

Unrestricted Report

ITEM NO: 5

Application No.
14/00337/FUL

Ward:
Little Sandhurst And
Wellington

Date Registered:
1 September 2014

Target Decision Date:
27 October 2014

Site Address:

**Land West Of Wokingham Road Wokingham Road
Sandhurst Berkshire**

Proposal:

**Formation of a vehicular access and hardstanding to an existing
site off the Wokingham Road (A321).**

Applicant:

Mr J Frankham

Agent:

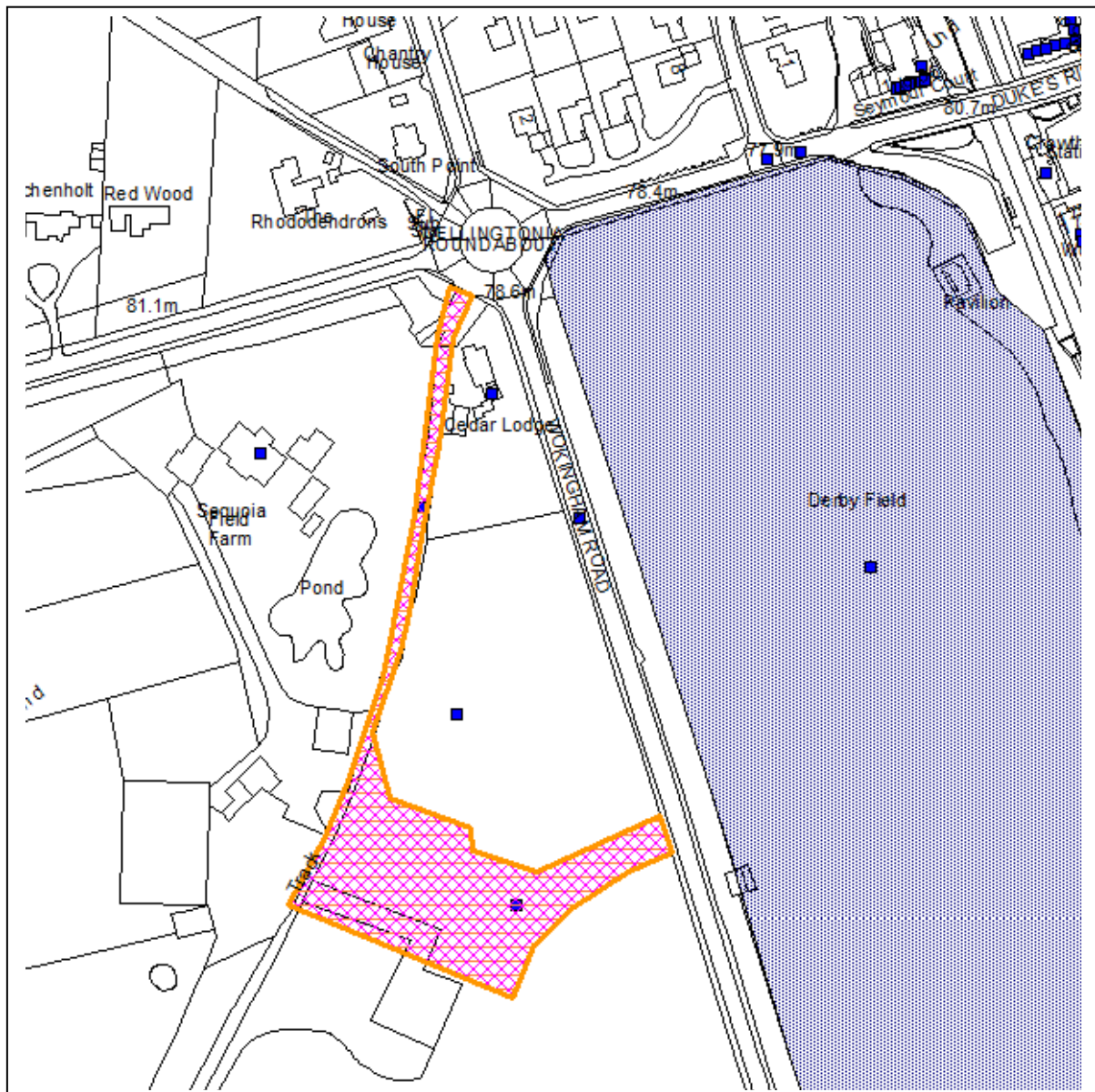
Mr David Hall

Case Officer:

Paul Corbett, 01344 352000

Development.control@bracknell-forest.gov.uk

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



OFFICER REPORT

1. SUMMARY

1.1 This proposal is for the formation of a vehicular access and hardstanding to an existing site

1.2 The site is a counted travellers site and it is considered that the proposal would have no adverse effect on the character of the area, adjoining properties, biodiversity, trees and there are no highway safety issues.

RECOMMENDATION

The Head of Planning be authorised to grant planning permission subject to conditions set out in Section 11 of this report
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2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application has been reported to the Planning Committee following the receipt of more than 3 objections.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS

Land outside of defined settlement - Countryside
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3.1 The site already benefits from change of use of the land west of Wokingham Road to use as a residential gypsy site for 3 caravans (2 of which are to be static and 1 touring) including hard standings and erection of brick built amenity block to serve the caravans. This was approved at the Planning & Transportation Committee of 20 May 2010 (09/00664/FUL).

3.2 The applicant has stationed one large static caravan and one small static caravan on the site which accords with the above mentioned planning permission.

3.3 The site is set within an area of woodland (approximately 7ha) to the west of Wokingham Road (A321). The site itself amounts to approximately 1.2 ha (outlined red) and is served by a private access road that joins the highway network just off the roundabout between Wellingtonia Avenue (B3348) and Wokingham Road (A321).

3.4 The private drive off the roundabout also provides vehicular access to the residents of Sequoia Field Farm and Cedar Lodge. The private drive is finished with tarmac up to the end of the garage associated with Cedar Lodge whereas the remainder of the access into the site has been improved and widened in accordance with the planning permission.

3.5 The residential properties of Sequoia Field Farm and Cedar Lodge lie approximately 200m to the north, with The Barn to the north east being the nearest neighbour to the actual caravan site (approx 60m). The residential properties of Sandhurst Lodge and Coach House lie approximately 330m to the south and it is understood these properties retain access rights to the unmade road leading past the site to where the access meets the highway at the roundabout between Wellingtonia Avenue and Wokingham Road.

3.6 The proposed access and area of hardstanding already exist, except for a 12 metre section linking it to Wokingham Road. It is understood the applicant had no alternative

but to create such a route to enable him to have the current static caravans delivered to the site as it was not possible to have such large units delivered via the original narrow access off the Wellingtonia Roundabout.

4. RELEVANT SITE HISTORY

4.1 09/00664/FUL APPROVED (with Legal Agreement) 30.07.2010

Change of use of land to use as a residential site for 3 caravans (2 of which could be static) including hard standings and erection of an amenity block.

[Officer comment: The applicant has one large static caravan and one small static caravan on the site which accords with the above Planning Permission]

4.2 11/00370/FUL APPROVED 18.08.2011

Erection of stable building and formation of hardstanding as vehicle turning area/menege (Retrospective).

5. THE PROPOSAL

5.1 This proposal comprises the formation of a vehicular access and hardstanding to an existing caravan site off the Wokingham Road (A321).

5.2 The proposed access road already exists within the site itself, however it stops short of forming an access onto the Wokingham Road.

5.3 The existing part of the access road currently comprises crushed and compacted hardcore with timber sleeper edgings.

5.4 The applicant confirms that the purposed of the new access is to serve the residential accommodation on the site only with no through route to the retained access onto Wellingtonia Roundabout

6. REPRESENTATIONS RECEIVED

Sandhurst Town Council:

6.1 Sandhurst Town Council raises an objection to the proposal on the following grounds..

i) this is a busy road with a 40 mph limit, the proposed entrance is in a potential overtaking zone which combined with the potential for slow moving vehicles would create a hazard;

ii) a suitable safe access already exists from the Wokingham Road/Dukes Ride roundabout to the north.

Other representations:

6.2 Seven letters of representation have been received raising the following material considerations:

6.3 Development will significantly increase the risk of accidents on Wokingham Road. Access to the site should be from the existing approved route off Wellingtonia Roundabout.

6.4 The proposed route will adversely impact upon the existing woodland

7. SUMMARY OF CONSULTATION RESPONSES

7.1 No statutory or non-statutory consultations have been required.

Tree Officer:

7.2 No objection subject to conditions.

Biodiversity Officer:

7.3 No objection subject to conditions

Highways Officer:

7.4 No objection subject to conditions

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and associated guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved policy EN20 of BFBLP	Consistent
Parking	CS24 of CSDPD, Saved policy M4 of BFBLP	Consistent
Countryside	CS9 of CSDPD, Saved Policy EN8	CS9 is consistent (NPPF para 17.5. EN8 is more restrictive than the NPPF, so not fully consistent)
Trees	CS1 and CS7 of CSDPD, Saved Policy EN1 of BFBLP	Consistent
Biodiversity	CS1 and CS7 of CSDPD	Consistent
Supplementary Planning Documents (SPD)		
Parking standards SPD		
Other publications		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)		

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of development
- ii Impact on character and appearance of the area
- iii Impact on residential amenity
- iv Impact on highway safety
- v Impact on biodiversity
- vi Impact on trees
- vii Community Infrastructure Levy

i. Principle of Development

- 9.1 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 SALP Policy CP1, which sets out that planning applications which accord with the Development Plan should be approved without delay, unless material considerations indicate otherwise. Policy CP1 also sets out a positive approach to considering development proposals that reflects the presumption in favour of sustainable development contained in the NPPF.
- 9.2 The site is located outside of a defined settlement, where ordinarily new residential development is not acceptable in principle however a lawful gypsy site already exists on the land and this proposal relates to an improved vehicular access to the site which is therefore considered acceptable in principle.

ii. Impact on Character and Appearance of Area

- 9.3 CSDPD Policy CS7 states that development will be permitted which builds upon the local character of the area enhances the landscape and aids movement through accessibility, connectivity, permeability and legibility. BFBLP 'Saved' Policy EN20 states that development should be in sympathy with the appearance and character of the local area and appropriate in scale, mass, design, materials, layout and siting. New development should avoid the loss of important open areas, gaps in frontages and natural or built features such as trees, hedges, walls, fences and banks which it is desirable to retain.
- 9.4 It is considered the proposed vehicular access has been aligned such that there are no direct line of sight into the site itself and minimal trees have been removed to enable the access to be provided.
- 9.5 It is therefore considered that the development would not result in an adverse impact on the character and appearance of the area and therefore accords with CSDPD Policy CS7, BFBLP 'Saved' Policy EN20, and the NPPF.

iii. Impact on Residential Amenity

- 9.6 BFBLP Policy EN20 (vii) seeks to protect the amenity of surrounding properties. The Policy requires the Council to have regard to ensuring new development does not adversely affect the amenity of surrounding properties and adjoining area.
- 9.7 The proposed access onto Wokingham Road would not impact upon the residential amenity of any properties and in fact this new access would alleviate the number of vehicle movements having to pass close to the residential properties of Cedar Lodge and Sequoia Farm off the original site access off the Wellingtonia Roundabout.
- 9.8 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' Policy EN20 and the NPPF, subject to the recommended condition.

iv. Impact on Highway Safety

9.9 Bracknell Forest Borough Local Plan Policy M9 and Core Strategy Policies CS23 and CS24 seek to promote or retain safe highway access and suitable off road parking provisions, thus avoiding highway safety implications.

Access:

9.10 The new access will have visibility splays of 2.4m x 70m which is adequate for a 40mph speed limit. The drawing is based on a topographic survey that includes a full tree survey. No trees are required to be removed to provide the visibility splays.

9.11 A 4.5m kerb radius is shown which is suitable for a domestic access, together with a 5m wide carriageway. This is what has already been constructed within the site.

9.11 The access road currently comprises crushed and compacted hardcore with timber sleeper edgings. A condition will require that the first 10m of access road from the Wokingham Road kerblines be constructed with a bound surface such as tarmacadam.

Parking

9.13 The site has sufficient onsite parking and turning.

Vehicle Movements

9.14 The applicant proposes the installation of a gate that would be kept closed except for emergency access to prevent a route through the site via the existing Wellingtonia access. As such, the vehicles that will use the new access will be domestic only and not associated with the existing stabling that also exists on the site. The applicant confirms the Wellingtonia access will continue to be used for traffic associated with the stables.

9.15 The site will not generate any additional traffic greater than that associated with the existing 2010 planning permission (09/00664/FUL) which involved the change of use of land to use as a residential site for 3 caravans (2 of which could be static) including hard standings and erection of an amenity block for travellers.

v. Impact on biodiversity

9.16 CSDPD Policy CS1 seeks to protect and enhance biodiversity and CS7 seeks to enhance and promote biodiversity.

9.17 The applicant's ecological report confirms that the site has limited ecological value and therefore this development proposal would have very little or no impact upon wildlife or habitats.

9.18 The Biodiversity officer is satisfied with the applicant's ecological findings.

9.19 Therefore, subject to conditions, the proposal would comply with the relevant policies quoted and the NPPF.

vi. Impact on trees

9.20 BFBLP Saved Policies EN1 state that the LPA will seek to protect tree and hedgerow cover. CSDPD Policy CS1 also seeks to protect the character of the local landscape.

9.21 The site comprises a small woodland which fronts Wokingham Road and the trees within the site are not subject to any tree preservation orders.

9.22 The access already exists in part.

9.23 The applicant's arboriculturalist confirms that to the south side of the proposed access, tree numbers 33 to 35 are to be removed in any event because of their condition and/or as a consequence of the removal of a dangerous tree. The proposed 5m wide road and 7.5m radius bell mouth will be entirely outside the root protection area of all retained trees on the south side so there is no impact to any tree planned for retention.

9.24 The applicant's arboriculturalist also confirms that on the northern side there is a very small incursion in to the symmetrical circle of root protection shown on the tree constraints plan for tree number 54. That incursion is 6 square metres in to a total root protection area of 261 square metres or just less than 2.5% of the total area that needs protection. However, there is to be no disturbance in any other location around tree 54 and hence there will be more than the minimum recommended land around this tree remaining undisturbed. Consequently there is no significant impact on tree 54 and it will continue to flourish after the works are completed.

9.25 It is also confirmed that there may be a need to trim back shrubs and low level vegetation each side of the access to secure the correct sight lines however such trimming will have little impact on the local landscape given the woodland nature of the frontage. It is considered that the impact of the proposed access works is negligible on the local tree and landscape features.

9.26 The tree officer is satisfied with the applicant's tree report but requests that only the first 10 metres of road be covered with a bounded surface (as per the request of Highways) and the remainder of the route should remain as a porous surface to safeguard the trees along its route and the timber sleepers edging the route should also be retained

9.27 Therefore, subject to conditions, the proposal would comply with the relevant policies quoted and the NPPF.

viii. Community Infrastructure Levy (CIL)

9.28 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.29 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including extensions of 100 square metres of gross internal floor space, or more, or new build that involves the creation of additional dwellings. In this case this proposal for an access road is not CIL liable.

10. CONCLUSIONS

10.1 It is not considered that the development to create a vehicular access off Wokingham Road to serve an existing caravan site would result in an adverse impact on the character and appearance of the local area, the amenities of the residents of the

neighbouring properties, existing woodland and its trees or biodiversity or impact upon 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, CS9, CS24, BFBLP 'Saved' Policy EN20 and M9, and the NPPF.

11. RECOMMENDATION

That the application be **APPROVED** subject to the following conditions amended, added to or deleted as the Head of Planning considers necessary:-

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:

001-1 Rev D - Site Location Plan received 20.10.14
GEN-01 - Proposed New Access to Wokingham Road received 20.01.15
Ecological Appraisal received 16.03.15
Aboriculturalist Report dated 2 June 2015

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
03. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the following:
junctions/highway works with Wokingham Road
The buildings provided by the carrying out of the development shall not be occupied/open for trade until the off site highway works have been completed in accordance with the scheme.
REASON: In the interests of highway safety.
[Relevant Policy: BFBLP M4]
04. The first 10 meters of the access road shall be finished with a bonded surface.
REASON: In the interests of highway safety.
[Relevant Policies: CSDPD Policy CS24]
05. The access hereby approved shall not be brought into use until visibility splays of 2.4 metres x 70 metres have been provided at the junction with Wokingham Road. The dimensions shall be measured along the edge of the drive and the back of the footway from their point of intersection. The visibility splays shall at all times 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: CSDPD Policy CS24]
06. The gate identified on the approved layout drawing 'GEN-01' as an emergency gate shall remain locked and shall be used for emergency vehicular access only. This gate shall be retained thereafter.
REASON: To prevent a vehicle route linking both vehicle access points in the interests of highway safety.

[Relevant Policies: BFBLP Saved Policy EN20, CSDPD Policies CS7, CS24]

07. Any gates provided shall open away from the highway and be set back a distance of at least 12 metres from the edge of the carriageway of the adjoining highway.
REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS24]
08. The trees adjacent to the first 10 metres of the access road from Wokingham Road, shall be protected by erecting barriers at a distance specified in BS 5837:2012 (or any subsequent revision) Annex D to the standard illustrated in BS 5837:2012 (or any subsequent revision) Section 6 (Figures 2 or 3) prior to the commencement of development (construction of the junction with Wokingham Road) and be maintained fully intact and (in the case of the fencing) upright, in its approved locations at all times, until the completion of all building operations on the site.
REASON: - In order to safeguard trees and other vegetation considered to be worthy of retention in the interests of the visual amenity of the area.
[Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]
09. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved by the Local Planning Authority.
REASON: In the interests of nature conservation
[Relevant Plans and Policies: BFBLP Saved Policy EN3, CSDPD Policies CS1, CS7]
10. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any Order revoking and re-enacting that order, no external lighting shall be installed on the site or affixed to any structures aligning the proposed vehicular access except in accordance with details set out in a lighting design strategy for biodiversity that has first been submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- a) identify those area/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory or having access to their breeding sites and resting places.
- All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.
Reason: In the interests of nature conservation.
[Relevant Policies: CSDPD Policies CS1 and CS7]

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 subject to conditions, 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:
1, 2, 4, 5, 6, 7, 8, 9, 10
03. The applicant is advised that the following conditions require discharging prior to commencement of construction works:
3

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