

Item No.	Application No. and Parish	Proposal, Location and Applicant
(2)	13/03234/FUL Chieveley Parish Council	Creation of a new secondary access to serve outbuilding. Carbrook, Curridge Road, Curridge, RG18 9EB. Mark Talbot

To view the plans and drawings relating to this application click the following link:
<http://planning.westberks.gov.uk/rpp/index.asp?caseref=13/03234/FUL>

Recommendation Summary: To **DELEGATE** to the Head of Planning and Countryside to **GRANT** Planning Permission subject to conditions.

Ward Member(s): Cllr H Cole

Reason for Committee Determination: At the request of Cllr Cole

Committee Site Visit: 3rd April 2014.

Contact Officer Details

Name:	Mrs Sue Etheridge
Job Title:	Senior Planning Officer
Tel No:	(01635) 519111
E-mail Address:	setheridge@westberks.gov.uk

1. Site History

05/01019/HOUSE Gymnasium/Summer House approved 27th June 2005 – implemented
09/00060/HOUSE Detached outbuilding for garaging and garden machinery with attic storage above approved 9th March 2003 – amended by 09/01549/HOUSE
09/01549/HOUSE Amended proposal for a detached outbuilding to provide garaging with garden machinery and home office above with dormer windows. (Previous scheme approved 09/00060/HOUSE). Approved 25th September 2009. Lapsed see 13/02848 below.
13/00612/HOUSE Detached outbuilding comprising machinery and tractor store with home office above. Approved 9th May 2013. Under construction.
13/02848/HOUSE Erection of detached outbuilding to provide garaging for classic car collection with attic storage above. Approved 2nd September 2013. Not implemented yet.

2. Publicity of Application

Site Notice Expired: 29th January 2014.
Neighbour Notification Expired 23rd January 2014.

3. Consultations and Representations

Chieveley Parish Council:

Objection. This is a retrospective application for a new access already in use. In order for it to be created some fencing and part of an established hedgerow in a rural country lane was removed. Road safety concerns have been raised as the access way is in a narrow lane and on a sharp bend. It is used by pedestrians, horse riders and cyclists. The Parish Council have concerns whether good sight lines can be achieved and request that this is checked on site, not just off the plan provided. There is a regular flooding issue in this location so drainage needs to be considered fully by the Planning Authority and the materials used in order to limit the impact on the lane's surface water drainage in this location. The Parish Council referred to the approved planning application 13/00612/HOUSE where a field access way to the adjoining field was shown on the plans as the access for the machinery and tractor store.

Highways:	No objection raised. Condition regarding set back of gates and visibility splays.
	Further detailed comments requested following recent highway concerns received by the Case Officer.
	Speed limit in this location 30mph. Given nature of the road and the siting of two bends in relative close proximity to each other, vehicle speeds would be below the 30 mph limit. The level of vehicle movements generated from this secondary access, serving a building associated with an existing dwelling is likely to be low. Forward visibility when heading toward the East is restricted and caution would need to be exercised when turning right into the site. However the nature of the road, existing speed limit and two bends will result in slower vehicle speeds and reduce the stopping distance required, enabling a driver approaching from the West time to stop if a vehicle is waiting to turn right into the access.
	Visibility splays should be 2.4m x 43m. These can be provided. Given the nature of the road in this location where vehicle speeds are slower, due to the bends, a splay below 43m could be accepted.
	No objection on highway safety grounds.
Tree Officer:	No objection. The access is already in existence and any damage to trees has already been carried out.
	Damage has also occurred to the existing hedgerow and the required visibility splay may result in further hedgerow removal. I would suggest that the remaining hedgerow is replanted / bulked up on the Eastern side of the access to retain privacy and the rural nature of the area. Landscape condition suggested.
Representations:	Five letters of representation plus one duplicate. Main concerns highway safety due to bends and vehicle speeds. Need for additional access (which has been constructed) and concern over future use of building under construction. Urbanisation of area. Concern regarding blocked drains and flooding in area.

4. Policy Considerations

4.1 The West Berkshire Core Strategy 2006 – 2026 has been adopted by the Council and as such now forms the Local Plan. Therefore the following policies carry significant weight in the decision making process:

- NPPF Policy
- Area Delivery Plan Policy 1: Spatial Strategy
- Area Delivery Plan Policy 5: North Wessex Downs AONB
- CS 13: Transport
- CS 14: Design Principles
- CS 19: Historic Environment and Landscape Character

4.2 Other material considerations for this application which includes government guidance are:

- The National Planning Policy Framework (March 2012) (NPPF).
- Circular 11/95 - The use of conditions in planning permissions.

5. Description of Development

5.1 Planning Permission is sought for the creation of a new vehicular access (retrospective) with gates and boundary fencing at Carbrook, Curridge Road, Curridge. The access has been constructed, without the benefit of planning permission. The proposed gates and fencing are not in place. During consideration of the application the proposed entrance and gates have been amended. The proposal is now for the creation of a single vehicular access with new timber gates 2 metres high and new 2 metre high close boarded fencing connected to the existing boundary fencing. Visibility splays of 2 x 43 metres are proposed. Brick piers originally proposed have been removed from the scheme.

5.2 The secondary access is to serve a new outbuilding comprising a machinery and tractor store with home office above. Approved in May 2013 and currently under construction (13/00612).

5.3 The dwelling, Carbrook, occupies a corner plot with the North-eastern and North-western boundaries formed with Curridge Road. The new access is located in the eastern corner of the site, adjacent to the new outbuilding currently under construction (13/00612). The site is located in a rural area, outside any identified settlement within the North Wessex Downs AONB.

5.4 The existing main access to the dwelling, to the north will remain.

6. Consideration of the Proposal

The main issues to consider are:-

- 6.1 The principle of the development
- 6.2 The impact on highway safety
- 6.3 The impact on the character of the area
- 6.4 Other Matters

6.1 The principle of development

6.1.1 The proposal is to create a secondary access for an existing dwelling house specifically to provide access to a recently approved outbuilding. The site is located outside of any identified settlement, in an area which is characterised by open farmland to the South and West and residential dwellings of various ages and styles lying primarily to the Northeast. The principle of providing a new access to serve an existing dwelling house within the countryside would be acceptable subject to policy considerations below. There are no specific policies which limit the number of accesses serving a private dwelling, although as this is a classified road, highway safety is a material planning consideration.

6.2 The impact on highway safety

6.2.1 The proposal (part retrospective) would create a new access into a residential curtilage from Curridge Road. The access is located on the inner side of a bend on this narrow country lane. The speed limit here is 30 mph and due to two bends close together vehicle speeds are below this. The Highway Officer has considered the proposal and the impact on highway safety. Given the nature of the use (to serve the new ancillary outbuilding) and existing access, retained, to serve the main dwelling it is considered that the traffic movements serving the outbuilding would be quite low. The slow vehicle speeds influenced by bends in the road would mean that there is sufficient space/time to stop when vehicles are turning right into the site. The proposal provides visibility splays of 2m x 43m. These splays will necessitate the removal of some sparse hedgerow (some already

removed), the impact of the removal of hedgerow on the character of the area is considered below.

- 6.2.2 The new access will also have timber gates and a new close boarded fence connected to the existing close boarded fence. The gates will be set 6 metres back from the carriageway, with surfacing formed by semi permeable block paving. The new section of fence will be located outside of the required sightlines. The fence is similar to existing fencing which forms the boundary to the site where it fronts Curridge Road.
- 6.2.3 It is noted that local concern has been expressed regarding safety and need. The Highway officer has visited the site, and whilst at the time the road was flooded, has concluded that the road layout/ conditions are such that highway safety for the use proposed would not be compromised. Consideration to need is given below.

6.3 The impact on the character of the area.

- 6.3.1 The new access is created on the inside of an existing bend in the road. The boundary was previously formed by a sparse hedge with 2 metre high close boarded fence behind. This 2 metre high fence still forms the main boundary treatment from the new access and around the Northern road boundary to Carbrook. There is a substantial conifer hedge behind the fence and a small narrow verge to the front. To the South and East the boundary treatment is more typical of this rural location with post and rail fencing and native hedging.
- 6.3.2 The new access would be visible when approaching from either direction as the original boundary treatment has been removed. The new gates will be set well back (6 metres) from the highway. Their height of 2 metres and of timber construction is considered acceptable in this rural location. Whilst the close boarded fencing is quite harsh and considered urban in its appearance, a similar fence exists and so the continuation of this fence is considered on balance acceptable.
- 6.3.3 The Tree Officer has raised no objection to the proposal. He has requested that due to the removal of trees and hedging to facilitate the new access new hedge planting should be provided against the fence and outside of the required sight lines. This will help to soften the new access and fence when viewed from the road. A suitably worded condition could be attached.
- 6.3.4 It is not considered that this new access would significantly detract from the rural character of this road nor be more visually intrusive to the wider landscape area within the AONB. The appearance of the close boarded fence will be softened with the required landscaping suggested above.

6.4 Other matters

- 6.4.1 Local concern has been expressed regarding the need for the access, future use of the outbuilding and flooding caused by the existing bank and blocked drains.
- 6.4.2 The applicant has stated that the new access is required to provide access to the approved outbuilding rather than using the main access to the dwelling or an existing field access. The outbuilding is set at a slightly lower level than the main dwelling and existing access. Vehicular access to the building was originally envisaged across the lawn of Carbrook or via a field access, through an agricultural field/ paddock within the applicant's control off Curridge Road to the East. This new access immediately off Curridge Road would be better placed for the outbuilding which otherwise would require new access tracks and changes in levels involving engineering works to gain vehicular access.
- 6.4.3 The future use of this outbuilding is not for consideration as part of the current proposal. It is noted that the outbuilding was approved (13/00612) with a number of conditions

including restricting its use incidental to the main dwelling and not to be used for commercial purposes or as a separate dwelling unit. These conditions remain in place. Whilst a new access may make it easier for the creation of a separate planning unit, policy restrictions regarding new dwellings/ uses in the countryside and the existing limiting conditions would need to be taken into account should such an application be submitted.

6.4.4 There is a surface water flooding issue on this part of Curridge Road. The Drainage Officers are aware of the situation and investigating ways to mitigate the flooding. Letters received in connection with this current application indicate that the flooding issue is caused by blocked drains in the locality. Whilst the new access should not increase the risk of surface water flooding appropriate sustainable drainage method should be secured to ensure that the existing situation is not made worse. Conditions to ensure that the surface of the access is permeable (not semi permeable as stated on the submitted plan) and any raising of levels, resulting from spoil displacement is controlled are therefore suggested. Longer term solutions to address surface water flooding issues on this corner could be considered outside of this application.

6.5 National Planning Policy Framework

6.5.1 The NPPF places a strong emphasis on sustainable development. All planning applications must result in sustainable development with consideration being given to economic, social and environmental sustainability aspects of the proposal. The proposed scheme is to provide a secondary access for an existing dwelling and ancillary building. The new access with associated gates and new fencing would not adversely impact upon the environmental and social sustainability for the reasons detailed above. The economic aspect of the proposal is considered to be limited. As these have been found acceptable the development is considered to constitute sustainable development in accordance with the NPPF.

7. Conclusion

7.1 Having taken account of all the relevant policy considerations and the other material considerations referred to above, it is considered that, although the considerations are balanced, the development proposed is considered to be acceptable and a conditional approval is justifiable.

7.2 The new access would not result in an increased impact on highway safety given the road layout and conditions. The new access and gates/ fence are appropriate to this rural locality and the fencing and loss of hedgerow can be mitigated against by securing an acceptable landscaping scheme of native species outside the required sightlines. The sightline requirement will not result in a large area of hedgerow removal.

7.3 The existing surface water flooding issues on this part of Curridge Road should not be made any worse by the proposal. Suitably worded conditions are suggested to ensure that the surfacing is permeable and raising of levels is controlled.

7.3 The application is considered to be in conformity with National and Local Planning Policies.

8. Full Recommendation

8.1 **DELEGATE** to the Head of Planning and Countryside to **GRANT** planning permission subject to the following conditions.

8.2 Schedule of conditions

Time limit

1. The development shall be started within three years from the date of this permission and implemented strictly in accordance with the approved plans.

Reason: To enable the Local Planning Authority to review the desirability of the development against Policies CS14 and CS19 of the West Berkshire Core Strategy 2006 - 2026 and the National Planning Policy Framework should it not be started within a reasonable time.

Approved plans

2. The development hereby approved shall be carried out in accordance with drawings (title/ numbers) Location Plan 1204:01A, Block Plan 1204:20 B and Elevations 1204:21 As received with the application validated on 16th December 2013 and amended by plans contained in the e-mail dated 5th February 2014 from the agent.

Reason: To ensure that the development is carried out in accordance with the submitted details assessed against National, Regional and Local Planning Policy.

Landscaping scheme

3. No development or other operations shall commence on site until a detailed scheme of landscaping for the site (boundary hedging outside of sight lines) is submitted to and approved in writing by the Local Planning Authority. The details shall include schedules of plants noting species, plant sizes and proposed numbers/densities, an implementation programme and details of written specifications including cultivation and other operations involving tree, shrub and grass establishment. The scheme shall ensure;

- a) Completion of the approved landscape scheme within the first planting season following completion of development.
- b) Any trees shrubs or plants that die or become seriously damaged within five years of this development shall be replaced in the following year by plants of the same size and species.

Reason: To ensure the implementation of a satisfactory scheme of landscaping in accordance with the objectives of Policies CS 14 and CS 18 of the West Berkshire Core Strategy 2006-2026.

Visibility splays

4. The access shall not be brought into use until visibility splays of 2.4 metres by 43 metres have been provided at the access. The visibility splays shall, thereafter, be kept free of all obstructions to visibility above a height of 0.6 metres above carriageway level.

Reason: In the interests of road safety. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

Set back of gates

5. Any gates to be provided at the new access (as shown on the approved plan) where vehicles will enter or leave the site, shall open away from the adjoining highway and be set back a distance of at least 6 metres from the edge of the highway.

Reason: In the interest of road safety and to ensure that vehicles can be driven off the highway before the gates are opened. This condition is imposed in accordance with the National Planning Policy Framework (March 2012) and Policy CS13 of the West Berkshire Core Strategy (2006-2026).

SuDS

6. Within 2 months of the date of this decision there shall be submitted to the local planning authority for its written approval a scheme of surface water drainage incorporating sustainable drainage principles, to deal with the disposal of rainwater from the development. The scheme of surface water drainage shall be implemented in accordance with the approved details within 2 months of it being approved in writing by the local planning authority. The approved method of surface water disposal shall be retained thereafter. This shall include the provision of permeable paving at the access and the control of raising of any ground levels/verge levels at the site.

Reason: To ensure that surface water will be managed in a sustainable manner. To prevent the increased risk of flooding; to improve and protect water quality, habitat and amenity and ensure future maintenance of the surface water drainage system can be, and is carried out in an appropriate and efficient manner. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policy CS16 of the West Berkshire Core Strategy (2006-2026), and Part 4 of Supplementary Planning Document Quality Design (June 2006).

Informatics

Standard informatics including those relating to access construction, damage to the carriageway, footways, cycleways and verges.

DC