

Unrestricted Report

ITEM NO: 9

Application No.
14/01176/3

Site Address:

Ward:
Wildridings And Central

Date Registered:
22 January 2015

Target Decision Date:
19 March 2015

Street Record Faircross Bracknell Berkshire

Proposal:

Convert two grass amenity areas into parking spaces (4 spaces and 3 spaces).

Applicant:

Mr David Humphrey

Agent:

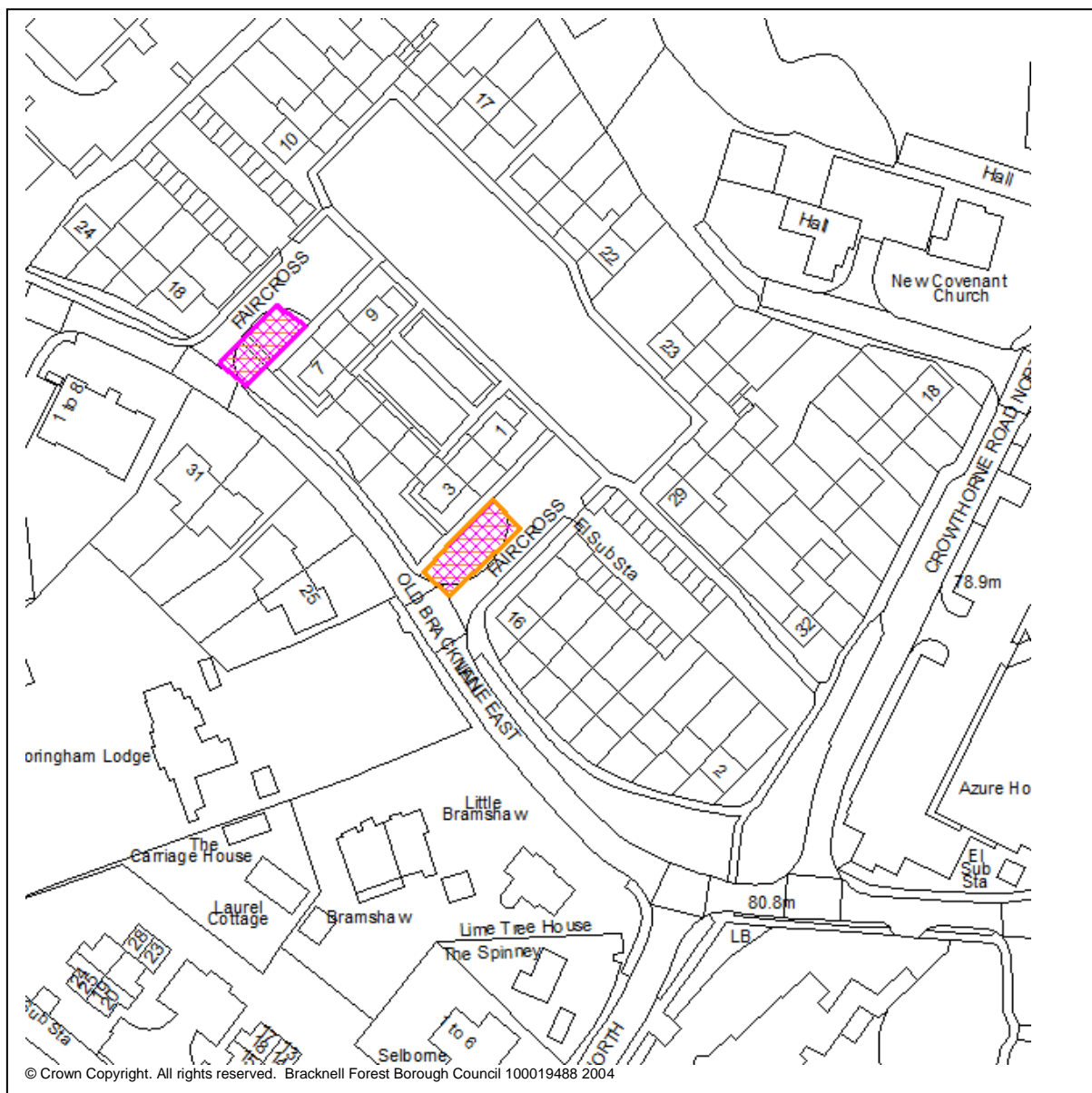
(There is no agent for this application)

Case Officer:

Matthew Miller, 01344 352000

Development.control@bracknell-forest.gov.uk

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



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 adopted highway of Faircross consists of two cul-de-sacs accessed from Old Bracknell Lane East to the south, and these cul-de-sacs are linked by an adopted pedestrian footway to the north. The cu-de-sacs contain existing parking courts fronting residential properties, and link to communal garage courts further to the north. The application sites consist of grassed amenity areas.

The application sites fall under the ownership of the Local Authority.

3. RELEVANT SITE HISTORY

None relevant.

4. THE PROPOSAL

The proposed development is the formation of three parking spaces to the west of the residential property of 7 Faircross, sited on amenity land on the southwestern area of an existing parking court. In addition four parking spaces are proposed to be formed on amenity land to the west of the residential property of 3 Faircross, on the southwestern area of a separate parking court. Two trees are proposed to be planted to the south of the proposed bays.

5. REPRESENTATIONS RECEIVED

An objection has been received from the occupant of the residential property of 7 Faircross. The objection can be summarised as follows:

- (i) The proposals would result in an adverse impact on the residential amenity of the occupants of the neighbouring properties through noise and air pollution and associated disturbance, particularly as there would be no screening between the proposed bays and these properties.
- (ii) The proposal would not provide a net benefit to highway safety as the proposed bays would not be sufficient in addressing the existing parking concerns.

A support comment has been received from the occupant of the residential property of 27 Faircross. The occupant supports the proposal on the grounds that it would improve highway safety by providing additional off-street parking. The occupant also suggested that an additional parking bay could be formed on the site to the west of 7 Faircross.

[Officer Note: The matters raised by both representations are assessed in the report below].

6. SUMMARY OF CONSULTATION RESPONSES

Bracknell Town Council:

Bracknell Town Council raise no objection.

Highway Officer:

The Highway Officer raises no objection to the proposal, and has suggestions that alterations could be made to the proposal. These alterations are assessed in the full report below.

Landscape Officer:

The Landscape Officer raises no objection subject to the provision of additional soft landscaping, details of which can be secured and 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 Site Allocations Local Plan sets out that a positive approach to considering development proposals which reflect in 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.

Core Strategy 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. Therefore, the principle of development on this site is acceptable. 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.

Although the proposal would involve the loss of two sections of amenity land and result in a significant level of hardstanding being present in the area, it would form a visual continuation of the existing parking court, and therefore would not be considered overly incongruous in the wider street scene of Old Bracknell Lane East.

In order to mitigate against the loss of amenity land, planting including trees could be installed on the retained sections of amenity land to the south between the proposed bays and Old Bracknell Lane East. This planting would serve to soften the appearance of the additional bays, and improve the visual appearance of the retained amenity land, which is currently grassed. Although trees are proposed to be formed, additional soft landscaping including hedging could also be included, and full details of such a landscaping scheme could be provided by planning condition, as per the Landscape Officer's comments.

A large section of amenity land is present to the north of the cul-de-sacs, which aids in providing a significant alternative area of open green space.

It has been suggested by the Highway Officer and also by the occupant of the residential property of 27 Faircross that an additional parking bay could be provided to the south of the proposed western-most parking bays. However, following on from pre-application discussions an additional parking bay in this location would result in the further loss of amenity land, and would affect the viability of planting soft landscaping and a tree in the retained amenity land due to the size of the amenity land that would be retained. On balance with the interests of the character of the surrounding area and preventing a visual dominance of hardstanding when viewed from Old Bracknell Lane East, it is therefore considered that three additional parking bays in this location is preferable.

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.

The proposed bays to the west of 7 Faircross would be sited approximately 6 metres from the front elevations of the nearest residential properties (at the shortest point). Although there would be no associated screening provided between the bays and these properties, the bays would be visually separated by the existing footpath and the front gardens of these residential properties. Considering this, the separation distance, the impact of the existing parking court and the nature of the proposal, it is not considered that the proposal would result in a significantly adverse impact on the residential amenity of these properties.

Similarly, the proposed bays to the east of 3 Faircross would be sited approximately 6 metres from the front elevations of the nearest residential properties (at the shortest point). Again, although there would be no associated screening provided between the bays and these properties, the bays would be visually separated by the existing footpath and the front gardens of these residential properties. For the same reasons as stated above, it is not considered that the proposal would result in a significantly adverse impact on the residential amenity of these properties.

It is not considered that the noise or air pollution, or other disturbance generated by the additional parking bays would be unacceptable in a built-up residential area that currently experiences high levels of on-street parking with existing parking courts.

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 cul-de-sacs of Faircross and the adjoining highway of Old Bracknell Lane East have been observed to experience high levels of indiscriminate on-street parking, and there is high demand for using the existing parking courts. Although garage courts are present within Faircross, there are no planning conditions imposed on the original housing developments that restrict the use of garages to parking only. In any case, even when including the garages many properties experience a shortfall in off-street parking provision (in accordance with the guidance contained in the Parking Standards SPD). The proposed parking bays would serve to aid in reducing indiscriminate on-street parking. Therefore there is a recognised demand for additional off-street parking to be provided in this location.

The Highway Officer has been consulted on the proposal and advised that a resident's parking scheme is currently being trialled on Faircross and local residential roads. This is aimed at minimising the impact of over-spill parking during the Town Centre regeneration. The parking bays are proposed on the public highway. The Highway Officer considers that the use of these grass verges for public communal parking would provide a highway benefit.

The proposed parking bays would be acceptable in size and would have adequate manoeuvring and access space, and an adequate provision for drainage has been provided.

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 22 January 2015:
4817 217 'Faircross'
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, BFBLP 'Saved' Policies EN2 and EN20]

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

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