

## Unrestricted Report

### ITEM NO: 07

Application No.

**18/01116/3**

Site Address:

Ward:

Bullbrook

Date Registered:

19 November 2018

Target Decision Date:

14 January 2019

## Street Record Bay Road Bracknell Berkshire

Proposal:

**Formation of 15 no. additional off-street parking bays in various locations on existing grass amenity areas.**

Applicant:

Bracknell Forest Council

Agent:

(There is no agent for this application)

Case Officer:

Katie Walker, 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 proposal is for the formation of 15 no. parking spaces on street and on amenity areas on Bay Road, with associated alterations to kerb lines.

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 or the character and appearance of the surrounding area, subject to the recommended conditions. The proposal would be acceptable in terms of highway safety.

<b>RECOMMENDATION</b>
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Planning permission be granted subject to conditions 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 as it is a Regulation 3 application submitted by the Place, Planning and Regeneration Directorate.

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

<b>PLANNING STATUS</b>
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Within settlement boundary
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3.1 Bay Road is a predominantly residential area, leading to commercial buildings to the south and Holly Springs School to the south east.

3.2 There is a Traffic Regulation Order currently on Bay Road.

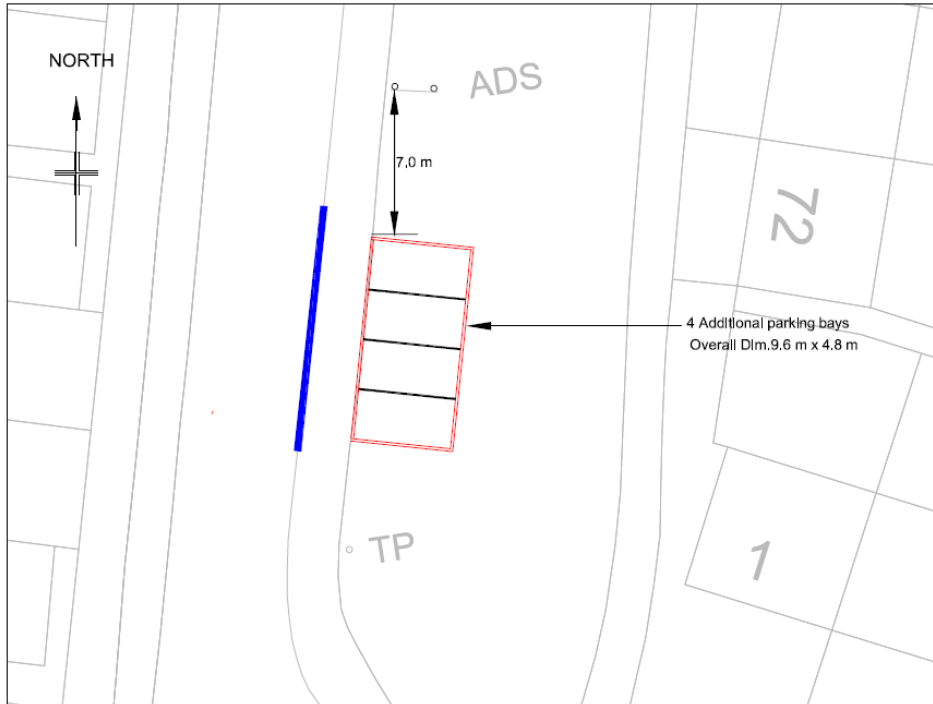
### **4. RELEVANT SITE HISTORY**

4.1 16/00181/3: Convert grass area into 3 no. parking spaces – approved 2016.

### **5. THE PROPOSAL**

5.1 The proposed development is divided into three areas:

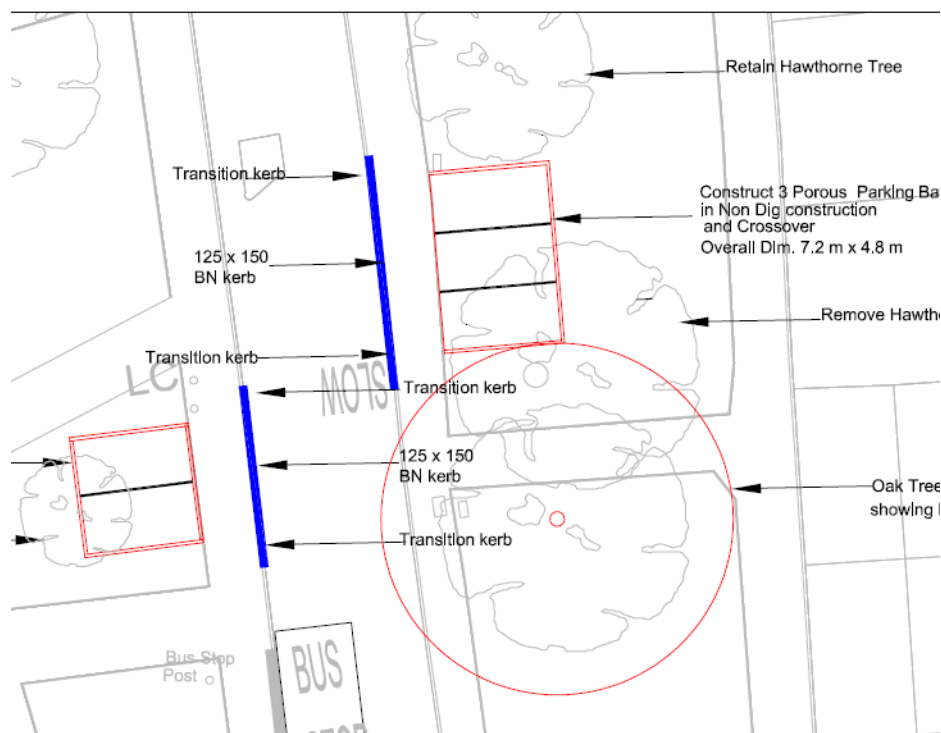
- (i) Area 1: the formation of four spaces on amenity land outside 72 Bay Road and 1 Bullbrook Drive;



- (ii) Area 2: six parking bays split into two groups of three on amenity land outside 55-57 Bay Road; and 93 Deepfield Road and 53 Bay Road; and



- (iii) Area 3: Two parking bays on land outside 51 Bay Road and three parking bays outside 36-38 Bay Road. The proposal as originally submitted had four bays outside 36-38 Bay Road, but during the application process this has been reduced to three bays.



## 6. REPRESENTATIONS RECEIVED

### Bracknell Town Council:

6.1 Bracknell Town Council raise no objection.

### Other representations:

6.2 One letter of objection was received, concerned with the impact on the character of the area and the loss of amenity areas; the impact on cycle lanes; and concerns over traffic speeds.

6.3 One letter of support was received, stating that there is currently insufficient parking on Bay Road, with residents parking on grass and in front of cycle lanes, and stating that it is currently impossible to give way to oncoming cars.

6.4 One letter was received neither supporting or objecting to the application. This requested that the speed limit on Bay Road to be 20 mph due to its proximity to schools, as the on street parking being removed will increase average speeds at peak school start and finish times.

## 7. SUMMARY OF CONSULTATION RESPONSES

### 7.1 Highway Officer:

The Highway Officer raises no objection to the proposed parking plan.

### 7.2 Landscape Officer:

The Landscape Officer raises no objection to areas 1 and 2 subject to the imposition of a landscaping condition. Further details were required in relation to area 3. This is addressed in the report.

### 7.3 Tree Officer

The Council's Tree Officer has raised objections to the spaces outside 36-38 Bay Road in Area 3. This is addressed in the report.

7.4 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 & CS2 of CSDPD	Consistent except for CP1 which is not wholly consistent
Character of area	CS7 of CSDPD, Saved policies H12, EN1, EN2 and EN20 of BFBLP	Consistent
Residential amenity	Saved policies EN20 and EN25 of BFBLP	Consistent
Highway Safety & Parking	CS23 of CSDPD, 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 Streetscene SPD		
<b>Other publications</b>		
National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) CIL Charging Schedule		

## 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 Community Infrastructure Levy

### 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 (Locational Principles) and the NPPF, subject to no adverse impacts upon character and appearance of surrounding area, residential amenities of neighbouring properties, etc. These matters are assessed below.

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

9.3 Bay Road is a historic lane and the mature oaks are remnants of the roadside hedgerows. The road is residential, with a number of amenity areas between the front gardens of the dwellings and the road.

9.4 Area 1 comprises four spaces on an area of amenity land at the northern end of Bay Road. This land is grassed and while it does perform an amenity function, a significant area of this land would be left over, including the northernmost part on which there are trees. As such, the creation of parking spaces on this piece of land would not erode the entire piece of amenity land and the remainder would still provide visual amenity.

9.5 Area 2 comprises two areas of amenity land, and there is a small tree on each of these. However, the Council's Landscape Officer has stated that suitable substantial replanting should be incorporated to mitigate the loss of the existing trees and amenity areas.

9.6 Area 3 comprises an area of amenity land with a small tree outside 51 Bay Road, which would need to be removed for the proposal. Again, the Council's Landscape Officer has advised that there should be suitable planting to mitigate the loss of the tree and landscaping area.

9.7 The three spaces outside 34-36 Bay Road would sit underneath two existing mature hawthorn trees, one of which would be removed through the application. There is also a mature oak to the south of the parking bays. These trees make an important contribution to the street scene. The Council's Landscape Officer considered that the hawthorn trees are of poorer quality and could be removed but was concerned that the proposed bays would fall within the RPA of the mature oak and required details to be submitted and the layout revised to demonstrate that the oak would not be harmed. Consequently, the number of parking bays in this area has been reduced from four to three, and the submitted plan indicates that the bays would sit just outside the RPA of the oak and a no-dig methodology has been proposed in this area to protect the trees. The Council's Tree Officer has objected to this part of Area 3 due to the potential impacts on the trees. However, given that the spaces are outside of the RPA of the oak and that the applicant is proposing no-dig, it is considered that the applicant has sought to avoid adverse impacts on the trees. While one of the hawthorn trees would be removed through the development, the oak and one of the hawthorn trees would remain and, on balance, it is considered that this is acceptable in terms of impact on character of the area. A condition is recommended to secure an Arboricultural Method Statement prior to the commencement of the development. This would ensure that appropriate measures would be taken during the construction of the spaces to protect the trees.

9.8 A landscape plan has been submitted with the application, demonstrating that additional tree and hedgerow planting is proposed on Bay Road to mitigate the impacts of the development. Overall, four existing trees would be removed as a result of the proposed development and twelve new trees would be planted along the length of Bay Road. There would, therefore, be an increase of eight trees on Bay Road as a result of the proposals, which would ensure that the impacts of the loss of amenity land and four trees is mitigated. A planting specification has also been submitted which includes a maintenance plan.

9.9 While the proposed parking bays would result in the loss of some amenity areas and four trees, a significant amount of existing amenity land would remain on Bay Road, and the proposals would retain one of the mature hawthorns and the mature oak tree in Area 3. The proposals would also provide twelve new trees. Subject to the proposed conditions to secure the submitted landscaping plan and to protect the mature trees in Area 3, the impacts of the development on the character and appearance of the area would be limited. The proposal would therefore accord with

CSDPD Policy CS7, BFBLP 'Saved' Policies EN1, EN2 and EN20, the Streetscene SPD, and the NPPF.

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

9.10 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. Although there would be limited screening provided between some of the proposed spaces and the surrounding residential properties, this is not considered unacceptable in a built-up residential area.

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 Bay Road is a residential distributor road which is subject to a 30mph speed limit and is traffic-calmed with chicanes. Considerable parking on street in Bay Road is common place due to the mixed housing type that fronts the road which have limited options for off road parking. Bay Road can become busy, especially during peak hours.

9.13 The on-street parking pressure has grown over time and now it is common place for long lengths of parking to occur in the vicinity of the priority chicanes. This parking can make it difficult for drivers to use the chicanes as intended as those approaching the give way line can no longer do so due to the long lengths of parking. This in turn can lead to drivers reversing in the highway to enable vehicles to pass each other. Therefore, the parking practices are currently introducing a road safety concern.

9.14 The proposal would result in the removal of all three priority chicanes along Bay Road to enable the traffic to flow more freely. The loss of the chicanes and its effect on the speed of vehicles travelling along Bay Road would be compensated by introducing a staggered parking layout on street throughout Bay Road, achieved through the introduction of 'No Waiting at Any Times' waiting restrictions throughout Bay Road, with unrestricted gaps managing the parking into preferred staggered areas. This unrestricted parking will create informal traffic calming chicanes which will in turn replace the formal chicanes as a traffic calming feature. However, this management of the parking will reduce the lengths of available unrestricted parking in Bay Road and so additional off road parking facilities are essential to replace this and to ensure that highway safety is not compromised.

9.15 Drawing 5172/005 indicates that the proposed 15 off-street parking bays would be 2.4m by 4.8m, in line with the Council's standards. They would be surfaced in permeable paving, in line with current drainage requirements. These parking bays are at least 20m from junctions, which is acceptable separation for likely vehicles speeds around these junctions, and these proposed parking bays do not interfere with existing bus stops, or affect existing driveway accesses. Any planting adjacent to parking bays would need to be kept at a low level to ensure pedestrian visibility splays are achieved for vehicles exiting parking bays across footways, and this would be secured by condition.

9.16 As set out above, the wider scheme for Bay Road also includes the removal of existing chicanes, alterations to bus stops, the provision of on-street parking spaces and dropped kerbs. While the Highway Authority has no objection to these elements,

they do not form part of the planning application as they do not require planning permission.

9.17 The Highway Authority has no objection to the proposed parking spaces and it is considered that the proposed development would provide benefits for highway safety, in accordance with CSDPD Policy CS23, BFBLP 'Saved' Policy M9, the Parking Standards SPD, and the NPPF.

#### **v Community Infrastructure Levy (CIL)**

9.18 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.

9.19 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. The proposal is not CIL liable as it would not involve an increase in internal floor space.

### **10. CONCLUSIONS**

10.1 The proposed parking bays are important to facilitate the wider scheme of improvements on Bay Road, intended to relieve parking stress and improve highway safety. It is not considered that the development would result in an adverse impact on the character and appearance of the local area or the amenities of the residents of the neighbouring properties subject to suitable conditions securing the landscaping plan and requiring an arboricultural method statement. 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 EN1, EN2, EN20, EN25 and M9, the Streetscene SPD, the Parking Standards SPD, and the NPPF.

### **11. 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 7 June 2019:

5172/005: Proposed layout  
Bay Road landscape plan  
Bay Road planting specification

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

03. The soft landscaping works shown on the approved landscaping plan 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. 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]

04. For pedestrian safety and visibility purposes, the proposed hedging shown on the approved plan shall be kept at a maximum height of 0.6 metres.

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

05. No hard surfaced area of any description within the minimum Root Protection Areas of any trees to be retained (calculated in accordance with Section 4 of British Standard 5837:2012 or any subsequent revision) shall be constructed until a detailed site specific construction method statement has been submitted to and approved in writing by the Local Planning Authority. Details shall be based on a porous 'No-Dig' principle of construction, avoiding any excavation of existing levels in all areas concerned, and shall include:-

- a) an approved development layout plan identifying all areas where special construction measures are to be undertaken; and
- b) materials including porous surface finish; and
- c) construction profile(s) showing existing /proposed finished levels together with any grading of levels proposed adjacent to the footprint in each respective structure; and
- d) a programme and method of implementation and arboricultural supervision.

The hard surfaced areas shall be constructed in full accordance with the approved scheme, under arboricultural supervision, prior to the first use of the development. The approved surfacing shall be retained thereafter.

REASON: In order to alleviate any adverse impact on the root systems and the long term health of retained trees, in the interests of the visual amenity of the area. [Relevant Policies: BFBLP EN1 and EN20, CSDPD CS7]

#### 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. Commencement

2. Approved Plans
3. Landscaping
4. Hedging

The applicant is advised that the following conditions require discharging prior to commencement of development:

5. Arboricultural method statement.

03. Although notice has been served on Bracknell Forest Council, the applicant should note that this permission does not convey any authorisation to enter onto land or to carry out works on land not within the applicant's ownership.