

Item No. 10

APPLICATION NUMBER	CB/17/00301/REG3
LOCATION	Unit A, Station Approach, Steppingley Road, Flitwick, Bedford, MK45 1AJ
PROPOSAL	This application is to increase the amount of temporary parking capacity on site as more space has been created from the demolition of the Shed B and C, the latter which is currently being demolished now.
PARISH	Flitwick
WARD	Flitwick
WARD COUNCILLORS	Cllrs Mrs Chapman, Gomm & Turner
CASE OFFICER	Lisa Newlands
DATE REGISTERED	19 January 2017
EXPIRY DATE	16 March 2017
APPLICANT	Mr Anderson
AGENT	
REASON FOR COMMITTEE TO DETERMINE	Council Application with objections
RECOMMENDED DECISION	Regulation 3 - Granted

Summary of Recommendation

The proposal would extend the current parking provision on site by 103 car parking spaces, and would be served by the existing access, with no new access onto Steppingley Road. The application site has previously been identified within the Town Centre Masterplan (2008) as a site for parking/ multi storey car park. It is therefore considered to be consistent with the adopted masterplan. The principle of development is therefore considered acceptable.

Given the surrounding uses and the limited views of the site from the surrounding area, it is not considered that there would be a detrimental impact on the character of the area, nor the residential amenities of the surrounding properties.

Site Location:

The site was formerly occupied by three large disused warehouses / light industrial buildings, together with hardstanding and ancillary parking. The industrial units have now been demolished and permission is sought for the use of this area for car parking. The site is located within Flitwick Town Centre, adjacent to the existing station car park.

An existing access road located off Steppingley Road, currently provides vehicular access to the site and the existing station car park.

The site is predominately flat and built on the same level as the adjacent railway. The surrounding properties on Steppingley Road are on a much higher level than

the application site.

Permission has previously been granted for the use of the area around the industrial units as parking.

The Application:

Permission is sought for an increase of 103 temporary parking spaces on site due to the additional space that has been created from the demolition of the Sheds B and C.

Permission is sought for a temporary period of 2 years.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

Policy DM3 High Quality Development

Policy CS12 Town Centres and Retailing

Development Strategy

At the meeting of Full Council on 19 November 2015 it was resolved to withdraw the Development Strategy. Preparation of the Central Bedfordshire Local Plan has begun. A substantial volume of evidence gathered over a number of years will help support this document. These technical papers are consistent with the spirit of the NPPF and therefore will remain on our website as material considerations which may inform further development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Central Bedfordshire Local Transport Plan: Appendix F : Parking Strategy (Adopted in October 2012 by the Executive for Development Management Purposes)

Flitwick Town Centre Masterplan (2008)

Relevant Planning History:

Application:	Planning	Number:	CB/16/00739/REG3
Validated:	14/03/2016	Type:	Regulation 3
Status:	Decided	Date:	30/06/2016
Summary:		Decision:	Regulation 3 - Granted
Description:	Change of use from B8 storage and distribution (currently vacant) to 'sui generis' car park facility		
Application:	Planning	Number:	CB/15/03309/PADM
Validated:	28/08/2015	Type:	Prior Approval Proposed Demolition
Status:	Decided	Date:	25/09/2015
Summary:		Decision:	Prior Approval - Approved Change Of Use
Description:	Prior Notification of Proposed Demolition: Demolition of 3 Units and 1 Bungalow.		

Application:	Planning	Number:	CB/15/00536/REG3
Validated:	10/02/2015	Type:	Regulation 3
Status:	Decided	Date:	07/04/2015
Summary:		Decision:	Regulation 3 - Granted
Description:	Continued use as car park, including resurfacing, ancillary surface works and lighting.		

Consultees:

Parish/Town Council	No comments received
Highways Development Management	<p>I refer to your consultation dated 27 January 2017 and further information provided on 8 March 2017 addressing queries on the number and types of spaces, pedestrian arrangements and vehicle movements. On behalf of the Highway Authority, I respond as follows:</p> <p>The proposal for more car parking on a temporary basis at Flitwick Station provides an additional 103 car parking spaces and reconfigures the existing layout to give 177 more spaces since the 2015 consent and bringing the total on site to 263 spaces, including two bays for disabled use. There is no change to access and egress proposed. Markings would be altered internally to indicate bays and guidance around the car park. More spaces are needed to meet demands of rail users and visitors to the town centre. Some would be temporary pending redevelopment site.</p> <p>As drawn on Proposed Additional Parking Layout, drawing no. 4014, the layout is acceptable with the bays to standard sizes and space to manoeuvre. There a suitable and logical circulation. Two bays for disabled use are shown which is below 5% of the total normally required. From evidence collected by the Applicant from parking surveys, it is demonstrated such bays are not used regularly due to existing poor access facilities at Flitwick railway station. Given, these circumstances, the departure from standard is acceptable. No capacity issues should arise within the site or on the adjoining highway, as determined by survey.</p> <p>Consideration should be given to safeguarding the pedestrian access and escape as well as to the length of temporary consent to align with earlier consents for the site and its timely redevelopment.</p> <p>Accordingly, the Highway Authority considers that the proposal as described and drawn would not cause safety or operational issues on the adjoining highway network with conditions being applied to any planning consent granted</p>
Public Protection Network Rail	<p>No comment</p> <p>No objection subject to condition and informative being added.</p>

Other Representations:

Neighbours
23 Wren Close

The following representations have been received:

- unclear whether footpath through car park to station is to be provided;
- CBC received HCA Local Growth Area funding to purchase their part of the site with the ultimate intention of making it part of the wider Town Centre Regeneration. It was presumed this would therefore become mixed -use development and not a car park. It was to have included social/ affordable housing;
- intention to retain the temporary ground level car park adjacent to the railway station one - multi-storey car park previously submitted but no further action taken on this.

30 Badgers Close

- Concerns about the privacy, additional lighting and noise
- Concerns about security
- fence panels which separate the station car park expansion area and Badgers Close and are the responsibility of the Station car park were blown down 4/5 years ago and never replaced - 12ft gap left which is used by people to cut through between the two sites;
- the fence needs to be replaced/ fixed to make the car park secure for station car park users and Badgers Close residents.

5 Hawes Close

- encourage more traffic into the village
- increased safety risk and pollution in centre of village;
- nearby streets are already clogged with commuters cars who are parking for free and it will not encourage them to pay and park.

2 Ennerdale Path

- traffic on Steppingley Road and the so called improvements to the junction have already been adopted with no improvement of safety for pedestrians;
- junction needs to be re-thought with suitable safety for pedestrians and traffic;
- this increase is not safe and sooner or later there will be a serious incident;
- the road cannot cope with this volume of traffic with new developments already increasing traffic on this road.

12 Ennerdale Path

Whilst I support the provision of adequate parking, it is imperative that any permission is granted subject to the condition that the problems with unsafe traffic flows and unsafe walking routes are addressed around the car park entrance. Large numbers of children walking to school currently have no choice but to walk across either the car park entrance or Tesco entrance - both of which are death traps as they have no safe crossing provision. The same is true of the large numbers of people walking to use the station. The whole junction area needs a radical rethink,

and making the resolution a condition of this permission might avoid needless death or injury.

Determining Issues:

The main considerations of the application are;

1. Principle
2. Impact on the Character and Appearance of the Area
3. Residential Amenity of Neighbouring Properties
4. Highway Implications
5. Representations
6. Other Considerations

Considerations

1. The Principle of Development

- 1.1 The application site was included within the town centre masterplan which was adopted as technical guidance by Mids Beds District Council in 2008. The masterplan included the creation of significant additional station car parking to be provided at Flitwick Rail Station and former units A Steppingley Road and parts of Units B and C.
- 1.2 Planning permission was previously granted in 2008 (MB/08/00395/FULL) for the demolition of existing light industrial unit and formation of a surface car park for temporary period of 5 years. A further application was submitted in 2015 for the continued use of the site for car parking. This application seeks to use the space created by the demolition of Units B and C for additional parking.
- 1.3 The proposal, therefore increases the parking on the site by 103 spaces. This would be for a temporary period of 2 years which would align with the previous application in 2015.
- 1.4 Given the history of the site, the masterplan document and the limited increase in parking provision it is considered that the principle of development is acceptable.

2. Impact on the character and appearance of the area

- 2.1 Given the lower ground levels, the site is not particularly prominent within the town centre, only being visible from the existing station car park and from the rear of some of the surrounding properties. Notwithstanding this, given the surrounding uses, it is not considered that the extension of the car park use would detract from the character and appearance of the area.

3. Residential amenity of neighbouring properties

- 3.1 The nearest residential properties are located along the western boundary of the site at Cowlgrove Parade, The Willows and Badgers Close. These properties are located in an elevated position looking down into the site. There is some planting along this boundary which helps to screen the railway and surrounding land uses from these properties. Some of the denser screening has been removed through the demolition of the warehouse.

3.2 Public Protection have raised no comment to the proposed application.

3.3 In summary, whilst the proposal would bring some temporary parking provision closer to the boundary with neighbouring residential properties; given the proposal being sited at a significantly lower level, and having regard to the location of the site in relation to the town centre, railway and existing station car park, it is not considered that the proposal would result in a significantly detrimental impact on neighbouring amenity, in terms of noise and disturbance.

4. Highway Implications

4.1 The Highways Officer has commented on the application and sought some clarification and additional information from the applicant. This additional information has been submitted and the Highways Officer has commented accordingly.

4.2 The Highways Officer notes that the proposal is for more car parking on a temporary basis at Flitwick Station and would provide an additional 103 car parking spaces and would reconfigure the existing layout to give 177 more spaces since the 2015 permission. This would bring the total on site to 263 spaces, including two bays for disabled use. There is no change to access and egress proposed. Markings would be altered internally to indicate bays and guidance around the car park. The additional spaces are required to meet the demands of rail users and visitors to the town centre.

4.3 The layout is considered to be acceptable with the bays to standard sizes and space to manoeuvre. There is suitable and logical circulation. Whilst, the two bays allocated for disabled use is below the 5% of the total normally required, from the evidence collected by the applicant through parking surveys, it can be seen that such bays are not used regularly due to the existing poor access facilities at Flitwick railway station. Given, these circumstances, the departure from standard is acceptable.

4.4 It has been an aspiration of the Council to provide a link from the Station through the Council owned land, through the neighbouring potential residential development site to connect up with an existing footpath within Beaumont Road. This footpath continues on through Beaumont Court to The Thinnings and then there are connection options to go under the railway line across to the other side and the highway network on the opposite side of the railway line. This is seen as encouraging sustainable transport and promoting a safer route to the Station.

4.5 This route through the car park would be provided and safeguarded. The footpath link would be safeguarded and would be provided on the first occupancy of any residential development on the adjacent site. This will be the subject of a condition.

5. Representations

5.1 Representations have been raised in terms of the town centre masterplan. The area in question was identified in the town centre masterplan (adopted in 2008, as technical guidance) as the site for a multi storey car park. Therefore, the extension of the existing car park use on this site would be entirely in accordance with this masterplan for parking on the site.

- 5.4 Further concerns have been raised regarding potential light, noise and emissions pollution. There is a separation distance between the parking and the boundary with Cowlgrove Parade and Steppingley Road, including the level change. It is therefore considered that given the limited increase in parking on the site and the amendments that it would not have any greater impact than the existing car park use on the surrounding areas. In addition to this, the Public Protection Officer has raised no objection on these grounds.
- 5.5 There are a number of additional lighting columns proposed, details of which will be required to be submitted by condition to ensure that there would be no detrimental impact on the amenities of surrounding neighbouring properties.
- 5.6 Concern has been raised in terms of the increase in traffic resulting from the proposed development. The Highways Officer has sought clarification and some additional information in relation to trip generation. Comments on which will be reported on the late sheet prior to committee.

6. Other Considerations

6.1 Footpath link

The footpath link previously agreed as part of application CB/16/00739/REG3 has not been shown on this application. This is still a requirement once a link is formed with the neighbouring residential development currently under construction. Therefore, it is considered appropriate to require details of this footpath link in accordance with the previously agreed scheme to be provided by condition.

6.2 Junction arrangements

Concern has been raised regarding the safety of the existing junction. Minor works involving demarcation and lining were carried out through the requirements of a condition under planning reference CB/16/00739/REG3. Given that planning permission is for a temporary period whilst plans for the area are considered in terms of redevelopment it is not appropriate to require any fundamental junction improvements. However, an informative will be added should planning permission be granted stating that should an application come forward for the continued use of the land for parking after the temporary period has expired then we would look for any further application to consider this junction in detail in line with the condition on planning permission CB/16/00739/REG3 which required the following:

Within 2 years of the occupation of the car park, a scheme shall be submitted to and approved in writing by the Local Planning Authority which seeks to permanently alter the junction to enhance pedestrian movements towards the Station, including a timescale for implementation. The scheme shall be implemented in accordance with the approved details and as set out in the approved timeframe.

Reason: To encourage sustainable forms of transport (Policy DM3, CSDM)

6.3 Human Rights issues

The development has been assessed in the context of human rights and would have no relevant implications.

6.4 Equality Act 2010

The development has been assessed in the context of the Equalities Act 2010 and would have no relevant implications.

Recommendation:

That Planning Permission be APPROVED subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 1 The development hereby permitted shall begin not later than 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 The use of the land as a surface car park shall be carried on for a limited period of 2 years commencing from the date of the granting of permission, at the end of which the use shall cease, unless a further planning permission has been granted.

Reason: The proposal is stated in the application to be for a temporary 2 year period only

- 3 The car park shall be constructed and surfaced in a stable and durable manner in accordance with the existing surfacing arrangements.

Reason: For the avoidance of doubt and to ensure the acceptable parking of vehicles outside highway limits .
(Section 4, NPPF)

- 4 Prior to the first occupation of the spaces hereby approved details of the proposed cycle/pedestrian link as previously indicated on drawing number 4008 Rev D of permission CB/16/00739/REG3 shall be submitted to and approved in writing by the Local Planning Authority. These details shall show a link through the car park up to the boundary with the adjacent land (known as land to the rear of Hildene Close). The link shall be provided prior to the occupation of any dwelling/building on the neighbouring site.

Reason: To ensure a suitable pedestrian/ cycle link to the Station and encourage sustainable forms of transport (Policy DM3, CSDM).

- 5 The development hereby permitted shall not be occupied or brought into use until the details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, have been submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details.

Reason: To protect the visual amenity of the site and its surrounding area.
(Section 7, NPPF)

- 6 Prior to the occupation of the proposed additional spaces, details of barriers alongside the former demolished Shed C, where additional parking spaces are proposed directly facing the operational railway boundary shall be submitted to and approved in writing by the Local Planning Authority. The barriers shall be installed in accordance with the approved details prior to occupation of the spaces directly facing the operational railway boundary.

Reason: In the interests of the safety, operational needs and integrity of the railway. (Policy DM3, CSDM)

- 7 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 4014

Reason: To identify the approved plan/s and to avoid doubt.

INFORMATIVE NOTES TO APPLICANT

1. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the National Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.
3. The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- Where a provision, criterion or practice puts disabled people at a

substantial disadvantage to take reasonable steps to avoid that disadvantage;

- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments (www.cae.org.uk)

Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

4. Should a further application be submitted to extend the time period from that hereby approved, the application should consider a scheme which seeks to permanently alter the junction to enhance pedestrian movements towards the Station in line with the requirements of planning permission CB/16/00739/REG3.
5. In relation to condition 6, Network Rail have suggested that an Armco Safety barrier would be the most appropriate form of treatment for this area and therefore any scheme submitted should look to provide this safety provision.
6. Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.