

Item No. 10

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	Cllrs Aldis, Maudlin & Sheppard
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

Update following deferral at 2 March 2011 Development Management Committee

At its previous meeting on 2nd March 2011, the Committee resolved to defer the determination of this application following the request for a supplementary Transport Assessment by the Highways Team. This was submitted and following the comments made by the Highways Officer on the content, they concluded that the effect of the car park extension on the operation of the mini roundabout is acceptable and they suggested conditions be attached to any consent 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 hard standing. 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 portaloo needs 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	No objection subject to relevant conditions being attached to any consent granted.
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 hard standing. 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, for which planning permission has been granted for the redevelopment of the site for a Tesco and residential.

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 Foot way

The proposal includes the provision for a new access and the closure of an existing access along New Road. Whilst the access and foot way as proposed to the south is satisfactory in visibility and foot way provision, the submitted drawings do not show the area for the visibility and foot way provision towards the northern direction and its 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

A Transport Assessment Addendum report has been submitted which relates to the following issues/concerns:

- the cumulative impact of the railway station car park extension at peak times and;
- the overall impact at the Potton Road/Station Road/High Street mini roundabout of the railway station car park extension, the Tesco development (CB/10/04078) and the residential development of 36 dwellings (CB/10/04356/FULL), which is near to the site.

The conclusion is that the effect of the car park extension on the operation of the mini roundabout is acceptable. No objection has been raised by the Highways Team subject to relevant conditions being attached to any consent granted.

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 NERC Act 2006 requires 'every public authority must, in exercising its functions, have regard so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. The Ecology Officer has

raised no objections subject to a relevant clearance and demolition note to applicant 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 **Prior to the commencement of development details of materials to be used for the external finishes of the Attendants cabin and portaloo 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.

- 3 **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

- 4 Development shall not begin until details of the junction of the proposed vehicular access with the highway have been submitted to and approved by the Local Planning Authority. No building shall be occupied until the junction has been constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

- 5 No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once the roadwork's necessary to provide adequate access from the public highway have been completed (apart from final surfacing) to the satisfaction of the Local Planning Authority.

Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

- 6 Prior to commencement of development details of a 2.0m wide new foot way to be provided on the east side of Station Road from the new access to join to the existing foot way at the railway stations northern access and from the new access towards the south for a distance of 69.0m measured from the centre point of the new access as shown on drawing No COTH055402-P-003, shall be submitted to and approved by the Local Planning Authority and the approved details shall be implemented before the new access is brought into use.

Reason: In the interest of highway safety and pedestrian movement.

- 7 Prior to commencement of development a scheme detailing provision for on site parking for construction workers for the duration of the construction period shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off street parking during construction in the interests of road safety

- 8 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.

- 9 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

- 10 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.

- 11 Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 90.0m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, for the duration of the development, be kept free of any obstruction.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it.

- 12 Before the new access is first brought into use the proposed vehicular access shall be constructed and surfaced in a durable material to be approved in writing by the Local Planning Authority for a distance of 10.0m into the site, measured from the highway boundary.. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety and reduce the risk of flooding

- 13 Before the new access is first brought into use, the existing southernmost access situated almost opposite to the Willow Rise/Station Road junction shall be closed in a manner to the Local Planning Authority's written approval.

Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.

- 14 Before the new access is first brought into use all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

- 15 The proposed means of illumination shall be shielded so that no glare or dazzle occurs to drivers of vehicles using the public highway.

Reason: In the interest of road safety.

- 16 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 O, 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.

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.
3. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Councils, Technology House, 239 Amptill Road, Bedford, MK42 9BD quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
4. The applicant is advised that in order to comply with Conditions 4, 6 and 13 of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Highways Development Control Group, Development Management Division, Central Bedfordshire Council, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford Bedfordshire SG17 5TQ

DECISION

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