

Unrestricted Report

ITEM NO: 11

Application No.

15/00292/3

Site Address:

Ward:

Great Hollands North

Date Registered:

27 March 2015

Target Decision Date:

22 May 2015

Street Record Ambassador Bracknell Berkshire

Proposal:

Convert grass amenity areas into 7 parking spaces (resubmission of 14/01238/3).

Applicant:

Bracknell Forest Council

Agent:

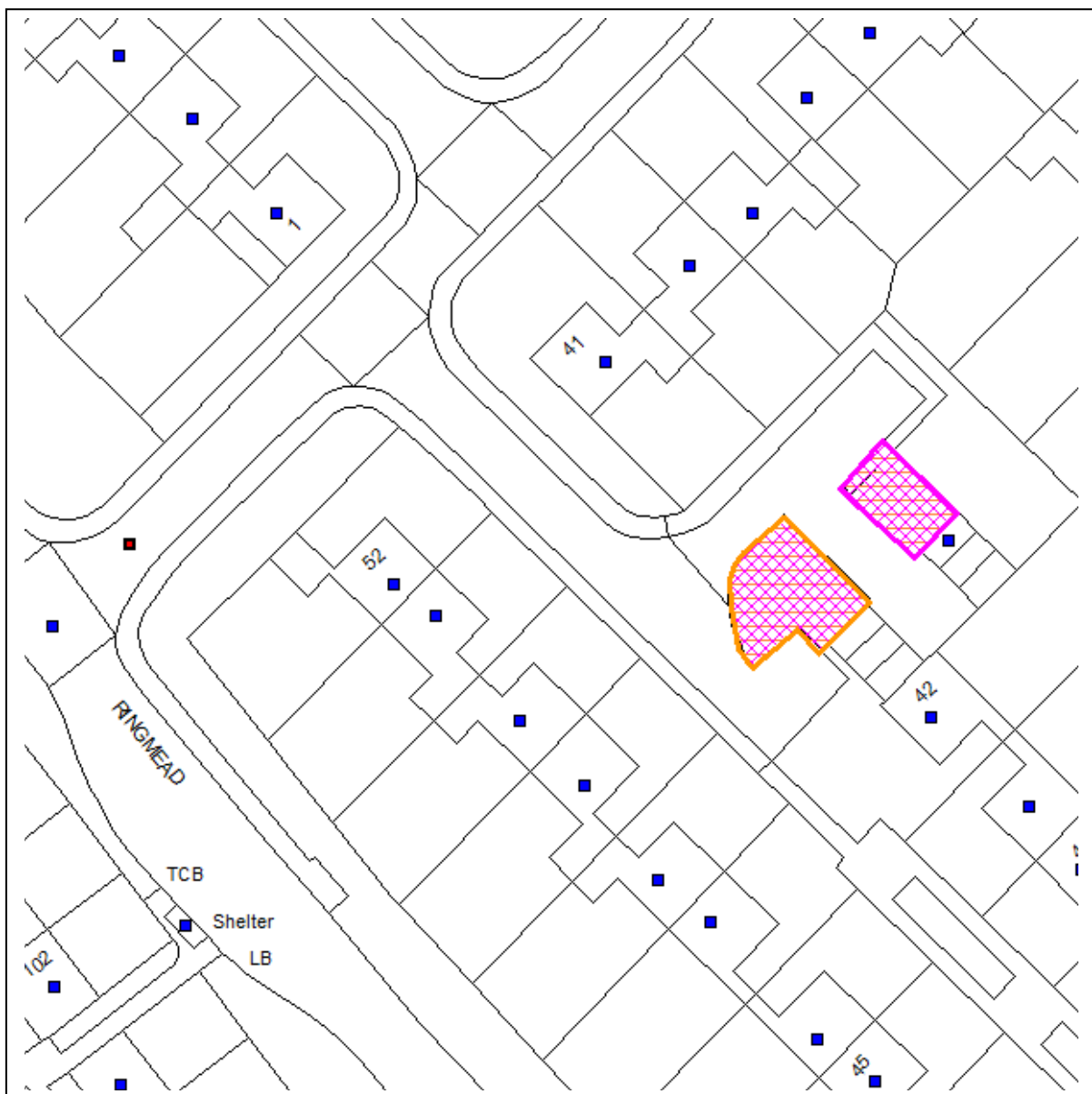
(There is no agent for this application)

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 Ambassador consists of predominately two storey semi-detached residential dwellings. Soft landscaped amenity areas of varying size are sited throughout the area. Various communal parking areas, including garage blocks, are sited within the street scene, and access to the residential properties is often through adopted pedestrian footpaths connecting to these parking areas.

The application site itself consists of two sections of grassed amenity land, with two trees and knee-rail fencing to the front, and a garage court sited to the immediate east.

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

3. RELEVANT SITE HISTORY

14/01238/3

Conversion of grassed amenity areas into 7no. parking spaces.
Withdrawn (2015)

The proposed development differs from the above withdrawn application in that tree protection measures have now been included.

4. PROPOSAL

The proposed development is the formation of a total of 7no. additional parking bays on two sections of amenity land sited directly west of the residential property of 42 Ambassador, sited between this property and the garage court sited further to the west. Three bays would be sited on the northern-most section, and four on the southern section. In addition it is proposed to install replacement knee-rail fencing.

The proposal is not CIL liable as it consists of external hard standing.

5. REPRESENTATIONS RECEIVED

Bracknell Town Council:

Bracknell Town Council raise no objection.

No representations have been received from residents of neighbouring properties in respect of this application.

6. SUMMARY OF CONSULTATION RESPONSES

Highway Officer:

The Highway Officer raises no objection to the proposal.

Landscape Officer:

As tree protection measures have now been provided in respect of the proposal, the Landscape Officer raises no objection, subject to the provision of an acceptable proposed 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 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, INCLUDING TREES

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 two sections of amenity land are considered to make a reasonably positive contribution to the character of the surrounding area, particularly including the presence of two trees. However, considering that the amenity land to the front (south) would be retained, and the presence of soft landscaping on the opposite side of the highway to the south, it is not considered that the proposed parking bays would result in an appearance that would be detrimental to the visual amenities of the surrounding area, subject to the provision of an acceptable replacement soft landscaping scheme to preserve and enhance the retained land. Furthermore the proposed bays would form a visual continuation of the existing area of hardstanding forming garage court adjacent to the site, and would therefore not be overly incongruous.

Although the trees within the application site are not subject to Tree Preservation Orders (TPOs), they are considered to make a significant contribution to the visual amenity of the area. Proposed tree protection measures have been provided in respect of the proposal, involving restricting excavation works around the immediate vicinity of the trees, and to provide temporary protective fencing to the trees. These measures would aid in preserving these trees during the construction process and beyond. Furthermore knee rail fencing is proposed to be installed to prevent further parking on the retained amenity land and in the vicinity of the trees. It is recommended that a condition be imposed to confirm and secure the time scales for implementing the tree protection measures in relation to the parking bay construction works.

Full details of the proposed planting scheme in support of the proposal can be provided by condition. This condition and the aforementioned tree protection condition are required to be discharged prior to commencement in order to confirm the acceptability of the scheme before works commence, in the interests of the character of the area.

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 the 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 proposal would have a separation distance of approximately 20 metres to the dwellings the south (at the shortest point). The proposal would be obscured from the residential dwellings to the west and north by the existing 1.8 metre high brick boundary walls. The proposal would also be obscured from the dwellings to the east by the existing garage court.

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.

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.

Ambassador is an adopted residential highway where on-street parking is unrestricted. The highway experiences indiscriminate parking, including within allocated turning areas and the access route to the adjoining garage court, to the detriment of highway safety. Historically garage blocks have been provided for the residential properties, however these are likely to be under-utilised as they do not provide practical parking spaces for modern requirements. Therefore there is a clear demand for additional off-street parking to be provided in this location.

The Highway Officer has been consulted on the proposal and advises that the proposed size and manoeuvring space for the parking bays would be acceptable. The parking bays are to be SuDS compliant which would be acceptable to the Highway Authority.

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 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:

4817 194/AMB 'Ambassador' [Amended] received on 29 May 2015
4817 194 T 'Ambassador - Tree protection details' received on 27 March 2015
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, including the provision of knee-rail fencing and the proposed maximum heights of planting, 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.
[Relevant Policies: Core Strategy DPD CS7, BFBLP 'Saved' Policies EN2 and EN20]
04. No development shall commence until details of the proposed time scale for the implementation of the tree protection measures in relation to the construction of the parking bays as identified in approved drawing 4817 194 T 'Ambassador - Tree protection details', received by the Local Planning Authority on 27 March

2015, has been submitted to and approved in writing by the Local Planning Authority. The protection measures and time scales shall be carried out as approved.

REASON: In the interests of the visual amenity of the area.

[Relevant Policies: 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 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
4. Tree protection

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