

Application No:	18/00040/FUL	
Proposal:	Provision of an additional 13 car parking spaces to existing premises	
Location:	Gladstone House Lord Hawke Way Newark On Trent Nottinghamshire	
Applicant:	Newark & Sherwood Homes - Mr K Shutt	
Registered:	12 January 2018	Target Date: 9 March 2018

This application is being referred to the Planning Committee for determination as the site is owned by the District Council.

The Site

The application site is an 'Extra Care' residential home which has recently completed construction. The site sits on the eastern side of Bowbridge Road with the leisure centre and associated car parking further to the east, separated by dwarf railing. The site has been landscaped with block paving access road, railings, tree planting and lawned areas. 15 Parking spaces are currently laid out to the rear of the building. The site is shortly due to open to the public.

Relevant Planning History

15/02299/FULM – Proposed 'Extra Care' Residential Development for the elderly consisting of 60 single and two bed apartments and the associated Communal Spaces. Approved April 2016.

The Proposal

The proposal seeks the provision of a further 13 vehicle parking spaces on the eastern boundary of the site by extending the existing access road around the rear of the building. The existing landscaping would be removed and replaced accordingly.

Departure/Public Advertisement Procedure

One neighbouring business individually notified by letter and a site notice has also been displayed near to the site.

Planning Policy Framework

The Development Plan

Newark and Sherwood Core Strategy DPD (adopted March 2011)

Spatial Policy 1: Settlement Hierarchy

Spatial Policy 2: Spatial Distribution of Growth

Spatial Policy 6: Infrastructure for Growth

Spatial Policy 7: Sustainable Transport

Core Policy 6: Shaping our Employment Profile

Core Policy 9: Sustainable Design
Core Policy 10: Climate Change
Newark Area Policy 1: Newark Urban Area

Allocations & Development Management DPD

Policy DM1: Development within Settlements Central to Delivery the Spatial Strategy

Policy DM5: Design

Policy DM7: Biodiversity and Green Infrastructure

Policy DM12: Presumption in Favour of Sustainable Development

Other Material Planning Considerations

- National Planning Policy Framework 2012
- Planning Practice Guidance 2014

Consultations

Newark Town Council – No objection

NCC Highways Authority – No objection

The provision of additional spaces is welcomed to help prevent on-street parking.

Whilst it is understood that part of the existing access is only 4.0 - 4.2m wide, for one vehicle to pass another conveniently in these volumes, a 4.8m wide access should be considered/provided (at least on the new length of access road).

A one-way system using an additional access to the north of the new spaces would be an advantage if the road is to be kept as narrow as 4.0m.

If required, construction traffic would be able to temporarily cross the existing footway and verge, close to the spaces, providing suitable protection of underground services (including soakaway crates laid there) has been made and that any damage caused by traffic is rectified.

Lord Hawke Way is not public highway, but the intention and understanding is that, in time and as other developments served from it occur, it will be offered for adoption. It has therefore, been built to adoptable standards. In conclusion, no objections are raised, but it is recommended that the access be widened to 4.8m.

No letters of representation have been received from neighbouring / interested parties at the time of writing.

Comments of the Business Manager

Principal of Development

The principle of development on the site has been established through the granting of consent in 2016. 15 parking spaces were provided as part of this 2016 consent which the applicant has realized prior to opening is likely to be insufficient. The principle of providing further parking spaces on the site is considered to be acceptable subject to the below considerations.

Highways and Parking Matters

The provision of additional parking on the site is welcomed in terms of alleviating the potential for on-street parking. The comments from NCC Highways have been discussed with the applicant and the widening of the new section of access road requested. The applicant has stated that it would be difficult to provide 4.8m along the total length of the new access road due to the proximity to the rear boundary of the site and the pedestrian access to the side of the access road. It has therefore been suggested that the access road width to the south of the parking area be widened thus allowing for vehicles travelling in opposite directions to pass without incident. Whilst the preference would be for the entire access road to be widened the revised layout does allow visibility for cars departing the parking area to see any approaching vehicle without blocking the road and it is accepted that the road is on private land and situated some distance away from an adopted highway. There is also a pull in passing bay along the access and it is notable that the access to Lord Hawk Way itself is more than sufficient width to allow two cars to pass one another. It is therefore considered that the proposed layout is acceptable and would not result in concern in relation to highway safety grounds. On this basis it is not considered necessary to further explore the suggestion on a one way system as suggested by NCC Highways. The proposal is deemed compliant with SP7.

Impact on Character of the Area

The additional parking area situated to the east of the building would in the majority not be visible in the wider realm being screened by the care home building to the west and the leisure centre to the east. The parking area would be no further forward than the front of the building with landscaping incorporated around the edge of the parking. Whilst a reduction in soft landscaping (in comparison to the previously approved scheme) is not necessarily advocated in principle, the rationale behind the application is appreciated and the provision of additional hard standing to the side of the care home is not considered to result in any significant impact on the character of the area which would warrant resistance of the proposal. In any case, it is notable that the current scheme incorporates a greater level of tree and hedgerow cover to this area of the site than was agreed through the discharge of condition landscaping plan on the original approval which would balance out (and to some degree provide screening for) the hardstanding necessitated by the car parking spaces.

Impact on Amenity

With the exception of the leisure centre to the east, the parking area is relatively well removed from other buildings and dwellings. It is not considered that the proposal would result in any impact on neighbouring amenity.

Conclusion

The provision of additional parking to the side of the existing care home is not considered to result in a significant impact on the character of the area, neighboring amenity nor highway safety. There are no further material considerations that would warrant refusal.

RECOMMENDATION

Approve, subject to the following conditions.

Conditions

01

The development hereby permitted shall not begin later than 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 approved plans reference:

- Site Location & Block Plan – 348 A 001 Rev A
- Proposed Site Layout – 348 A 002 Rev ZB received 20/2/18

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

The development hereby permitted shall be constructed entirely of the materials details submitted as part of the planning application unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of visual amenity.

04

The approved landscaping as detailed on Proposed Site Layout – 348 A 002 Rev ZB 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 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.

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 given that there is no net additional increase of floorspace as a result of the development.

02

This application has been the subject of discussions during the application process to ensure that the proposal is acceptable. The District Planning Authority has accordingly worked positively and pro-actively, seeking solutions to problems arising in coming to its decision. 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 James Mountain on ext 5841.

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 - 18/00040/FUL

