

SITE PLAN ATTACHED

03. LAND ADJACENT TO GARAGES AT 49 SIR FRANCIS WAY BRENTWOOD ESSEX

CREATION OF A GRASSCRETE SURFACE FOR CAR PARKING SPACES ON GRASS VERGE, WITH THE INCLUSION OF TIMBER POSTS AND FLUSH CONCRETE KERBING.

APPLICATION NO: 14/01494/BBC

WARD	Brentwood West	8/13 WEEK DATE	04.02.2016
PARISH		POLICIES	NPPF NPPG CP1 T5
CASE OFFICER	Mr Jonathan Binks		
Drawing no(s) relevant to this decision:	001 ; 002 ; BBC/SFW/01 - EXISTING ; BBC/SFW/02 - PROPOSED ;		

1. Proposals

Planning permission is sought for the creation of an approximate 90.1sq metre total grasscrete surface for the provision of un-marked parking spaces at Sir Francis Way, Warley. The proposal will partly replace an existing grasscrete surface (38.2sqm) and partly replace a grass verge. The proposal includes flush set concrete kerbing for vehicle access to the spaces and the provision of 9 additional timber posts (12 total). The posts would be set 1.2 metres apart and border the grasscrete spaces to the West and to the South.

The land is owned by Brentwood Borough Council and the application has been submitted by the Housing Services Department.

2. Policy Context

The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and is now a material consideration in planning decisions. The weight to be given to it will be a matter for the decision makers planning judgement in each particular case. The Framework replaces all the national planning guidance documents as stated in the NPPF, including Planning Policy Guidance Notes and Planning Policy Statements. Notwithstanding this, the NPPF granted a one year period of grace for existing adopted Local Plan policies which has now ended, but, the NPPF advises

that following this 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework, (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

On the 6th March 2014, the government published Planning Policy Guidance (NPPG) which, along with the NPPF, is a material consideration in the determination of planning application. The NPPGs have been taken into account, where relevant in the following assessment.

Policy CP1 of the local plan sets out the General Development Criteria which must be satisfied. New development should make a positive contribution to the quality of the environment. Good design and layout can help to achieve the government's objectives of making best use of previously developed land and improving the quality and attractiveness of both urban and rural areas. New development of whatever scale should not be viewed in isolation but should have regard to both the immediately neighbouring buildings and the townscape/landscape of the wider area. Proposals should not result in an unacceptable detrimental impact on the amenities of the adjacent occupiers or indeed of the occupiers of the proposed development. The Borough Council will expect a development brief to be prepared for proposals for development on major or sensitive sites.

The Essex County Council Parking Standards Design and Good Practice, September 2009 details parking standards and guidance for the county. This guidance will be a consideration for this application.

3. Relevant History

- : None

4. Neighbour Responses

25 representation letters were sent to neighbouring properties. No responses letters were received by the deadline or at the time of the writing of this report. Two images were provided showing the degradation of the grass verge due to vehicle activity.

5. Consultation Responses

- **Highway Authority:**
No objection, given the location and existing parking situation.

Informative

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to: SMO3 - Essex Highways, Childerditch Highways Depot, Hall Drive, Brentwood. CM13 3HD.

6. Summary of Issues

The Site and its Surroundings

Sir Francis Way provides access to a housing development consisting of a mixture of apartment blocks and three storey terraced housing. The development is within walking distance of Brentwood High Street and Brentwood Station with good rail and bus links into London and the surrounding area. Sir Francis Way extends off of Weald Road and is in close proximity to the busy junction with the A1023 and the B185.

The terraced housing at Sir Francis Way has provision for motor vehicles in the form of private driveways. For the occupiers of the apartments there are private garages and residential parking with access from Sir Francis Way. The proposed parking would provide overflow parking likely to be used by the residents of the surrounding dwellings.

The application site consists of a grass verge which is partially covered with a 38.2 sq metre grasscrete surface which provides 3 existing parking spaces. The surface has been poorly constructed and has degraded over time. There is a heavily coppiced tree within the site which would be removed as part of the proposal. There is no tree preservation order on the tree.

The grass verge is frequently used unofficially for parking which has contributed to the wearing away of the grass surface on the verge.

The site currently includes 3 timber posts to the North of the verge to prevent cars driving across the grassed area.

Design

The proposal consists of a total 90.1 sq metre grasscrete area (38.2sqm of which is existing) for the provision of un-marked parking spaces. The proposed area would facilitate up to 6 parking spaces at the recommended 2.9m x 5.5m parking bay size as stated by the Essex County Council good practice guidance.

The grasscrete consists of a cellular paving material. The specific materials to be used for the grasscrete surface have not been included in the application. The proposal includes the formation of 9 additional timber posts (13 total) which would surround the grasscreted area to the West and to the South and would protect the remaining grassed area from encroachment from vehicles.

The surface is suitable for car parking and allows grass to grow through and water to permeate into the ground. No specific details on the size of individual spaces were included in the proposal and the spaces would be unmarked; the grasscreted area would incorporate 6 spaces at the required 2.9 x 5.5 metres as stated by the Essex Parking Standards.

Access to the parking spaces would be provided through a flush set concrete kerbing which would replace the existing raised kerb on the eastern side of the spaces.

The proposal includes the removal of a tree. The tree has been heavily coppiced and there is no Tree Preservation Order on the tree. The arboriculturalist has stated the tree was badly damaged during a storm in 2013 and has no objection to its loss. It is considered the removal of the damaged tree and the prevention of damage to the verge through the implementation of the grasscrete would not be harmful to the visual amenity of the area.

Information on the orientation of the parking spaces was not provided in the application. Due to the size and scale of the allocated land for parking spaces the land would facilitate 6 spaces at 90 degrees and would not provide a sufficient 6.0 metre clearance beyond all the spaces for manoeuvrability at this orientation. The required clearance for spaces at a 70 degree angle is 4.5 metres; a clearance of 4.5 metres exists for all spaces at the site. While this situation is not ideal, it will rely on users of the parking area to be mindful of other road users, and given the location at the end of the cul-de-sac where there is no through traffic, the layout is overall considered acceptable.

Highway Issues

Sir Francis Way is a cul-de-sac with access provided from Weald Road. The nearby junction where the A1023 and the B185 meet experiences traffic congestion at peak times. Sir Francis Way consists of all residential units and it is considered the majority of traffic would be general commuting to and from the residential properties. Access to the proposed spaces is sufficient however the proposed spaces may not meet the required clearance depending on orientation. However, based on the comments from the Highway Authority the proposals would be considered to not give rise to any highway safety concerns.

Conclusions

The primary concern arising from the application is that not all of the proposed spaces would meet the required clearance distances by a significant amount. This would only become an issue if cars were parked at 90 degrees to the highway, and all the spaces were occupied in this instance certain vehicles may not be able to readily release from the spaces.

If the development were not to be approved, anecdotal evidence suggests that this part of the verge would continue to be used as an informal parking area and the damage to the surface would continue. The spaces would be unmarked and the occupiers would be free to park at different orientations. It is considered the verge will be used for parking regardless of the outcome.

The proposal would provide additional space for informal parking area that provides for overflow from the nearby residential flats and houses. The setting down of grasscrete would provide some projection of the grass area however a tree would need to be felled. It is recommended the proposal would have an some improvement on the visual amenity of the area, and permission is therefore recommended.

7. Recommendation

The Application be APPROVED subject to the following conditions:-

1 TIM01 Standard Time - Full

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, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2 DRA01A Development in accordance with drawings

The development hereby permitted shall not be carried out except in complete accordance with the approved drawing(s) listed above and specifications.

Reason: To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.

Informative(s)

1 INF01

Reason for approval: The proposal would accord with the relevant policies of the development plan as set out below.

2 INF04

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

3 INF05

The following development plan policies contained in the Brentwood Replacement Local Plan 2005 are relevant to this decision: CP1 T5 the National Planning Policy Framework 2012 and NPPG 2014.

4 INF21

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 within the National Planning Policy Framework.

5 U02269

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BACKGROUND DOCUMENTS

DECIDED: