

Date Published: 13 December 2023



PLANNING COMMITTEE

14 DECEMBER 2023

SUPPLEMENTARY PAPERS

TO: ALL MEMBERS OF THE PLANNING COMMITTEE

The following papers have been added to the agenda for the above meeting.

These were not available for publication with the rest of the agenda.

Kevin Gibbs
Executive Director: Delivery

Page No

Planning Applications

(Assistant Director: Planning)

**The conditions for public speaking have been met in the applications marked 'PS'.
For further information or to register for public speaking, please contact Customer
Services 01344 352000.**

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Agenda Annex

BRACKNELL FOREST BOROUGH COUNCIL
PLANNING COMMITTEE
14th December 2023
SUPPLEMENTARY REPORT

Correspondence received and matters arising following preparation of the agenda.

Item No: 5
23/00278/FUL
Highveld Coronation Road Ascot Berkshire SL5 9LQ

ADDITIONAL REPRESENTATIONS

4no. additional letters of objection have been received from postal addresses that have previously not objected which raise the following:

- The Society for the Protection of Ascot & Environs (SPAЕ) objects to this planning application.
- The site is situated on Coronation Road, an area where the character is of large individual dwellings sitting in spacious plots with their own garages. The proposal is for a new apartment block containing 6 flats (4 x 3 bed and 2 x 2 bed) and without garages. The application proposes 13 car parking spaces in the front forecourt. The proposal would not be sympathetic with the appearance and character of the immediate environment and would result in an apartment block in a car park setting. It fails to build on the suburban and rural local character, respecting local patterns of development.
- The height of the existing is ~8.35m, where the height of the permitted would be ~9.25 (a 10% increase). However, the height of the proposed building would be 10m which would be an increase of 20% on the existing. From the front elevation, the proposal would have three dormers and four roof lights, which would be in marked contrast with the consented which has one dormer and no roof lights. It would clearly be a three-storey building. Whilst the scale and bulk from the front elevation would be larger, the appearance from the side elevations would be substantially greater at second floor level in comparison with the permitted (the width being ~17.5m, cf the permitted of 10m). The proposal would not be appropriate in scale and mass in relation to adjoining buildings.
- The proposal will be:
 1. Over development.
 2. Not respect the character of Coronation Road.
 3. Increase density of energy use compared to other plots.
 4. Danger of visitors parking on verge.
- The proposed development, which is located in a countryside area amounts to an overdevelopment which would cause unacceptable harm to the character, visual amenities and the rural setting of the area [*officer comment: the site is located in the defined settlement, not the Countryside*].
- It will overlook direct neighbours who currently have no such intrusion to their privacy.
- The mass and bulk of the proposed buildings are out of character with the surrounding family homes, widely separated by wooded gardens.
- The plan includes 13 parking spaces for residents of the proposed flats which will greatly increase traffic in Coronation Road and as there's no provision for visitor parking it leaves visitors no choice but to park in Coronation Road. This will be especially hazardous at night as there's very little street lighting in order not to ruin the visual character of the environment or add light pollution to it.
- There are no pedestrian concrete pavements in Coronation Road because it is a rural road and its verges are an important part of the visual amenity of this countryside area.
- Proposal will downgrade the area by building apartments in an area which the majority is large single dwellings so it is out of character.
- Proposal will increase the density of dwellings at a time when traffic is growing exponentially.

- Are never enough parking places allocated so this will lead to parking on the road. People will need a car as there are no pavements or bus services in Coronation Road.
- The increase in people density will lead to greater demands on services (doctors for example) and will also lead to greater demands for water which is already in short supply in the south east.

Further letters of objection received from 3 postal address that have already objected raising the following:

- Would like to reiterate my objections. The minor amendments made since my original objection do not address major concerns.
- The proposed development is not in keeping with the area which is one of houses in a woodland setting.
- The inclusion of parking spaces will result in circa 50% of the area being a combination of tarmac, concrete and buildings.
- There is no pavement for the additional foot traffic that 6 households will produce, thus making Coronation Road increasingly dangerous.
- The resultant increase in road traffic will further adversely affect the environment.
- Privacy of adjoining properties will be affected.
- The report recommending approval of the application does not adequately distinguish between the appearance of the proposed development and the adverse impact on the character of the area. The character of the area is that of two, or two and a half, storey dwellings set well back from the road in spacious verdant plots that are in single occupancy and of low density. There are no purpose-built flats in Coronation Road. The nearest purpose-built flats are a mile away in Devonish Road. This demonstrates that the proposed flatted development is not compatible with the character of the area.
- This was confirmed by a decision of a Planning Inspector in 2016 in relation to a site only about 100 yards away, on the same side of Coronation Road. That proposed the division of a plot into two separate single occupancy dwellings - far less damaging to the character of the area than this proposed development of six flats. It was rejected by the Inspector.
- This part of Coronation Road is not a sustainable location for flatted development. There are no street lights, no footpaths and no public transport
- The proposed development is not consistent with Policy W3 of the very recently made Winkfield Neighbourhood Plan which states:
"The provision of parking, garaging or ancillary buildings and electric vehicle charging points should be incorporated sensitively within development proposals and their landscaping by ensuring that:

i the design and layout is visually subservient to the main property and not obscure or dominate the house frontage or approach; and

ii the visual impact on the wider streetscape is softened with adjacent planting."

Explanatory note 7.7 makes clear that parking is an issue which detracts from the character of Winkfield.

The Neighbourhood Plan requires that parking must be sensitively incorporated into the development and must not visually dominate. Also, that where parking does not visually dominate the property the visual impact on the wider streetscape is softened with adjacent planting. Here, the 13 parking spaces are all located at the front of the site and are not sensitively incorporated into the design. Far from being subservient, they will dominate the frontage.

- The Officers report incorrectly claims that planting will mitigate the visual impact on the wider street scene. This is not what the Neighbourhood Plan requires. Since the hard standing parking for 13 parking spaces will visually dominate the frontage, planting is irrelevant. Even if the parking could be regarded as sensitively incorporated into the development (which it can't), planting would be incapable of avoiding the visual impact on the wider streetscape.
- The revised plans do not address my concerns and the local community concerns.
- Density of development is out of keeping of the character of this area
- Car park is too dominant within the development plot, and yet still not ample enough to accommodate guests and general deliveries to site. Leading to a hazardous entry and exit, as well as parking on the verge in the open road. This is most concerning as the Highveld plot presents onto a national speed (60mph) zone.
- No garage spaces or car ports are in these plans, which would be in keeping with the surrounding houses in normal circumstances. However, deploying garages and/or car ports

would demonstrably blight the plot and would not meet subservience criteria for the plans. This very point demonstrates the inappropriate density planned for the number occupants along with the vehicles that come along with such a number of occupants.

- Impact on birds. This development will surely increase noise and traffic and push birds away.
- The rear elevation must be 30m from our boundary, the policy is clear and the developers are 8 to 10 metres short of this minimum requirement. This in contradiction to planning regulations for any building with windows above first floor level [*officer comment: there is a back to back distance requirement for windows, but no rear to side distance requirements which is the case here*].
- Overlooking and loss of privacy.
- A petition and objections have been submitted. There is community disapproval and the Committee should refuse the application.

AMENDMENT TO REPORT

The Winkfield Neighbourhood Plan referendum took place on 23 November 2023 and was approved by the Executive on 12 December 2023. The Plan is therefore made and can be afforded full weight in the decision-making process.

AMENDMENT TO RECOMMENDATION

Condition 12 is amended as follows:

The development hereby permitted shall not be occupied until the associated vehicle parking for 13 (thirteen) cars with associated turning space has been surfaced and marked out in the locations shown on the approved plans within the development. Notwithstanding the parking space allocation shown on the approved plans, parking spaces shall be allocated and provided with electric vehicle charging points as follows:

- (a) One space allocated to each apartment (six allocated spaces total) with each allocated space enabled with an electric vehicle charging point with an output of at least 7kW per space;
- (b) One unallocated space per apartment (six unallocated spaces total) with each unallocated space enabled with ducting and cabling to provide electric vehicle charging in future if required; and
- (c) One signed visitor space enabled with an electric vehicle charging point with an output of at least 7kW.

There shall be no restrictions on the use of the unallocated car parking spaces described in (b) above for the occupiers of, or visitors to, any of the apartments hereby permitted. The visitor space described in (c) above shall be retained for the use of visitors to any of the apartments hereby permitted and not used for residents parking. The spaces and turning areas shall thereafter be kept available for parking and turning at all times.

REASON: To ensure that the development is provided with adequate car parking to prevent the likelihood of on-street car parking which would be a danger to other road users and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

[Relevant Policies: BFBLP M9, CSDPD CS23]

The following paragraph has been amended to include a holding reason for refusal relating to a Section 278 Agreement for the widened access. It should read as follows:

In the event of the S106 agreement not being completed by 30 April 2024, the Assistant Director: Planning be authorised to either extend the period further or refuse the application on the grounds of:

In the absence of a planning obligation to secure suitable avoidance and mitigation measures and access management monitoring arrangements, in terms that are satisfactory to the Local Planning Authority, the proposal would be contrary to Regulation 63(5) of the Conservation of Habitats and Species Regulations 2017 (as amended), Policy NRM6 of the

South East Plan, Policy EN3 of the Bracknell Forest Borough Local Plan, Policy CS14 of the Core Strategy Development Plan Document and the Thames Basin Heaths Special Protection Area Supplementary Planning Document (2018)

In the absence of a planning obligation to enter into an agreement with the Highway Authority under Section 278 of the Highways Act 1980 for the formation of the widened access onto Coronation Road, the proposal would be contrary to Policy CS23 of the Core Strategy Development Plan Document.

Item No: 6
23/00392/OUT

Land Adj The Russets Hancombe Road Sandhurst Berkshire GU47 8NP

AMENDMENT TO RECOMMENDATION

Condition 3 should read:

03. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 10 July 2023, 1st September 2023, 29th September 2023, 27th November 2023 and 11th December 2023:

702-23-Outline-Prop-02Rev D received 11th December 2023

702-23-Outline-Prop-02Rev E received 11th December 2023

702-23-Outline-Prop-06 received 27th November 2023

702-23-Outline-Prop-05 received 29th September 2023

702-23-Outline-Prop-03RB received 1st September 2023

702-23-Outline-Prop-04RB received 1st September 2023

702-23-Outline-Prop-Location (Location Plan only) received 10 July 2023.

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.

Item No: 7
22/00504/FUL

Fines Bayliwick House Hotel London Road Binfield Bracknell Berkshire RG42 4AB

AMENDMENT TO RECOMMENDATION

Following the completion of planning obligation(s) under Section 106 of the Town and Country Planning Act 1990 relating to:

- i. Measures to avoid and mitigate the impact of residential development upon the Thames Basins Heath SPA
- ii SuDS Obligations and Monitoring Fee (TBC)
- iii Community Facilities Contribution
- iv Open Space of Public Value Contribution

the Assistant Director: Planning be authorised to APPROVE the application subject to the following conditions amended, added to or deleted as the Assistant: Director: Planning considers necessary:

Amended Conditions:

02. The development hereby permitted shall be carried out only in accordance with the following approved plans and other submitted details received by the Local Planning Authority on 14.06.2022 and 06.12.2023:

NATH-006 REV B
NATH-005
NATH-003
NATH-002
NATH-001
2303063-03
100020449

Arboricultural Survey and Impact Assessment , Fines Bayliwick House Hotel, Bracknell, April 2022

REASON: To ensure that the development is carried out only as approved by the Local Planning Authority

04. No unit shall be occupied until a means of vehicular access has been constructed in accordance with details which have been submitted to and approved by the Local Planning Authority.

REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

Additional Condition:

21. No gates shall be provided at the vehicular access to the site.

REASON: In the interests of highway safety.
[Relevant Policies: Core Strategy DPD CS23]

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