NO: 6

Application No.  
**13/00982/FUL**  
Site Address:

Ward:  
Warfield Harvest Ride

Date Registered:  
22 November 2013

Target Decision Date:  
17 January 2014

**Tesco Stores Ltd 17 County Lane Warfield Bracknell  
Berkshire RG42 3JP**

Proposal:

**Installation of dry cleaning, key cutting, shoe & watch repairs pod to  
Class 1 Retail Premises.**

Applicant:

Tesco Stores Ltd

Agent:

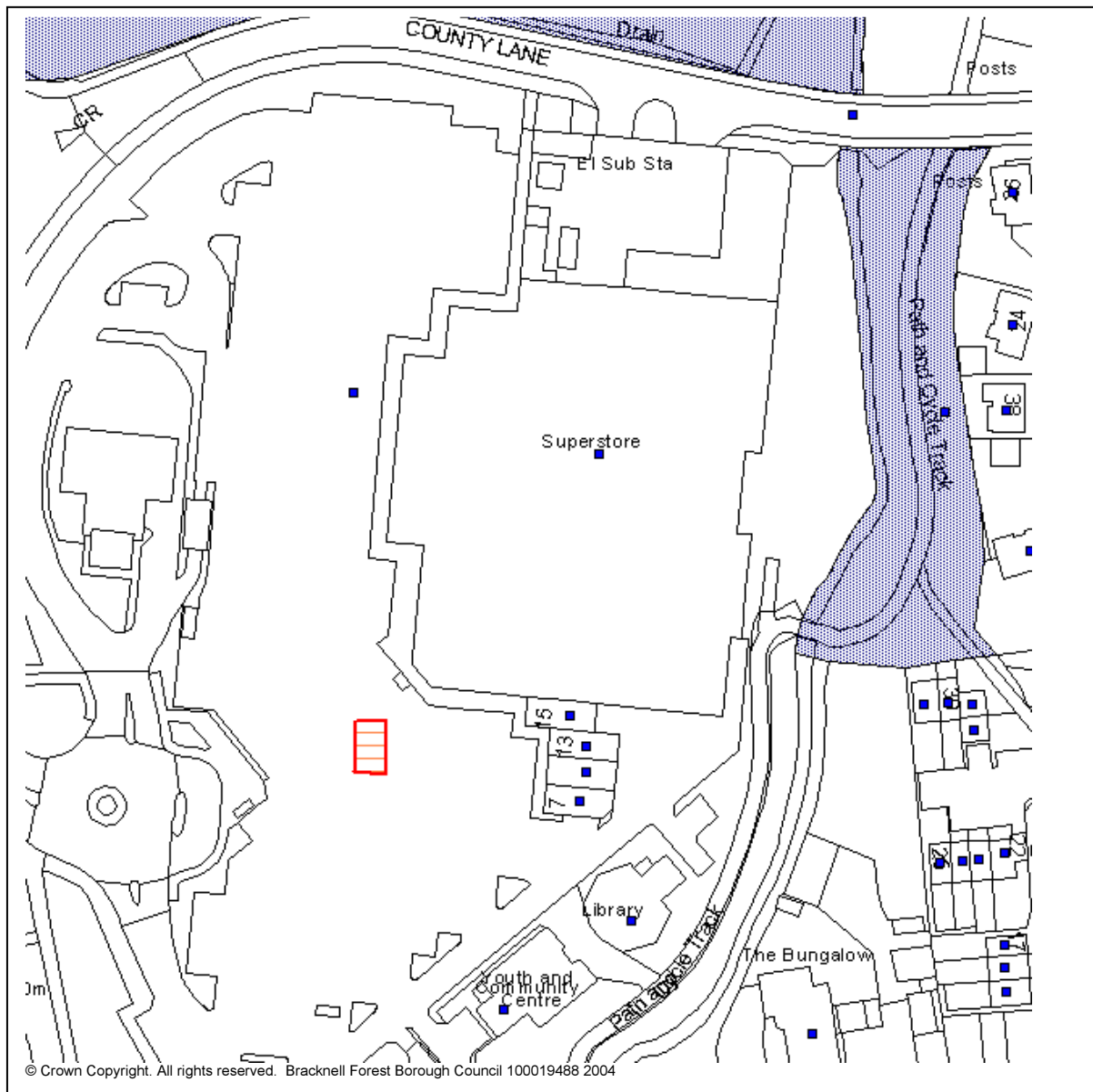
Fuse 3

Case Officer:

Michael Ruddock, 01344 352000

[environment@bracknell-forest.gov.uk](mailto:environment@bracknell-forest.gov.uk)

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



## **OFFICER REPORT**

### **1. REASON FOR REPORTING APPLICATION TO COMMITTEE**

The application has been referred to the Planning Committee by Councillor Thompson due to concerns with regard to the impact on the development on the character and appearance of the area.

### **2. SITE DESCRIPTION**

Tesco County Lane, Warfield lies within an established neighbourhood centre. The centre is served by a large car park and is surrounded on three sides by residential units.

### **3. RELEVANT SITE HISTORY**

Application 617226 - Outline Application - Erection of a retail food store, 4 unit shops, petrol filling station, community facilities, car parking and access - APPROVED 1991

Application 623315 - Retention of part of the car park as additional recycling facility without compliance with condition 16 of planning permission 617226 - APPROVED 1997

Application 00/01055/FUL - Enlargement of store by erection of front, side and rear extensions (involving demolition of 2no. existing shop units) to provide an additional 1932 sq. m. gross external floorspace (yielding an additional 1429 sq. m. total net sales area), erection of 2no. shop units to side of existing, alterations to car park layout, cycle parking and associated works. Relocation of recycling facility to northern site boundary - APPROVED 2001

Application 02/00891/FUL - Section 73 application to allow alterations to approved car park layout (increasing the total number of spaces, including those for disabled persons and 'parent and child' spaces) without compliance with conditions 2, 6 and 9 of full planning permission 00/01055/FUL - APPROVED 2002

Application 12/00391/FUL - Change of use of nine parking spaces to a hand car wash and valeting operation including the erection of a canopy and installation of an office - REFUSED 2012. This application was refused for the reason that it was not demonstrated that the development would not result in an adverse impact on highway safety as a result of the loss of nine parking spaces.

### **4. THE PROPOSAL**

The proposed development is for the installation of a pod to provide dry cleaning, key cutting, shoe and watch repairs within the car park. The pod will be operated by Timpsons and would have a width of 4.37m with a depth of 4.33m and a height of 2.65m. It would be located on the north side of a row of parking spaces dedicated to parents and children, but would not involve the loss of any spaces. Access through the entrance door would be taken from an existing pedestrian footway to the side of the pod. The proposed opening hours for the pod are 09.00 hours to 18.00 hours Monday to Saturday, and 10.00 hours to 16.00 hours Sunday.

As originally submitted, the pod was sited north east of its currently proposed location, and would have involved the loss of two parking spaces which was not considered acceptable. After concerns were raised with the applicants, amended plans were submitted which moved it to the currently proposed location and reduced the width of the pod from 6.66m to accommodate it within the new location.

A separate application has been made for advertisement consent for the wall mounted signage on the side of the pod (ref. 13/00983/A) which will be determined alongside this application.

## **5. REPRESENTATIONS RECEIVED**

Warfield Parish Council was consulted on the application, and recommend refusal. It should be noted that these comments were made in respect of the application as originally submitted. The reasons for this recommendation are as follows:

- The proposal represents an undesirable overdevelopment of the site given that the Store has already been extended previously.
- Delivery lorries for third parties do not have access to a service yard, and so any deliveries made to the proposed pod would adversely affect the safety and flow of traffic, and the safety of pedestrians, in the car park.
- The proposal would generate additional traffic movements in the often-busy car park, due to dry-cleaning being taken off-site, which would adversely affect the safety and flow of traffic in the car park.
- The proposal would result in a loss of 2 parking spaces, which would impact safety on-site and in the area surrounding the site.

One letter of support for the application was received. No neighbour objections have been received.

## **6. SUMMARY OF CONSULTATION RESPONSES**

Highway Authority (in respect of the original plans):

The Highway Authority recommend that the application be refused as it fails to provide any supporting evidence to justify the lack of parking provision for the additional retail space and the loss of existing parking spaces.

Highway Authority (in respect of the amended plans):

In this instance the Highway Authority will not raise an objection to the application but the applicant should be advised by way of an informative that any future application that would result in the loss of any parking spaces within the site will need to be accompanied by a detailed survey of the existing usage of the car park.

## **7. DEVELOPMENT PLAN**

The Development Plan for this Borough includes the following:

Site Allocations Local Plan 2013 (SALP)

'Retained' Policies of the South East Plan 2009 (SEP)

Core Strategy Development Plan Document 2008 (CSDPD)

'Saved' Policies of the Bracknell Forest Borough Local Plan 2002 (BFBLP)

Bracknell Forest Borough Policies Map 2013

## **8. PRINCIPLE OF DEVELOPMENT**

SALP Policy CP1 refers to the presumption in favour of sustainable development as outlined within the National Planning Policy Framework (NPPF). SALP Policy CP1 states that the Council will act proactively and positively with applicants to seek solutions which mean that proposals can be approved wherever possible, and to improve the economic, social and

environmental conditions within the area. Planning applications that accord with the policies in the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policy CS1 sets out a number of sustainable development principles including making efficient use of land and buildings where it protects the character and quality of local landscapes.

CSDPD Policy CS2 states that development will be permitted within defined settlements and on allocated sites. Development that is consistent with the character, accessibility and provision of infrastructure and services within that settlement will be permitted, unless material considerations indicate otherwise.

Tesco County Lane is located in a defined settlement in a 'Town Centre' location as designated by the Bracknell Forest Borough Policies Map, known as Whitegrove. Development within a defined settlement is considered to be in accordance with Core Strategy Policies CS1 (Sustainable Development) and CS2 (Locational Principles), Core Strategy Policy CS21 (Retail Development in Town Centres) and Bracknell Forest Borough Local Plan 'Saved' Policies E5 (Hierarchy of Shopping Centres) and E11 (Village and Neighbourhood Centres and Local Parades) are also considered relevant to this proposal. The NPPF makes reference to ensuring the vitality of town centres, therefore Policy CS21 is considered to be consistent. The Glossary to the NPPF defines 'Town Centres'. Whilst the definition includes district centres and local centres, the term 'neighbourhood' is not included. The NPPF continues by stating that 'small parades of shops of purely neighbourhood significance are excluded. As a result, Bracknell Forest Borough Local Plan 'Saved' Policies E5 and E11 are not entirely consistent with the NPPF.

CSDPD Policy CS21 states that 'Retail development will be directed to the identified 'Town Centres'. The scale and nature of the retail uses will be consistent with the role and function of the centre.' The policy also gives guidance with regard to the scale and function of development, its impact on vitality and viability of other Town Centres, whether it is accessible by a choice of means of transport and potential environmental impacts. This guidance will be considered throughout the report.

BFBLP 'Saved' Policy E5 defines Whitegrove as a 'Village and Neighbourhood Centre'. In terms of the terminology used in the NPPF, it is considered that Whitegrove comprises of more than a 'small parade of shops of purely neighbourhood significance'. It acts more like a local centre. The NPPF seeks to support the viability and vitality of such areas. The proposed development (which is a 'main town centre' use) would involve an increase in the range of services available within the centre and would not be contrary to the NPPF's approach.

In view of the above, it is considered that the proposal for the installation of the pod is acceptable in principle. This is subject to no adverse impacts upon residential amenities of neighbouring properties, character and appearance of the surrounding area, highway safety and transport implications, vitality and viability of other Town Centres etc. These matters are assessed below.

## **9. IMPACT ON CHARACTER AND APPEARANCE OF AREA**

CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area, provides safe communities and enhances the local landscape where possible. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area.

These Policies are considered to be consistent with the objectives set out within the NPPF. In addition para. 56 of the NPPF states that good design is a key aspect of sustainable development and should contribute positively to making places better for people to live.

Due to its location within the car park, the pod will be a prominent feature in the streetscene from within the site. During the course of the application, the width of the pod has been reduced from 6.66m to 4.36m to accommodate it in a different location within the site, and it is considered that this has reduced its impact on the streetscene. In any case as the use of the site as existing is predominantly retail it is not considered that the addition of the proposed pod would be out of keeping with the streetscene in this location. Furthermore due to its size it is not considered that the pod would represent an overdevelopment of the site.

As such, the proposal would not adversely affect the character and appearance of the surrounding area and would be in accordance with 'Saved' Policy EN20 of the Bracknell Forest Borough Local Plan, Policy CS7 of the Core Strategy DPD and the National Planning Policy Framework.

## **10. RESIDENTIAL AMENITY**

BFPLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas. This is consistent with the NPPF.

The site for the pod is located approximately 85m from the nearest residential property and it is therefore not considered that it would result in any unacceptable loss of light to or unduly overbearing effect on the neighbouring properties. Furthermore it is not considered that the use proposed would result in any additional noise and disturbance to the neighbouring properties over and above the existing use of the site.

The proposed operating hours are 09.00 hours to 18.00 hours Monday to Saturday and 10.00 hours to 16.00 hours Sunday. These hours are less than those operated by the main Tesco store and are considered to be acceptable. Hours for delivery have not been proposed, therefore these will be conditioned to tie in with those of the Tesco store to ensure that there is no additional activity outside the existing hours.

It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, and is therefore in accordance with CSDPD Policy CS7, BFBLP 'Saved' Policies EN20 and the NPPF.

## **11. TRANSPORT IMPLICATIONS**

CSDPD CS23 states that the Local Planning Authority will seek to reduce the need to travel and increase the safety of travel, while simultaneously promoting alternative modes of travel. 'Saved' policy M9 of the BFBLP ensures that development provides satisfactory parking provision. The NPPF allows for LPAs to set their own parking standards for non-residential development and therefore these policies are considered to be consistent with the NPPF.

The additional retail space generates a requirement for one additional parking space when assessed against the Parking Standards SPD (July 2007). Furthermore initial plans showed the loss of two existing spaces. The Highways Officer was concerned with this shortfall in parking, and recommended refusal of the initial submission.

These concerns were raised with the applicant, and amended plans were submitted relocating the pod so that no existing parking spaces will be lost as a result of the proposal which was the primary cause for concern with the application. Although the scheme does not provide any additional parking the Highway Authority does not object to the application given

that only one space is required as a result of the proposal. An informative is recommended to state that any future application that would result in the loss of parking spaces will need to be accompanied by a detailed survey of the existing usage of the car park.

Given the size of the pod, its location within an existing retail area and the proposed use it is not considered that deliveries would be a significant issue, and the Highways Officer has not raised any concerns with regard to this aspect of the development. Finally, it is considered likely that the pod would be mainly used by people whose primary purpose is to use the main Tesco store. It is therefore not considered that there would be a significant increase in traffic flow within the car park.

For the reasons given above the proposal is considered to be in accordance with 'Saved' Policy M9 of the Bracknell Forest Borough Local Plan, Policy CS23 of the Core Strategy DPD and the NPPF and would not result in adverse highway implications.

## **12. IMPACT ON RETAIL DEVELOPMENT IN TOWN CENTRES**

CSDPD Policy CS21 seeks to ensure the vitality and viability of all identified 'Town Centre' locations. The NPPF makes reference to ensuring the vitality of town centres, therefore this Policy is considered to be consistent.

Given the size and scale of the development it is not considered that it would result in an adverse impact on the vitality and viability of other 'town centres'. It would complement existing facilities at Whitegrove and be appropriate in terms of scale and function to its location. The development is easily accessible by car and the site is also served by a bus route, therefore it is considered accessible by a choice of means of transport. Finally, there would be no adverse environmental impacts as a result of the proposals.

For the reasons given above the proposal is considered to be in accordance with Policy CS21 of the Core Strategy DPD and the NPPF and would be acceptable retail development in a town centre location.

## **13. CONCLUSIONS**

The proposal is considered to be acceptable in principle and it is considered that the development would not result in an adverse impact on the character and appearance of the area, the amenities of the residents of the neighbouring properties, highway safety or retail development. It is therefore considered that subject to the recommended conditions the proposed development complies with the Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7 and CS23, BFBLP 'Saved' Policies EN20 and M9 and the NPPF.

The application is therefore recommended for approval.

## **RECOMMENDATION**

That the application be **APPROVED** subject to the following 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 23rd January 2014:

2115gag1a.dgn (1A)

12861-001 (Rev C4)

12861-060 (Rev C2)

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

03. The opening hours of the pod shall be limited to 09.00 hours to 18.00 hours Monday to Saturday and 10.00 hours to 16.00 hours Sunday and at no other times unless expressly authorised by another planning permission(s).

REASON: In the interests of residential amenity.

(Relevant plans and policies: BFBLP EN20, CSDPD CS7)

04. No deliveries shall be made to the site between 24.00 hours and 05.00 hours on any day.

REASON: In the interests of residential amenity.

(Relevant plans and policies: BFBLP EN20, CSDPD CS7)

Informative(s):

01. 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 subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

02. The applicant is advised that any future application that would result in the loss of any parking spaces within the site will need to be accompanied by a detailed survey of the existing usage of the car park.

03. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:

01. Time Limit

02. Approved Plans

03. Hours of operation

04. Delivery hours

Doc. Ref: Uniform 7/DC/Agenda

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](http://www.bracknell-forest.gov.uk)