

Agenda Item 68.

Application Number	Expiry Date	Parish	Ward
183350	1 February 2018	Hurst	Hurst;

Applicant	Mr John Jarvis
Site Address	Penfold, Lodge Road, Hurst RG10 0EG
Proposal	Householder application for proposed relocation of existing driveway entrance
Type	Householder
PS Category	21
Officer	Simon Taylor
Reason for determination by committee	The applicant is Councillor John Jarvis

FOR CONSIDERATION BY	Planning Committee on Wednesday, 9 January 2019
REPORT PREPARED BY	Assistant Director – Place

SUMMARY
The proposal involves the relocation of the existing driveway entrance, with fencing and landscaping to suit. There are no adverse highway safety issues and the impression within the character of Lodge Road is acceptable. It is acceptable, subject to highway requirements in Conditions 3-6.

PLANNING STATUS
<ul style="list-style-type: none"> • Limited Development Location • Landfill gas consultation zone • Contaminated land consultation zone • Groundwater protection zone • Bat consultation zone • Opposite Berkshire Biodiversity Opportunity Area • Opposite Archaeological site • Minerals consultation zone • Sand and gravel extraction consultation zone • Classified road

RECOMMENDATION
<p>That the committee authorise the GRANT OF PLANNING PERMISSION subject to the following conditions and informatives:</p> <p>A. Conditions</p> <p>1. <u>Timescale</u></p> <p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><i>Reason: In pursuance of s.91 of the Town and Country Planning Act 1990 (as amended by s.51 of the Planning and Compulsory Purchase Act 2004).</i></p>

2. Approved plans

This permission is in respect of the submitted drawings numbered 1763 10 Rev B, dated November 2018. The development shall be carried out in accordance with the approved details unless other minor variations are agreed in writing after the date of this permission and before implementation with the Local Planning Authority.

Reason: For the avoidance of doubt and to ensure that the development is carried out in accordance with the application form and associated details hereby approved.

3. Car parking

The new access hereby permitted shall not be used until the vehicle parking space has been provided in accordance with the approved plans. The vehicle parking space shall be permanently maintained and remain available for the parking of vehicles at all times.

Reason: To ensure adequate on-site parking provision in the interests of highway safety, convenience and amenity. Relevant policy: Core Strategy policies CP3 & CP6 and Managing Development Delivery Local Plan policy CC07.

4. Visibility splays

Prior to the use of the new access hereby permitted, the proposed vehicular access shall have been formed and provided with visibility splays shown on the approved drawing 1763 10 Rev B. The land within the visibility splays shall be cleared of any obstruction exceeding 0.6 metres in height and maintained clear of any obstruction exceeding 0.6 metres in height at all times.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 and CP6.

5. Access surfacing

The new access hereby permitted shall not be used until it has been surfaced with a permeable and bonded material across the entire width of the access for a distance of 5 metres measured from the carriageway edge.

Reason: To avoid spillage of loose material onto the highway, in the interests of road safety. Relevant policy: Core Strategy policy CP6.

6. Access to be stopped up

The existing vehicular access to the site shall be stopped up and abandoned, and the footway and/or verge crossings shall be re-instated within one month of the completion of the new access.

Reason: In the interests of highway safety and convenience. Relevant policy: Core Strategy policies CP3 and CP6.

B. Informatives

1. Changes to the approved plans

The applicant is reminded that should there be any change from the approved drawings during the build of the development this may require a fresh planning application if the changes differ materially from the approved details. Non-material changes may be formalised by way of an application under s.96A Town and Country Planning Act 1990.

2. Access construction

The Head of Highways at the Council Offices, Shute End, Wokingham [0118 9746000] should be contacted for the approval of the access construction details before any work is carried out within the highway (including verges and footways). This planning permission does NOT authorise the construction of such an access or works.

3. Mud on the road

Adequate precautions shall be taken during the construction period to prevent the deposit of mud and similar debris on adjacent highways. For further information contact the Highway Authority on tel.: 0118 9746000.

4. Positive and proactive discussion

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 in the NPPF.

PLANNING HISTORY

App Number	Proposal	Decision
O/12/1958	Residential development (outline)	Approved 11 February 1958
89/1958	Construction of detached chalet	Approved 10 June 1958
PD/333/1969	Roof conversion	Approved 7 August 1969
1207/1973	Addition of games room	Approved 30 August 1973
F/2014/1863	Part one/part two storey rear extension, two storey side extension and single storey front extension and demolition of conservatory and garage	Approved 4 December 2014
172420	Erection of a 9.5m x 4.0m deep glass and aluminium canopy to the rear elevation and installation of a fireplace with flue to side elevation	Approved 14 February 2018

SUMMARY INFORMATION

Site Area	945m2
Parking spaces	No change

CONSULTATION RESPONSES	
WBC Highways	No objection, subject to conditions relating to access construction, retention of visibility splays and removal of the redundant dropped kerb.
WBC Trees and Landscape	No objection.

REPRESENTATIONS	
Hurst Parish Council	Comments to be received.
Local Members	No comments received
Neighbours	

APPLICANTS POINTS
The application form notes that the existing hedge will be reinstated in relation to the new opening.

PLANNING POLICY		
National Policy	NPPF	National Planning Policy Framework
Adopted Core Strategy DPD 2010	CP1	Sustainable Development
	CP3	General Principles for Development
	CP6	Managing Travel Demand
	CP7	Biodiversity
	CP9	Scale and Location of Development Proposals
Adopted Managing Development Delivery Local Plan 2014	CC01	Presumption in Favour of Sustainable Development
	CC02	Development Limits
	CC03	Green Infrastructure, Trees and Landscaping
	CC07	Parking
	CC10	Sustainable Drainage
	TB21	Landscape Character
	TB23	Biodiversity and Development
Borough Design Guide	BDG	Section 4

ASSESSMENT
<p>Proposal</p> <p>1. The proposal involves the relocation of the existing driveway entrance and dropped kerb to Lodge Road from the northern end of the site to the centre of the site. It is accompanied by new close boarded fencing to a height of 1.2m, with landscaping forward and behind the fence.</p> <p>Site Description</p> <p>2. The site is located on the eastern side of Lodge Road at the southern end of Whistley Green in the village of Hurst. On the site is a detached chalet style property with roof loft with three street facing dormers. The frontage comprises a gravel parking area and common driveway shared with the property to the north. There are one and two storey dwellings to the north and the countryside to the west and south.</p>

Principle of Development

3. The National Planning Policy Framework has an underlying presumption in favour of sustainable development which is carried through to the local Development Plan. Policy CC01 of the MDD Local Plan states that planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.
4. The site is located within settlement limits within a limited development location and is acceptable in terms of the principles stated in the Core Strategy. It also accords with the relevant policies in the MDD Local Plan.

Character of the Area

5. Policy CP3 of the Core Strategy states that development must be appropriate in terms of its impact upon the character of the area and must be of high quality design. Furthermore, R1, RD1, RD2, RD3 and RD4 of the Borough Design Guide SPD require that development contribute positively towards and be compatible with the historic or underlying character and quality of the local area. P2 aims to ensure that parking is provided in a manner that is compatible with the local character.
6. The proposal involves a relocated driveway entrance, with the existing dropped kerb removed by condition. The existing gravel parking area will remain unchanged. As such, there is a limited impact upon the streetscene and it is acceptable in terms of Policy CP3 and the Borough Design Guide.
7. Other aspects of the development, including landscaping and fencing, are discussed below.

Landscaping and Trees

8. Policy CC03 of the MDD Local Plan aims to protect green infrastructure networks, promote linkages between public open space and the countryside, retain existing trees and establish appropriate landscaping and Policy TB21 requires consideration of the landscape character. R14 of the Borough Design Guide SPD requires well-designed hard and soft landscaping that complements housing and RD9 also notes that development on the settlement edge incorporates soft landscaping to integrate to the rural setting.
9. To the street frontage, the proposal includes hedging behind a new fence and a flower bed in front. This is viewed as an enhancement to the existing timber rail fence with limited shrubs. It provides for an improvement to the setting of Lodge Road and the countryside to the south and west of the site.
10. There is no change to the parking area and existing trees lining the southern side boundary will be unaffected.

Boundary Treatments

11. R12 of the Borough Design Guide SPD states that boundary treatments contribute positively to the character of the area.

12. To the front boundary, the proposal includes a new 1.2m close boarded timber fence, with replacement hedge behind and flower bed in front. It is acceptable in terms of the immediate neighbourhood and its settlement edge location, which comprises a mix of hedging of various height, open frontage and timber fences.

Highway Access and Parking Provision

13. Policy CC07 and Appendix 2 of the MDD Local Plan stipulates minimum off street parking standards. Parking for at least four vehicles is maintained within the property frontage, which is in accordance with Policy CC07.

14. This area of Lodge Road has a 30mph speed limit although it changes to 40mph 20m to the south. The Council's Highways Officer has reviewed the access arrangements and raises no objection. Visibility splays to the north and south are maintained, with the fence not affecting sightlines and the landscaping forward of the fence limited to a flowerbed with a height of less than 600mm. This is reinforced in Condition 4. The redundant dropped kerb to the northern end of the site, which is shared with the adjoining property to the north, will also be reinstated by Condition 6.

Ecology

15. There are no ecology related concerns.

Archaeology

16. Policy TB25 of the MDD Local Plan requires the retention of archaeological sites in situ. The western side of Lodge Road is listed as containing archaeological significance. However, given the separation and limited extent of groundworks, no objection is raised.

Neighbour Amenity

17. There are no foreseeable impacts upon neighbour amenity, including with respect to noise or light spill from vehicles.

Flooding and Drainage

18. Policy CC09 of the MDD Local Plan requires consideration of flood risk from historic flooding. The site and access thereto is located within Flood Zone 1 and the proposal represents no additional flood risk or vulnerability. Policy CC10 requires sustainable drainage methods and the minimisation of surface water flow. The parking area will be retained as permeable gravel (although a permeable bonded surface is required to the main entrance) and there are no increase drainage risks as a result.

Contamination

19. The area is listed as potentially contaminated on Council's inventory because of surrounding land uses. However, the works are modest in nature with limited groundworks and there are no contamination concerns raised.

Community Infrastructure Levy

20. The application is not liable for CIL payments.

CONCLUSION

There are no adverse highway safety issues and the impression within the character of Lodge Road is acceptable, including in terms of its settlement edge location. It is recommended for approval, subject to conditions.

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