

## Unrestricted Report

### ITEM NO: 13

Application No.

**15/00436/3**

Site Address:

Ward:

Hanworth

Date Registered:

15 May 2015

Target Decision Date:

10 July 2015

### Street Record Pendlebury Bracknell Berkshire

Proposal:

**Convert grass amenity area into 3 parking spaces**

Applicant:

Bracknell Forest Council

Agent:

(There is no agent for this application)

Case Officer:

Michael Ruddock, 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)



## **OFFICER REPORT**

### **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**

Pendlebury consists of a mix of terraced and semi detached dwellings and two groups of six flats. Two communal parking courts are located at the rear of an access road from Hanworth Road, with soft landscaped amenity areas on both sides of the road. A significant amount of on street parking was observed to occur on the access road.

The application site itself falls under the ownership of the Local Authority, and is located on the southern side of the access road, adjacent to the entrance. It is a section of grassed amenity land.

For information, an additional application (ref. 15/00437/FUL) has been submitted for eight spaces to the north side of the access road. This application has been submitted by Bracknell Forest Homes and as such is likely to be determined under delegated powers.

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

No relevant planning history.

### **4. THE PROPOSAL**

The proposed development is to convert part of the grassed amenity area to the southern side of the access road into three parking spaces. The spaces would all have a depth of 4.8m and a width of 2.4m, and would be constructed from 80mm porous blocks. New landscaping would be included to the side and rear of the spaces, with new knee rail fencing on either side.

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

### **5. REPRESENTATIONS RECEIVED**

#### Bracknell Town Council

No objection is raised to the proposed development.

#### Other Representations

No neighbour objections were received.

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

#### Highways Officer

No objection.

#### Landscaping Officer

Recommend conditional approval.

## **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**

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 the need to take a positive approach to considering development proposals which reflect in the presumption in favour of sustainable development as set out in the NPPF, 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. Pendlebury 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 impacts upon residential amenities of neighbouring properties and character and appearance of surrounding area together with 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 and is a material consideration.

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.

The area of amenity land is considered to make a reasonable positive contribution to the character of the surrounding area, however an area adjacent to the road junction between Pendlebury and Hanworth Road would be retained and additional soft landscaping would be included. It is therefore not considered that the proposed parking bays would result in an appearance that would be detrimental to the visual amenities of the surrounding area. A landscaping condition will be included to ensure that the proposed planting would be acceptable, and designed as a continuous feature with the landscaping adjacent to the bays proposed on the opposite side of the road under application 15/00437/FUL. This condition will be required to be discharged prior to commencement of development 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. 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 spaces would be adjacent to the side elevation of No.57 Pendlebury, however they would not be visually prominent from any windows in that dwelling as there are no side facing windows that would face towards the spaces. They would be visible from the front facing windows of No.56 Pendlebury, however the spaces would be located approximately 19m from the front elevation of that dwelling and as such would not have an unacceptable impact on that property. In any case 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.

Pendlebury is an adopted residential cul-de-sac, and parking has been observed to occur on the main access road which can make access difficult. On street parking is unrestricted.

The proposed parking spaces will have minimum dimensions of 2.4m x 4.8m and 6m of space would be provided at the rear of the spaces for access. This complies with the current standards for practical and usable vehicular parking.

The proposed parking bays would be located approximately 10 metres from the junction with Hanworth Road and adequate sight lines can be achieved. The bays will be constructed using SUDs which complies with the latest requirements.

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 conditions. 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.

## **13. RECOMMENDATION**

The application is recommended for conditional 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 15th May 2015:

4817 80 - Pendlebury

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]

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 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:

- 01. Time Limit
- 02. Approved Plans

The applicant is advised that the following condition requires discharging prior to commencement or completion of the development:

- 03. Landscaping

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)