DELEGATED FILE NOTE

CASE OFFICER: ...Jo Cousins.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
18/01063/FP	Additional car parking area (as amended by plan received 6 July 2018)	Coombes Community Centre Burns Road Royston Hertfordshire SG8 5PT

Submitted Plan Nos

COO/18/01 COO/18/02B

1.0 Policies

LP8 Development in Towns

LP55	Car Parking Standards
SECT7	Requiring Good Design
SPDVP	Vehicle Parking at New Development
XD3	Protecting Living Conditions
XT2	Parking

2.0 **Site History**

2.1 None relevant to this application.

3.0 Representations

3.1 **Hertfordshire Highways** - Raise no objection to the proposal. Make the following comments:-

VEHICLE ACCESS & PARKING: There is an existing car park with provision for 17 cars, which is proposed to be increased to 47 through the extension of the car park to the rear of the site. The existing access onto Burns Road is to remain as existing, the arrangements of which is considered by HCC as Highway Authority to be acceptable to accommodate to extended car park.

The proposed layout of the car park is shown on submitted drawing number COO/18/02. The dimensions and layout is considered to be acceptable and in accordance with 'Roads in Hertfordshire: Highway Design Guide' and 'Manual for Streets'. Vehicles parking on site would be able to turn around and egress to Burns Road in forward gear. North Herts District Council is the parking authority for the district and therefore should ultimately be satisfied with the level of parking.

ACCESSIBILITY & SUSTAINABILITY: The proposed site is within reasonable walking and cycling distance to the town centre, other amenities and residential areas. The application includes the provision of 20 cycle parking spaces, which would be essential to ensure cycling as a form sustainable transport to the centre is enhanced and promoted. Although not enough to recommend refusal, the Highway Authority would recommend a clearer

pedestrian route through the site from north to south to provide a safe link with the footpath to the rear (north) of the community centre site. The current arrangement would mean that pedestrians would only be able to access the site from the north through walking through the car park.

CONCLUSION: HCC as Highway Authority has considered that the proposal would not have an unreasonable impact on the safety and operation of the surrounding highway. HCC has no objections on highway grounds to the application, subject to the inclusion of the above comments and highway informatives.

3.2 **Royston Town Council** - No objections - ***provided that there is a clearly marked pedestrian route through the site to access the gate at the back of the property. This route and entrance must not be obstructed by any vehicles or parking spaces. Also, it must be ensured that proper sufficient drainage is in place on the site.***

4.0 Planning Considerations

4.1 Site & Surroundings

4.1.1 The car park at Coombes Community Centre is located on the north side of the road and to the east of the building. The existing car park is of tarmac construction and currently accommodates 17 spaces to the front and side of the building accessed via Burns Road. The site benefits from a grass area to the side/rear which is currently used for informal parking. To the rear of the site is public open space and the BX track which have a pedestrian access from the site.

4.2 Proposal

4.2.1 Planning permission is sought to increase the area of hardstanding available for car parking and a re-arrangement of the existing layout to provide a total of 47 spaces. The plans have been amended to show that this would include a pedestrian footpath to the BMX track to the rear, two disabled bays, 20 Cycle spaces and three bays for motorcycle parking. In addition the site is indicated have cable facilities laid to enable EV charging points in the future.
The main area of additional parking would be to the north east of the existing building and to the side of Mary Barfield House, approx. 33m deep. Existing landscaping to the boundary would be retained.

See plan as amended.

4.3 Key Issues

4.3.1 The key issue in the determination of this application is whether there would be any significant conflict with the aims and requirements of the existing Local Plan and Emerging Plan Policy, the impact upon the appearance of this part of Burns Road and impact upon any nearby residential amenity..

Principle / Need

4.3.2 There is no objection to the principle of this application. The Community Centre is within the urban area of the town of Royston with the new parking area to the rear of the main existing car park and utilising land that is used for informal overspill parking. From the highway , the new car park would not be visually intrusive and due to the landscaping to the rear it would not be visually intrusive upon the open space to the north (BMX track). For the size of the Community Centre the existing formal parking is somewhat limited and I would conclude that there is a justifiable need for the proposal to assist in making the best use of the facility.

Considerations of the Council's car parking standards

4.3.3 The Council's car parking standards for Community Centres set out that the maximum amount of car parking required is 1 space per full time member of staff plus 1 space per 9m sq gross floor area. Cycle parking requirements are to be based on 1 space per 4 plus visitor parking on individual merit. The current provision is very much under this requirement which is approx. 50 spaces. Therefore even with the new car parking provision proposed in this application, the site will still be under the maximum amount of car parking within the Council's Vehicle Parking SPD but the number of formal spaces will accord with the policy.

Impact on neighbours – view / setting

4.3.4 There have been no comments received from any local residents and it is noted that the property to the east is an assisted living facility. The car park would be to the rear but would not be intrusive or any more unneighbourly than the existing situation here. Existing landscaping would be retained and the relationship is such that any disruption would be minimal. I do not consider that any extra noise from the car park against the context of the exiting situation would be so demonstrably significant or adverse to justify the refusal of the application for this reason. Overall I conclude that the impact of the development on the amenities that neighbours currently enjoy would not be so adversely affected in this instance.

Lighting

4.3.5 The plans do not show any lighting within the car park, however this may be necessary given that the use of the Community Centre includes evenings. I consider that this should be low level bollard style lighting, which should only be on for the times the car park is used in association with the Community, to stop any light spill onto the neighbours. A condition is recommended on this basis, which I consider is entirely reasonable.

Other matters

4.3.6 Drainage has been mentioned to the agent and the parking to the rear of the existing area would not cause problems with the adjoining highway in my view. There is adequate space to make appropriate provision on site. The issue of a pedestrian link to the rear of the site has been addressed on the amended plans and I am satisfied that the comments raised by the Town Council and suggested by Highways have been accommodated.

I have also discussed the provision of EV charging points with the agent and Centre Manager and understand that this is something that the Community Centre can not afford at present. However, they do agree that this might be something that will be needed in the future and have therefore shown cabling for future provision on the plans.

4.4 **Conclusion**

4.4.1 Having regard to the considerations set out in this report I conclude that the proposal would not be detrimental to the character and appearance of this part of Royston or the amenities of any nearby residents. In the absence of any material or sustainable grounds for objection I have framed a favourable recommendation accordingly.

5.0 **Recommendation**

5.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

   Reason: To comply with the provisions of 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 development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

   Reason:To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Any lights within the new car park area shall only be low level bollard style lights and are only to be on during the opening hours of the Community Centre, unless otherwise agreed in writing.

   Reason: To reduce potential light spillage within the area.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted proactively 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.

Informative/s:

AN) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is

available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx or by telephoning 0300 1234047.

AN) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx or by telephoning 0300 1234047.

Signed  Tom Rea Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 11 July 2018	