

PLANNING COMMITTEE - 7 AUGUST 2018

Application No:	18/01097/FUL	
Proposal:	Extension to and reorganisation of car park to provide 56 additional spaces incorporating additional lighting, CCTV, lining works, road signage, drainage and landscaping	
Location:	Active4today Ltd Newark Sports And Fitness Centre, Bowbridge Road Newark On Trent, NG24 4DH	
Applicant:	Mr Matthew Finch	
Registered:	13.06.2018	Target Date: 08.08.2018

In line with the Scheme of Delegation, this application is before Members because the applicant and land owner is the District Council.

The Site

The application site refers to a previously approved leisure centre and associated car park on the allocated site identified by NUA/MU/4 of the Allocations & Development Management DPD. The site is located off Bowbridge Road, towards the south of the urban area of Newark. The leisure centre is accessed through an existing access road off Bowbridge road leading to the car parking area. Land to the north forms a cemetery. The wider surroundings represent a variety of uses including residential development, a Children's centre on the opposite side of Bowbridge Road and industrial uses to the south east.

Relevant Planning History

14/00402/FULM- Erection of a new leisure centre including; pool hall, sports hall, 2 squash courts, fitness suite, 2 exercise studios, cafe, changing rooms and associated administration rooms, car park and formation of new access road off Bowbridge Road. Approved on 13.05.2014.

16/00190/ADV- Erection of a Hoarding sign (07.04.2016)

The Proposal

The proposal is to extend and reorganise the existing approved car park on the site to provide 56 additional spaces incorporating additional lighting, CCTV, lining works, road signage, drainage and landscaping.

The proposed additional parking at Newark Sports & Fitness Centre will consist of approximately 1,627m² of new tarmac, permeable block paving and landscaping. It is proposed to locate the additional car parking on land next (west) to the existing car park with a link through to the existing car park. The design of the car park will mimic the existing car parking with parking bays

either side of a central access road. Access to the proposed car park will be from the main access road with a one way system through the proposed car park exiting into the existing car park.

The following documents have been provided with the application:

- Site Plan (R21- 01)
- Existing Layout (R21- 02)
- Proposed Layout (R21- 03)
- Drainage Plan (R21- 04)
- Setting Out (R21- 05)
- External Lighting and CCTV (R21- 06)
- Proposed Lining Works (R21- 07)
- Proposed Signage (R21- 08)
- Cross Sections (R21- 09)
- Proposed Reduced Levels (R21- 10)
- Construction Details 1 (R21- 11)
- Construction Details 2 (R21- 12)
- Construction Details 3 (R21- 13)
- Drainage Construction Details (R21- 14)
- Location Plan (R21- A)
- Flood Risk Assessment
- Ecological Appraisal
- Arboricultural Assessment
- Design and Access Statement

The existing car park is currently made up of 176 spaces and 4 disabled parking bays. It is proposed to provide an additional 56 spaces. This is because 52 new spaces plus 2 disabled parking bays are proposed, and also 4 numbers of disabled bays would be relocated from the existing car park to the extended section of the car park. Further to this, it is proposed to reline the existing disabled bays to create 6 parking bays (2 extra bays). Therefore the total number of additional spaces created by the scheme would be 56.

It is proposed to include additional road signage to the extended car park. This would include 6 x 4000mm high 114mm diameter circular anodised aluminium sign posts and 6 x 2000mm high 76mm diameter circular anodised aluminium sign posts. These sign posts would consist of 2 x Aluminium Give Way Signs which would be Triangle in shape and 750 mm in size, 2 x Aluminium Ahead Only Sign, circle in shape and 750mm in diameter. Further to this, there would be 4 x Aluminium Pedestrian Crossing Road Traffic Sign, triangular in shape and 750mm in size, 4 x Aluminium No entry sign, circular in shape and 50mm in diameter and 6 x Aluminium Disabled Parking Only Sign which would be rectangular and 400mm in width and 600 mm in height. The proposed locations of the various road signage can be viewed on the accompanying proposed signage plan (R21- 08).

It is also proposed to include additional lighting and CCTV. The lighting would include a single road lantern mounted at 6m high, two back-to-back road lanterns mounted at 6m high and a single illuminated pedestrian beacon on top of a 3m high column. It is also proposed to erect a CCTV column with 3 cameras fixed at a height of 3 metres. This is in addition to proposed lining works, additional drainage and landscaping to the extended car parking area.

Departure/Public Advertisement Procedure

101 neighbouring properties have been individually notified of the proposed development. A site notice has been posted near to the site expiring on 9th July 2018.

Relevant Planning Policies

The Development Plan

Newark and Sherwood Core Strategy DPD (adopted March 2011)

Policies relevant to this application:

- Spatial Policy 1: Settlement Hierarchy
- Spatial Policy 6: Infrastructure for Growth
- Spatial Policy 7: Sustainable Transport
- Spatial Policy 8: Protecting and Promoting Leisure and Community Facilities
- Core Policy 9: Sustainable Design
- Newark Area Policy 1: Newark Urban Area
- Newark Area Policy 3: Newark Urban Area Sports and Leisure Facilities

Allocations and Development Management Document DPD (adopted July 2013)

Policies relevant to this application:

- Policy NUA/MU/4: Newark Urban Area – Mixed Use Site 4
- Policy DM1: Development within Settlements Central to Delivery the Spatial Strategy
- Policy DM2: Development on Allocated Sites
- Policy DM5: Design
- Policy DM12: Presumption in Favour of Sustainable Development

Please Note: All policies listed above can be found in full on the Council's website.

Other Material Considerations

- National Planning Policy Framework (NPPF) July 2018
- Planning Practice Guidance (PPG) 2018

Consultations

Newark Town Council – Newark Town Council's Planning Committee Meeting - 27.6.18:

'Members raised No Objection to this application but would like to see a condition that improved landscaping with the Sparrow Lane boundary adjacent to the Cemetery. It was felt that the direct view into the Cemetery from the car park should be looked at sympathetically.'

NCC Highways Authority - *'The proposed works are located some distance from the public highway. We do not wish to raise an objection.'* (10.07.2018)

Access and Equalities Officer - *Inclusive access to and around the proposal together with provision of suitable accessible facilities and features, including provision of accessible spaces, should be carefully considered.* (25.06.2018)

Environmental Health - *Provided the lighting scheme is properly installed I have no observations to make* (3.07.2018)

One representation of objection has been received from a local resident/interested party, raising concerns over the perceived increase in traffic on Bowbridge road as a result of the proposal.

Comments of the Business Manager

Principle of Development

As the proposal seeks to extend and reorganise the existing approved car park on this site, it is considered that the following policies are of particular relevance.

Spatial Policy 8 defines sports and leisure facilities such as this as being considered a community facility. The policy goes on to state that enhanced community and leisure facilities will be encouraged, particularly where they address a deficiency in current provision. In addition the proposal will have to satisfy Spatial Policy 7 which is concerned with the provision of sustainable transport solutions on new developments. Spatial Policy 9 and DM5 require the development to be sustainable in its design, taking into consideration the surrounding environment.

The extension of the car park is justified in the accompanying design and access statement:

"The existing car park has 176 demarked parking bays including 4 disabled parking bays. On a typical day the car park can be full at times, resulting in double parking and visitors/staff parking on the adjacent access road. Adjacent developments have also increased parking in the car park. The centre is heavily used by local schools for swimming classes; all of the pupils arrive and depart via car or bus under supervised conditions. This all leads to a very congested car park area at least twice a day which can often cause disruption to traffic accessing and exiting the car park. Whilst not resolving all of the parking issues at the site, it is hoped that the proposed additional car parking provision of 55 spaces will help to alleviate congestion related to the existing car park considerably and allow the current disabled parking provision to be increased from 4 to 6 parking bays"

As the proposal seeks to deliver an extension to the existing car parking area to the existing leisure centre, in response to a current deficiency in parking provision, I am satisfied that the principle of the proposed development in this location is acceptable, subject to consideration of site specific matters outlined below.

Impact upon Highways Network

Spatial Policy 7 of the Core Strategy seeks to ensure that there is effective parking provision, both on and off-site of new development. Development is to be appropriate for the highway network in terms of the volume and nature of traffic generated, and ensure that the safety, convenience and free flow of traffic using the highway are not adversely affected. Further to this, it is required that attractive accesses for all are provided, including the elderly and disabled, and others with restricted mobility. This is reflected in Policy DM5 of the DPD which requires the provision of safe access to new development and appropriate parking provision.

The existing leisure centre is a relatively new community facility, and is apparent that the parking provision provided on the original permission is now not sufficient due to the increase in demand for the services of the leisure centre. The current situation means that surrounding highways are being used for parking as stated in the justification statement. Therefore the existing situation would appear not be providing sufficient parking provision for its customers, and could result in the safety and free flow of traffic using the surrounding highways to be jeopardised. I do note the concerns raised by a neighbouring property regarding a perceived increase in traffic due to the proposals. However, no alterations are proposed to the existing access or to the size of the leisure centre and therefore I would not expect the proposal to increase the demand for services to the detriment of the highway, and further to this end there have been no objections from the NCC Highway Authority.

It is considered that the creation of an additional 56 parking spaces would better cater for existing customers and improve the situation in the surrounding the site. The proposal would accord with the aims of SP7 which aims to provide sufficient on-site parking for new developments. The proposal would further satisfy SP8 which aims to improve community facilities where there is a deficiency in the current provision, which in this case there would be an improved car parking facility to the existing leisure centre.

Impact upon Amenity

Policy DM5 of the DPD states that development proposals should ensure no unacceptable reduction in amenity including loss of privacy upon neighbouring development. The NPPF as revised continues to seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

In assessment of an application for an extension to an existing car park, I would expect the one of the main amenity issues to be the potential for noise disturbance from the associated increase in vehicular traffic.

To the north of the proposed extended car park exists a cemetery. It is noted that Newark Town Council raise concerns with possible privacy issues due to the close proximity of the proposed extended car park area and the cemetery area. However, given the relatively modest scale of the proposed extension reconfiguration to the existing car park to provide 56 additional spaces, in comparison to the existing 176 spaces on the site, I am satisfied that the proposal would not result in a significantly greater level of activity than currently exists to unduly impact on the amenity of neighbouring sites. Therefore it is considered that the proposal accords with the aims of policy DM5.

In terms of the external lighting proposed, I am satisfied that the proposed lighting columns are appropriate to ensure that the car park extension can operate in a safe, convenient way and that this would not unduly impact upon the residential amenity of neighbours nearby. This is a view shared by our Environmental Health Officer who raises no concerns.

Design

The proposal details the design of the extension to be an addition to the existing circulation and access routes with the addition of one further circulation route which would link to the existing. Apart from the relatively minor amendments to the car park, the layout of the entire site and the route that allows access to the site from Bowbridge road to the east will remain as existing. The proposed materials for the re-surfacing are to match the existing materials on site. As such the design of the reconfiguration and re-surfacing of the car park is not considered to have an impact on the character and appearance of the wider site. Therefore the proposal would accord with Core Policy 9 and DM5 of the DPD.

Flood Risk

The application site is located entirely within flood zone 1, and therefore no flood risk assessment is required. The proposal would result in the loss of some existing permeable landscaped area, however this would be replaced by a new 'soakaway' and new landscaping proposed. The submitted drainage plans confirm that the levels of the car park would result in water draining at positive drainage points, reducing the risk of localised pooling. Therefore I am satisfied that the proposal would be acceptable in terms of not increasing the flood risk on the site.

Ecology

An ecological appraisal (as produced by FPCR- submitted 8th June 2018) was undertaken to ascertain as to whether the area of semi-improved amenity grassland, which would be lost to this proposal had any ecological value to it. It was concluded that the habitats that would be lost would be considered to have negligible conservation value, with the loss of such habitats in these areas not considered to be ecologically significant. Therefore I am satisfied that there is no potential for the loss of significant ecological habitats due to this proposal.

Arboricultural Impact and Landscaping

The Arboricultural report (as produced by FPCR- submitted 8th June 2018) describes the site as comprising semi-improved grassland, a small area of hardstanding, an immature treeline and a small area of bare ground. The proposals will include removal of a small number of low-quality trees to accommodate the increased size and layout of the car park. It is detailed as a mitigation method retained trees will be adequately protected during works ensuring that the calculated root protection area for all retained trees can be appropriately protected through the erection of the requisite tree protection barriers.

In the report it is stated that it is intended to mitigate the loss of these trees by including new planting as part of the car park extension on the 'landscaped area'. The mitigation in this instance would appear to be acceptable due to the fact that the treeline as existing is immature, only being implemented as part of the recent permission for the leisure centre (14/00402/FULM).

Planning Balance and Conclusion

The proposal represents an opportunity to deliver an enhanced leisure facility within the Urban Boundary of Newark; a highly sustainable location for further development. It is evident that current parking provision is not sufficient for the site, and the proposal would represent a solution to this unsustainable situation. The proposed extension to the existing car park would be acceptable in terms of impact upon the highways network, amenity, design, flood risk, ecology and arboriculture and therefore approval is recommended.

RECOMMENDATION

Approve, subject to the following conditions.

01

The development hereby permitted shall begin within a period of three years from the date of this permission.

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

02

The development hereby permitted shall not be carried out except in complete accordance with the following plans:

- Site Plan (R21- 01)
- Proposed Layout (R21- 03)
- Drainage Plan (R21- 04)
- Setting Out (R21- 05)
- External Lighting and CCTV (R21- 06)
- Proposed Lining Works (R21- 07)
- Proposed Signage (R21- 08)
- Cross Sections (R21- 09)
- Proposed Reduced Levels (R21- 10)

- Construction Details 1 (R21- 11)
- Construction Details 2 (R21- 12)
- Construction Details 3 (R21- 13)
- Drainage Construction Details (R21- 14)

unless otherwise agreed in writing by the local planning authority through the approval of a non-material amendment to the permission.

Reason: So as to define this permission.

03

No development shall be commenced until full details of soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:

a schedule (including planting plans and written specifications, including cultivation and other operations associated with plant and grass establishment) of trees, shrubs and other plants, noting species, plant sizes, proposed numbers and densities. The scheme shall be designed so as to enhance the nature conservation value of the site, including the use of locally native plant species.

Reason: In the interests of visual amenity and biodiversity.

04

The approved soft landscaping shall be completed during the first planting season following the commencement of the development, or such longer period as may be agreed in writing by the local planning authority. Any trees/shrubs which, within a period of five years of being planted die, are removed or become seriously damaged or diseased shall be replaced in the current or next planting season with others of similar size and species unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the work is carried out within a reasonable period and thereafter properly maintained, in the interests of visual amenity and biodiversity.

05

No development shall be commenced until the existing trees shown to be retained on site have been protected by measures as detailed in Section 5 of the Arboricultural Assessment by FPCR dated May 2018 which forms part of this application.

Reason: In the interests of amenity and nature conservation.

Informative

01

The applicant is advised that all planning permissions granted on or after the 1st December 2011 may be subject to the Community Infrastructure Levy (CIL). Full details of CIL are available on the Council's website at www.newark-sherwooddc.gov.uk/cil/

The proposed development has been assessed and it is the Council's view that CIL is not payable on the development hereby approved as there is no increase in floorspace.

02

The application as submitted is acceptable. In granting permission the District Planning Authority is implicitly working positively and proactively with the applicant. This is fully in accordance with Town and Country Planning (Development Management Procedure) Order 2010 (as amended).

BACKGROUND PAPERS

Application case file.

For further information, please contact Tom Swan on 01636 655831

All submission documents relating to this planning application can be found on the following website www.newark-sherwooddc.gov.uk.

Matt Lamb

Business Manager Growth & Regeneration

Committee Plan - 18/01097/FUL

