

Unrestricted Report

ITEM NO: 12

Application No.

15/00030/3

Site Address:

Ward:

Priestwood And Garth

Date Registered:

14 January 2015

Target Decision Date:

11 March 2015

Street Record Stoney Road Bracknell Berkshire

Proposal:

Conversion of two areas of amenity land to form 8no. parking bays.

Applicant:

Mr David Humphrey

Agent:

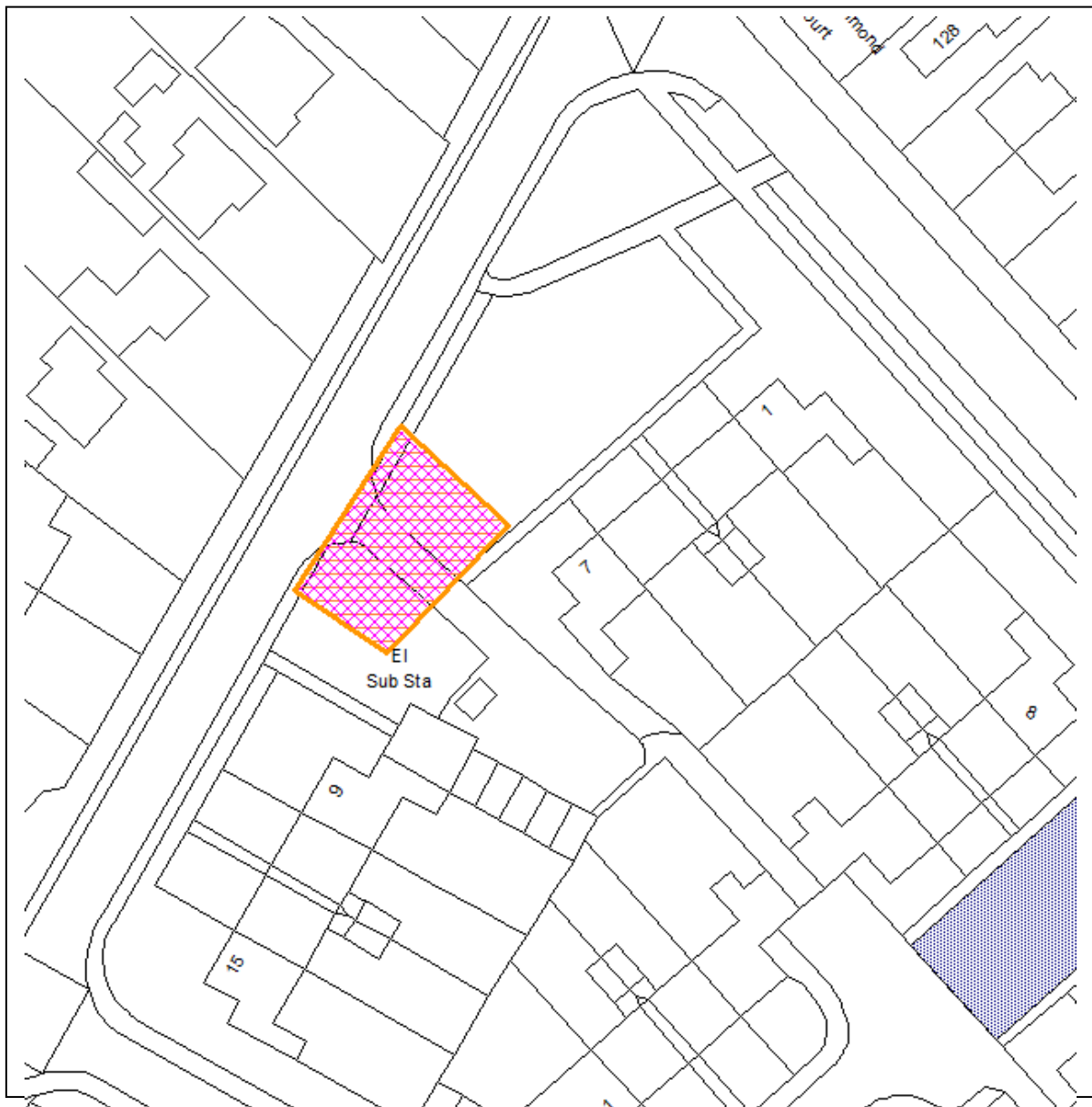
(There is no agent for this application)

Case Officer:

Matthew Miller, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

This application is reported to the Committee because Bracknell Forest Council has an ownership interest in the land and/or is the applicant.

1. REASON FOR REPORTING APPLICATION TO COMMITTEE

This application is reported to the Planning Committee because the application has been submitted by the Planning and Transport Division.

2. SITE DESCRIPTION

The street scene of Stoney Road consists predominately of high levels of tall planting (including trees) flanking either side of the highway, with the exception of the area consisting of the application site and the land immediately to the north. This land consists of two open grassed amenity areas with limited short planting, separated by an access road to a garage forecourt to the rear (east). The application site itself consists of grassed amenity land with a low hedge sited between the southern section of the amenity land and the highway of Stoney Road. Wooden knee-rail fencing separates the northern section of the amenity land from the highway. An electricity sub-station is also sited to the immediate southeast of the application site.

3. RELEVANT SITE HISTORY

14/01032/FUL

Formation of 4no. parking spaces on amenity land to the north of No.9 Stoney Road.
Approved (04.11.2014)

4. THE PROPOSAL

The proposed development is the formation of a total of eight parking bays on two sections of amenity land, to be accessed from the service road connecting the garage block to the east of 9 Stoney Road to the main highway. Four bays are proposed to be formed on the northern side, and four on the southern side.

The northern section of amenity land falls under the ownership of the Local Authority. The southern section falls under the ownership of Bracknell Forest Homes. Certificate B of the application has been completed and notice has been served Bracknell Forest Homes.

The proposed development is a part revision of planning approval 14/01032/FUL, which approved the formation of four parking bays on the southern section of amenity land. The proposed development has therefore been revised to include parking bays on the northern section.

5. REPRESENTATIONS RECEIVED

No representations have been received from neighbouring properties. [Officer Note: The deadline for providing representations is 16 February 2015, prior to the committee meeting and therefore if any are received these will be reported in the supplementary report].

6. SUMMARY OF CONSULTATION RESPONSES

Bracknell Town Council:

Bracknell Town Council raise no objection.

Highway Officer:

The Highway Officer was consulted on the proposal and raised no objection, subject to the imposition of a planning condition concerning providing and maintaining pedestrian visibility splays.

Landscape Officer:

The Landscape Officer was consulted on the proposal and raised no objection, subject to the inclusion of an acceptable replacement soft landscaping scheme, details of which can be provided by planning condition.

7. DEVELOPMENT PLAN

The development plan for this Borough includes the following:

Site Allocations Local Plan (2013) (SALP)
Core Strategy Development Plan Document (2008) (CSDPD)
Bracknell Forest Borough Local Plan (2002) (BFBLP)
Bracknell Forest Borough Policies Map (2013)

8. PRINCIPLE OF DEVELOPMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, which is supported by the NPPF (paras. 2 and 12). This is also reflected in Policy CP1 of the SALP which sets out that a positive approach to considering development proposals should be taken reflecting the presumption in favour of sustainable development as set out in the NPPF should be taken, and that planning applications that accord with the development plan for Bracknell Forest should be approved without delay, unless material considerations indicate otherwise.

CSDPD Policies CS1 (Sustainable Development) and CS2 (Locational Principles) are relevant and consistent with the objectives of the NPPF, and can be afforded full weight. In particular, Policy CS2 permits development within defined settlements. The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map.

CSDPD Policy CS8 states that Open Space of Public Value (OSPV), including 'passive' space such as green corridors and public amenity land, should be retained, and improved and maintained where possible. The proposal would therefore result in the loss of OSPV, and this loss must be balanced against the mitigation measures (provision of replacement landscaping) provided and the demand for additional parking, assessed in the report below.

Therefore, the principle of development on this site is acceptable, subject to the loss of the OSPV being acceptable on balance with the benefits and mitigation measures of the proposal. Due to its location and nature, the proposal is considered to be in accordance with SALP Policy CP1, Core Strategy Policies CS1 (Sustainable Development), CS2 (Locational Principles) and the NPPF but details such as no adverse impacts upon residential amenities of neighbouring properties, character and

appearance of surrounding area, highway safety implications, remain to be 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. The Streetscene Supplementary Planning Document (SPD) (2010) provides further guidance to supplement the implementation of this policy.

BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area. It further states that the design of the development should promote local character and a sense of local identity.

Section 6.6 of the Streetscene SPD (2010) states that areas of on-street car parking need to be designed so that vehicles do not visually dominate the street scene.

In order to mitigate the visual dominance of vehicles areas of soft landscaping that are large enough to sustain areas of planting should be provided. In order to mitigate the visual dominance of vehicles areas of soft landscaping that are large enough to sustain areas of planting should be provided , and therefore conditions are recommended. This is in line with BFBLP Policy EN2 (supplementing tree and hedgerow cover). This policy is considered to be in accordance with the NPPF (Chapter 11), and can be afforded significant weight.

These policies are considered to be consistent with the objectives set out within the NPPF, and as such can be afforded full weight. Para. 56 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. Furthermore para. 64 of the NPPF states that the design of developments should take the opportunities where available to improve the character and quality of an area and the way it functions

A communal garage block and hard surfaced forecourt is present to the rear (east of the application site). Furthermore on-site observations have shown that vehicles are currently indiscriminately parking on both sections of the amenity land, and this has led to significant erosion of the amenity land, particularly the southern side, reducing its visual value to the character of the surrounding area. Although knee-rail fencing is currently sited on the border of the northern section of amenity land to prevent parking, there is evidence that parking occurred on the land prior to the siting of this fencing.

Furthermore, a significant area of amenity land would be retained to the immediate north of the proposed development, which would serve to preserve and maintain the current character of the immediate area. It is therefore not considered that the proposal would result in a detrimental impact on the visual amenity of the area, provided that an adequate level of replacement landscaping is provided. This should include planting sited between the proposed parking bays and the main highway of Stoney Road to the west, in order to assist in screening the proposal from the primary street scene. These landscaping details can be secured by planning condition. It is further considered that the provision of formal landscaping may serve to improve the current appearance of the application site despite the loss of land, considering that the amenity land has been significantly eroded.

It is therefore considered that 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 EN2 and EN20, the Streetscene SPD, and the NPPF, subject

to the imposition of a condition requiring the submission of full details of a proposed landscaping scheme.

10. IMPACT ON RESIDENTIAL AMENITY

BFBLP 'Saved' Policy EN20 refers to the need to not adversely affect the amenity of the surrounding properties and adjoining areas, through ensuring that development would not result in an adverse impact on neighbouring properties through loss of light, loss of privacy or overbearing impacts. BFBLP 'Saved' Policy EN25 states that development will not be permitted if it would generate unacceptable levels of noise, fumes or other environmental pollution which would adversely affect the amenities of the surrounding occupants. This is considered to be consistent with the core design principle set out in paragraph 17 of the NPPF, which states that Local Planning Authorities (LPAs) should seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, and as such these policies should be afforded significant weight.

There would be a separation distance of approximately 3 metres between the proposed southern bays and the residential dwellinghouse of 9 Stoney Road to the south. It is recommended that as part of the proposed landscaping details to be provided by planning condition, landscaping forming hedging or similar plant treatments be sited between the proposed southern bays and this dwellinghouse to provide screening.

The northern proposed bays would be visible from the front of the dwellinghouse of 7 Stoney Road to the east, but would be visually separated by a footpath sited to the front of no. 7. It is recommended that landscaping be provided on the eastern and northern boundaries of the proposed northern bays to screen them from this dwellinghouse and protect the retained amenity land to the north, and this can be secured by planning condition.

It is not considered that the noise pollution or other disturbance formed by the additional parking bays would be unacceptable in a built-up residential area that currently experiences high levels of on-street parking. It is also noted that vehicles are currently utilising the existing amenity land for informal parking, and this includes the northern section of amenity land prior to the siting of knee-rail fencing.

It is not considered that the proposed development would result in an adverse impact on the residential amenity of the other surrounding properties, considering the separation distance and orientation of the proposed development to these properties.

It is therefore considered that the development would not result in an adverse impact on the amenity of neighbouring properties, in accordance with BFBLP 'Saved' Policies EN20 and EN25, and the NPPF, subject to the aforementioned soft landscaping condition.

11. TRANSPORT IMPLICATIONS

CSDPD Policy CS23 states that the Council will use its powers to increase the safety of travel. BFBLP 'Saved' Policy M9 states that development will not be permitted unless satisfactory parking provision is made for vehicles. It further states that the Council will promote and provide additional residential parking areas in locations where there is a lack of sufficient car parking provision. To supplement the above policies the adopted Parking Standards Supplementary Planning Document (SPD) (2007) sets out the advised levels and size of parking spaces for residential areas.

These policies are considered to be consistent with the NPPF, which state that transport policies should contribute in facilitating sustainable development, and take into account local car ownership levels, and as such these policies should be afforded significant weight.

The Highway Officer was consulted on the proposed development, and advised that Stoney Road is a heavily utilised highway. Indiscriminate localised parking had been observed to occur on the existing sections of amenity land. A resident's parking permit scheme is currently being trialled on adjacent local roads. Therefore there is a high demand for additional off-street parking to be provided in this location.

The proposed parking bays would be constructed using a SUDs (drainage) compliant system which is acceptable to the Highway Authority. The parking bays would be set back from the access road which would assist in providing acceptable visibility between the parking bays and pedestrian users. The proposed parking bays would be acceptable in size and would have adequate manoeuvring space. It is recommended that a planning condition be provided to secure and maintain acceptable pedestrian visibility splays, which would also be imposed to ensure that any proposed landscaping would not obstruct visibility.

The existing knee-rail fencing on the northern section of amenity land would need to be removed to enable the implementation of the proposal. The provision of soft landscaping forming planting would serve as an alternative barrier to the retained amenity land further to the north, and details of this landscaping scheme can be provided by planning condition.

As a result 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.

12. CONCLUSIONS

It is not considered that the development would result in an adverse impact on the character and appearance of the surrounding area, the amenities of the residents of the neighbouring properties, or on highway safety, subject to the recommended condition. It is therefore considered that the proposed development complies with Development Plan Policies SALP Policy CP1, CSDPD Policies CS1, CS2, CS7, CS8 and CS23, BFBLP 'Saved' Policies EN2, EN20, EN25 and M9, the Streetscene SPD, the Parking Standards SPD, and the NPPF.

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 14 January 2015:

4817 225/8 'Stoney Road'

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

03. The development shall not be begun 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.

[Core Strategy DPD CS7 and CS8, BFBLP 'Saved' Policies EN2 and EN20]

04. The parking spaces shall not be utilised until visibility splays of 2.0 metres by 2.0 metres have been provided at the junction of the parking spaces and the adjacent carriageway. The dimensions shall be measured along the edge of the parking spaces and the edge of the carriageway from their point of intersection. The visibility splays shall thereafter be kept free of all obstructions to visibility over a height of 0.6 metres measured from the surface of the carriageway.

REASON: In the interests of highway safety.

[Relevant Policies: Core Strategy DPD CS23]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern at within the application at pre-application stage and negotiating, with the applicant, acceptable amendments to the proposal to address those concerns. The proposal has been assessed against all relevant material considerations, including planning policies and any representations that may have been received. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. 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
 4. Visibility splays

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

3. Landscaping scheme

03. Although notice has been served on Bracknell Forest Homes at Berkshire Court, Western Road, Bracknell, 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.

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