

**ITEM NO: 12**

Application No.  
**16/00161/3**  
Site Address:

Ward:  
Ascot

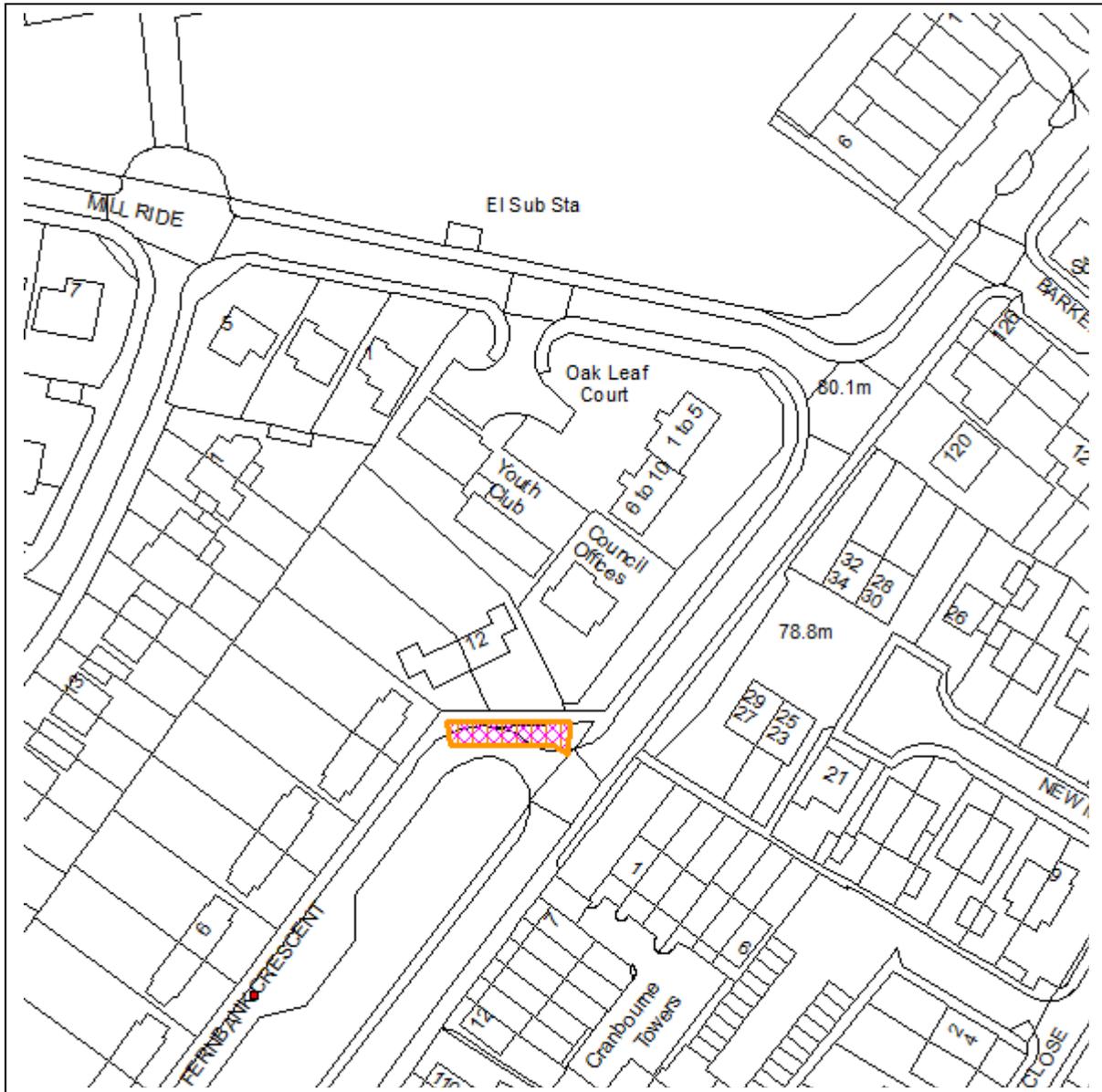
Date Registered:  
22 February 2016

Target Decision Date:  
18 April 2016

**Street Record Fernbank Crescent Ascot Berkshire**

Proposal: **Conversion of grass area into a disabled parking space**  
Applicant: Bracknell Forest Council  
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)



## **OFFICER REPORT**

### **1. SUMMARY**

1.1 The proposed development is the formation of 1 no. disabled parking bay on a section of amenity land.

1.2 The proposed development relates to a site within the settlement boundary and is therefore acceptable in principle. It would not adversely affect the residential amenities of neighbouring properties and would not adversely impact upon the character and appearance of the surrounding area, subject to the proposed condition. The proposal would be acceptable in terms of highway safety.

<b>RECOMMENDATION</b>
The application be delegated to the Head of Planning for approval subject to conditions in Section 11 of this report, subject to any objections being received with new material considerations between the Planning Committee of 24 March and the 28 March deadline

### **2. REASON FOR REPORTING APPLICATION TO COMMITTEE**

2.1 This application is reported to the Committee because it has been submitted by the Planning and Transport Division.

### **3. PLANNING STATUS AND SITE DESCRIPTION**

<b>PLANNING STATUS</b>
Within settlement boundary

3.1 Fernbank Crescent is a crescent-shaped highway consisting of residential properties on the outer edge, and a large soft landscaped amenity area on the eastern side which contains existing communal parking bays.

3.2 The application site is located on the northern end of the highway, on a strip of land sited between the northern highway junction of Fernbank Crescent with Fernbank Road, and an adopted footpath fronting the residential property of 12 Fernbank Crescent. The site consists of a soft landscaped amenity area, with no planting. The site level rises from the southeast to the northwest.

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

### **4. RELEVANT SITE HISTORY**

4.1 The relevant site history can be summarised as follows:

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 (2011)

15/00093/3

Extend existing echelon parking area to form 3no. additional bays (Regulation 3).  
Approved (2015)

## 5. THE PROPOSAL

5.1 The proposed development is the formation of 1no. parking bay for disabled use, with associated hardsurfaced access from the main carriageway of Fernbank Crescent. Associated drainage works involving the formation of an artificial gully are also proposed.

5.2 The proposed parking bay would be usable by any individual with a disabled parking badge, and is not tied to a particular property.

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

## 6. REPRESENTATIONS RECEIVED

### Winkfield Parish Council:

6.1 Winkfield Parish Council raise no objection.

### Other representations:

6.2 No representations have been received from residents of neighbouring properties at time of writing.

*[Officer Comment: The consultation period expires on 28 March 2015. Any comments received past the deadline of the Committee Report will be included and assessed on the Supplementary Report. The application will then be delegated to the Head of Planning subject to any objections received with new material considerations between the Planning Committee of 24 March and the 28 March deadline].*

## 7. SUMMARY OF CONSULTATION RESPONSES

### Highways Officer:

7.1 The Highway Officer raises no objection.

### Landscape Officer:

7.2 The Landscape Officer was consulted on the proposal during pre-application discussions, and raises no objection.

7.3 No further statutory or non-statutory consultations have been required.

## 8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The primary strategic planning considerations applying to the site and the associated policies are:

	<b>Development Plan</b>	<b>NPPF</b>
General policies	CP1 of SALP, CS1 and CS2 of CSDPD	Consistent
Design	CS7 of CSDPD, Saved Policy EN20 of BFBLP	Consistent
Soft landscaping	Saved Policy EN2 of BFBLP	Consistent
Noise	Saved Policy EN25 of BFBLP	Consistent

Parking	Saved policy M9 of BFBLP	Consistent NPPF refers to LA's setting their own parking standards for residential development, this policy is considered to be consistent.
<b>Supplementary Planning Documents (SPD)</b>		
Parking Standards SPD (2007) Streetscene SPD (2010)		
<b>Other publications</b>		
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

### i. Principle of Development

9.2 The application site is located within a defined settlement as designated by the Bracknell Forest Borough Policies Map. Due to its location and nature, the proposal is considered to be acceptable in principle and in accordance with CSDPD CS1 (Sustainable Development), CS2 (Location Principles) and the NPPF subject to no adverse impacts upon character and appearance of surrounding area, residential amenities of neighbouring occupiers, or on highway safety. These matters are assessed below.

### ii. Impact on Character and Appearance of Area

9.3 The existing site provides a separation feature between the main highway of Fernbank Crescent and the residential property of 12 Fernbank Crescent, and through providing this it is considered to make a contribution to the character of the surrounding area. However, considering the overall size of the section of land in question, and the presence of amenity land to the west forming a wooded copse, the loss of this land would not be considered to result in an adverse impact on the character of the surrounding area, subject to the provision of planting which would serve to reduce the visual intrusion of the additional proposed hardsurfacing, particularly in view of the site level changes.

9.4 Planting could therefore be formed to the south (rear) of the proposed parking space. A section of land would be retained to the east of the proposed bay, which could accommodate low-height planting. As no details of proposed planting have been provided, it is recommended that a condition be imposed to provide and secure details of a landscaping scheme, in the interests of the character of the area.

9.5 Although the proposal would be visible in the street scene of Fernbank Road, the retained section of amenity land and the provision of planting would provide a visual buffer between the proposed hardstanding and this highway.

9.6 The Landscape Officer has suggested that the proposed bay could be moved slightly northwards so that it would be sited further away from the junction with Fernbank Road,

thereby retaining more amenity land. However this would disrupt the access required to the proposed bay, which is required for highway safety reasons. The proposal as submitted is considered to provide an acceptable balance between the character of area and highway safety considerations.

9.7 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.

### **iii. Impact on Residential Amenity**

9.8 Due to the nature of the proposed development, it would not involve any impacts on the amenity of neighbouring residential properties with respect to overbearing and loss of light. Furthermore considering the existing intensity of parking along Fernbank Crescent, and the nature of the area as a built-up residential zone, it is not considered that the proposal would result in an adverse level of noise and disturbance to the local residents.

9.9 The proposal would be visible from the front of the residential property of 12 Fernbank Crescent, and although there would be limited screening between the proposal and this dwelling, there would be separation distance of approximately 12 metres to the dwelling itself, with the front garden of no.21 forming an intervening feature.

9.10 The proposal would also be potentially visible from the Winkfield Parish Council offices to the northeast, however there would be a separation distance of 16 metres to the building, with intervening planting and fencing.

9.11 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.

### **iv. Impact on Highway Safety**

9.12 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.

9.13 The proposal would provide acceptable dimensions for use as a disabled parking bay and the associated clearance/access zone would be of acceptable dimensions. The access to the space is considered to be sufficiently set back from the highway junction with Fernbank Road to be acceptable, and it is not considered that the proposal would affect sight lines within the vicinity of this junction. Any planting would be conditioned to be low height as to not affect sight lines.

9.14 The proposed parking bay would be constructed of non-permeable material, to comply with SUDS standards. An additional artificial gully would be provided to the site in view of the site level changes.

9.15 A traffic regulation order would be required for the disabled parking bay separately to any grant of planning permission. The applicant is to be advised of this by way of informative.

9.16 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.

## 10. CONCLUSIONS

10.1 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.

## 11. RECOMMENDATION

That the application be delegated to the Head of Planning for **APPROVAL** subject to the following conditions, subject to any objections being received with new material considerations between the Planning Committee of 24 March and the 28 March deadline:-

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 February 2016:

4817 045 'Construction Layout'

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

03. A Traffic Regulation Order would be required for the development. The Street Care Team should be contacted at the Environment, Culture and Communities Department, Time Square, Market Street, Bracknell, RG12 1JD, telephone 01344 352000, to agree the appropriate details and to grant the Order before any work is carried out.

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)