

## Unrestricted Report

### ITEM NO: 14

Application No.  
**15/00093/3**

Site Address:

Ward:  
Ascot

Date Registered:  
9 February 2015

Target Decision Date:  
6 April 2015

### Street Record Fernbank Crescent Ascot Berkshire

Proposal:

**Extend existing echelon parking area to form 3no. additional bays**

Applicant:

Mr David Humphrey

Agent:

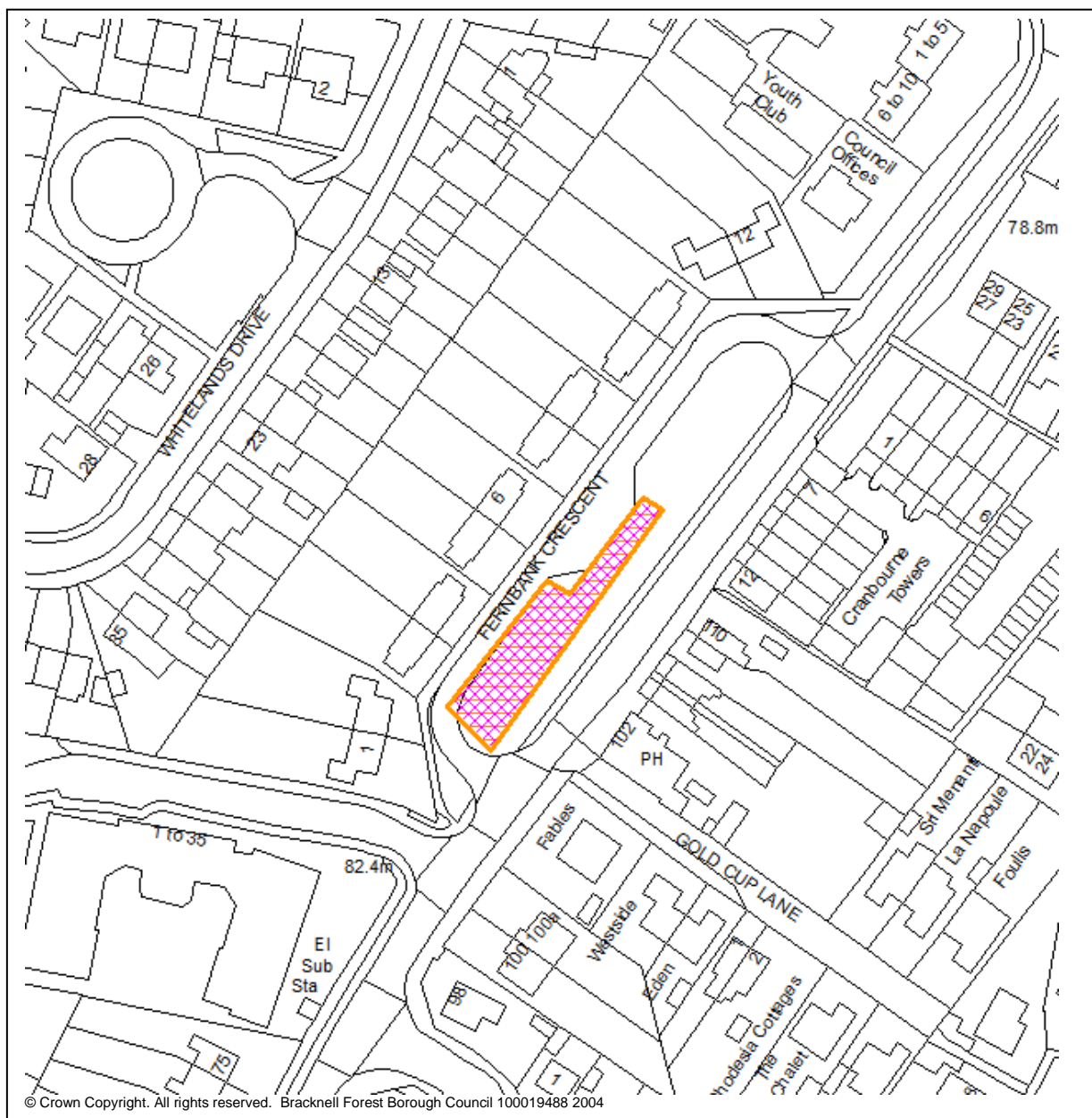
(There is no agent for this application)

Case Officer:

Matthew Miller, 01344 352000

[Development.control@bracknell-forest.gov.uk](mailto: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 street scene of Fernbank Crescent contains residential properties on the western side and a soft landscaped amenity area on the eastern side, separating Fernbank Crescent to the connecting highway of Fernbank Road. An existing parking court is sited on the southwestern side of the amenity area, leading on to a grassed area with several infant trees. The northeastern side of the amenity area consists of dense planting including mature trees. The site level of the amenity land rises prominently from east to west.

The application site falls under the ownership of the Local Authority.

## **3. RELEVANT SITE HISTORY**

6703

Application for lay-by.

Approved (1961)

11/00602/3

Formation of 6 no. additional echelon parking bays to existing lay-by (Regulation 3 application).

Approved (24.10.2011)

## **4. THE PROPOSAL**

The proposed development is the formation of three additional echelon parking bays on the southwestern end of the existing parking court. In association with the proposed development it is proposed to re-locate a section of the existing knee-rail fencing to accommodate the bays.

## **5. REPRESENTATIONS RECEIVED**

No representations have been received from neighbouring properties.

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

Winkfield Parish Council:

No comments have been received within the advised time frame.

Highway Officer:

The Highway Officer raises no objection to the proposal.

Landscape Officer:

The Landscape Officer raises no objection to the proposal, subject to the provision of an acceptable replacement 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 amenity land is considered to form 'passive' OSPV due to its size and its prominent location. The proposal would therefore result in the loss of part of this 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 a section 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.

The existing site contains a considerable amount of hardsurfacing forming the existing parking bays and associated lay-by, and a significant section of amenity land has already been converted to parking in this location (reference 11/00602/3). Although an additional section of amenity land would be lost as a result of the proposal, the proposed hardstanding and additional parking would form a sympathetic continuation of the current parking layout, and only a small section of the current amenity land as a whole would be lost.

Two infant trees would be required to be removed as part of the proposal. These trees were planted as part of the soft landscaping scheme implemented in conjunction with planning approval reference 11/00602/3. However considering their infancy and size these trees could be relocated (or replaced) on to the retained amenity land to the east. Replacement soft landscaping could also be provided to aid in lessening the visual impact of the additional hardstanding in the street scenes of both Fernbank Crescent and Fernbank Road, as advised by the Landscape Officer. Details of this soft landscaping could be provided by condition.

Considering the above it is 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, and that the existing infant trees are suitably located.

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 would be sited on the opposite side of the highway of Fernbank Crescent to the residential properties in this location. Furthermore, there would be a separation distance of approximately 25 metres between the proposed bays and the nearest residential properties within Fernbank Road to the east. Considering this visual separation, the existing parking bays, and the provision of replacement soft landscaping, it is not considered that the proposed additional bays would result in an adverse impact on the residential amenity of the surrounding properties.

Furthermore 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 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 has been consulted on the proposal and advised that Fernbank Crescent is an adopted residential road, accessed from Fernbank Road, a busy local distributor road. Communal off-street parking is currently provided by an existing parking court, however high levels of indiscriminate on-street parking has been observed. Therefore there is a recognised demand for additional off-street parking to be provided in this location.

The proposed parking bays would be non-permeable however this is because the existing echelon bays were also constructed as non-permeable, and contain a supporting gully providing drainage. An additional gully may be required to provide adequate drainage from the proposed bays, and the applicant is to be advised of this.

The proposed parking bays would be acceptable in size and would have adequate manoeuvring and access space. The existing knee-rail fencing is proposed to be re-located in order to accommodate the proposed additional bays, and would serve to prevent indiscriminate parking on the retained amenity land.

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 9 February 2015:  
4817 045/A/3 'Fernbank Crescent extend existing bays'  
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 plansThe 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](http://www.bracknell-forest.gov.uk)