

Item No. 11

SCHEDULE B

APPLICATION NUMBER	CB/10/04390/FULL
LOCATION	Land at Sandy Railway Station, Station Road, Sandy
PROPOSAL	Full: Provision of a surface level car park comprising 228 spaces.
PARISH	Sandy
WARD	Sandy
WARD COUNCILLORS	Cllr Nigel Aldis & Cllr Peter Blaine
CASE OFFICER	Dee Walker
DATE REGISTERED	17 January 2011
EXPIRY DATE	14 March 2011
APPLICANT	Network Rail
AGENT	WYG Planning & Design
REASON FOR COMMITTEE TO DETERMINE	Cllr Aldis requested on grounds increased traffic generation onto a busy road, provision of a temporary toilet on a permanent site and parking concerns
RECOMMENDED DECISION	Full Application - Granted

Site Location:

The application site lies between New Road to the west and the mainline railway to the east. The site lies within the settlement envelope and is currently occupied by a large warehouse and hardstanding. Access to the site currently is via the existing railway station car park at the northern boundary. The existing car park has 142 car parking spaces that are situated north of the application site.

The Application:

The application seeks permission for the provision of a surface level car park comprising of 228 spaces following the demolition of the existing warehouse. The proposal would comprise of the following facilities:

- Pay and display system;
- Parking attendants cabin;
- Portaloo;
- Paladin fencing;
- CCTV;
- Light sensitive lighting;
- New access from new Road; and
- Landscaping.

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1 Delivering Sustainable Development (2005)
PPG13 Transport (2001)

Regional Spatial Strategy

East of England Plan (May 2008)
Milton Keynes and South Midlands Sub-Regional Strategy (March 2005)

Bedfordshire Structure Plan 2011

N/A

Central Bedfordshire Core Strategy and Development Management Policies 2009

Policies CS4 and Central Bedfordshire Adopted Core Strategy and Development
DM3 Management Policies (2009)

Supplementary Planning Guidance

N/A

Planning History

None

Representations: (Parish & Neighbours)

Sandy Town Council	No objection in principal, although the portaloos need to be in keeping with the attendants cabin (painted the same colour)
Adjacent Occupiers	One letter received with comments on the naming of a nearby road and concerns over traffic generation together with the proposed redevelopment of the Rega site on the opposite side of the road.

Consultations/Publicity responses

Highways Team	Comments received regarding the closure of access, visibility provision and traffic impact generation
Ecology	No objection subject to relevant conditions being attached to any consent granted
Public Protection Team	No objection subject to lighting and contamination conditions being attached to any consent granted
Disability Discrimination Officer	No objection
I.D.B	No comments received
Environment Agency	No objection subject to conditions being attached to any

	consent granted
Minerals & Waste Team	No comments received
Network Rail	No comments received
Rail Property Ltd	No comments received
Site Notice Posted	19.01.2011

Determining Issues

The main considerations of the application are;

1. Principle of Development
2. The effect on the character of the area
3. The impact that the proposal will have on the residential amenity of neighbouring properties
4. Highway Implications
5. Any other implications of the proposal

Considerations

1. Principle of Development

The application site is wholly within the Sandy settlement envelope and as such the proposed development is considered acceptable in principle. The Infrastructure Audit sets out in paragraph 3.1.21 that better access and interchange arrangements at all stations, including parking management that is more sensitive to the local context will be welcome.

2. Effect on the Character and Appearance of the Area

The site currently has a large warehouse structure on it and the rest of the land is mainly hardstanding. The proposal is to demolish the warehouse and construct a parking area to extend the existing facilities. The site is bound to the east by the mainline railway line and there are commercial buildings to the south. To the west is an un-used site, which is currently being considered for redevelopment to part residential and part commercial.

Given the appearance of the surrounding area, the proposal is not considered to have an adverse effect on the character and appearance of the area.

3. Impact of the Proposal on the Residential Amenity of Neighbouring Properties

The nearest residential property is located to the north west, which overlooks the existing car park. The Public Protection Team was consulted on the proposal and raised no objection subject to a condition being attached to any consent granted to ensure the lighting is set satisfactory. Given the nature of the overall proposal, there would not be any further impact to residential amenity by means of loss of light or privacy and overbearing impact.

4. Highway Implications

The Highways Team were consulted on the proposal and raised the following comments:

Principle of Extension

The Transport Assessment (TA) has made reference that the existing car park

does not have the required capacity to meet the needs of its users but no justification has been given. Given that the site is wholly within the settlement envelope this justification is not required to be considered within the application.

Accesses and Footway

The proposal includes the provision for a new access and the closure of an existing access along New Road. Whilst the access and footway as proposed to the south is satisfactory in visibility and footway provision, the submitted drawings do not show the area for the visibility and footway provision towards the northern direction and it's not within the application site. The agent confirmed that the land to the north is within the applicants control and therefore a condition can be attached to any consent granted to ensure this work is completed as part of the scheme.

Similarly, the closure of the existing access is welcomed but is outside the application site but is within the control on the applicant. The supporting documentation within the application clearly states that this access will be closed and therefore a condition can be attached to any consent granted.

Traffic Impact

The TA makes reference to previous studies at rural railway stations with a commuter link to London. However, these studies were not included within the initial submission but have been requested in order for the Highways Team to assess whether or not the calculations for trip generation are acceptable.

Overall, it is considered that the proposal would not have a significant adverse impact on highway safety.

5. Any Other Implications

The Public Protection Team has requested a condition be attached to any consent granted to ensure any contaminated land is dealt with satisfactory.

The Ecology Officer has raised no objections subject to a relevant clearance and demolition notes to applicant are attached to any consent granted to deal with any reptiles and bats on site.

RECOMMENDATION

APPROVE Planning Permission for the application set out above subject to the following condition(s):

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers SK 015 P1, SK 016 P1, A0555402-P-001 A, A0555402-P-02 A, COTH055402-E-001 0, COTH055402-P-003 A, FPL/AMEY 001 REV01, FPL/AMEY 002 REV02, Planning Statement, Design & Access Statement, Electrical Proposals, Geo-environmental Desk Study, Transport Assessment, Extended Phase One Habitat Survey & Bat Assessment.

Reason: For the avoidance of doubt.

- 3 **Prior to the commencement of development details of materials to be used for the external finishes of the Attendants cabin and portaloos hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance therewith.**

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality.

- 4 **Prior to the commencement of any phase of development approved by this planning permission the developer shall submit to the Planning Authority for written agreement:**

a) A Phase 2 Site Investigation report further documenting the ground conditions of the site with regard to potential contamination, incorporating appropriate sampling, as shown to be necessary by the WYG Phase 1 Desk Study of February 2010 which identified Low to Moderate risks to site workers, end users and groundwater.

b) Where shown necessary by this Phase 2 investigation, a Phase 3 detailed scheme for remedial works and measures to be taken to mitigate any risks to human health, groundwater and the wider environment.

On completion of the development, the developer shall provide written confirmation that any and all works have been completed in accordance with the agreed remediation scheme in the form of a Phase 4 validation report to incorporate photographs, material transport tickets and validation sampling.

Any remediation scheme and any variations shall be agreed in writing by the local planning authority prior to the commencement of works. This should include responses to any unexpected contamination discovered during works.

The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to.

Applicants are reminded that, should groundwater or surface water courses be at risk of contamination during or after development, the Environment Agency at Brampton should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission.

Reason: To protect human health and the environment

- 5 If, during development, contamination not previously identified is found to be present at the site, then no further development shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reasons: To protect and prevent pollution of controlled waters in accordance with Planning Policy Statement 23 (PPS23) and the Environment Agency's Groundwater Protection (GP3) documentation.

- 6 If within a period of 12 months following the first use of the lighting columns the Local Planning Authority requires the alignment of the lights to be adjusted and/or hoods or shields to be fitted, this shall be carried out in accordance with an agreed scheme within 28 days of official notification. The means of illumination shall thereafter be implemented only in accordance with the agreed scheme.

Reason: To protect the visual amenities of the site and its surrounding area

- 7 Prior to the first use of the site, the existing southern car park access along New Road shall be closed as set out within the supporting documentation of the application.

Reason: In the interest of road safety and traffic movement.

- 8 Prior to the first use of the site, the visibility and footway provision in both the northern and southern direction shall be implemented as set out in the supporting documentation in the application.

Reason: In the interest of road safety and traffic movement.

Reasons for Granting

In conclusion, the scheme by reason of its site, design and location would not harm the character and appearance of the area, have an adverse impact on the residential amenity of neighbouring properties or have an adverse impact on highway safety. As such the proposal is in conformity with Policies CS4 and DM3 of the Central Bedfordshire Adopted Core Strategy and Development Management Policies 2009; Planning Policy Statement 1 (2005) and Planning Policy Guidance 13 (2001). It is therefore considered **acceptable** and that planning permission should be granted subject to conditions.

Notes to Applicant

1. The applicant is advised that any rough grassland and scrub areas should not be driven over nor have materials stored there, over and above what is already present and clearance of these areas should not take place between October and March so as to prevent the disturbance of hibernating reptiles.

With regard to bats, when demolishing the main building as a precautionary measure, the roof should be removed by hand during the winter months to minimise the chance of disturbance to bats. This will also compliment the recommendation that buildings should be removed outside the bird nesting season of March to September (inclusive).

2. You are advised to note the comments of the Environment Agency as set out in the enclosed letter.

DECISION

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