

17/06581/FUL

Consultations and Notification Responses

Ward Councillor Preliminary Comments

Councillor Richard Scott

Comments: It appears that this proposed office building will take away existing parking spaces on the plot. This is not clear from the plans, although part 10 of the application form states that "no vehicle parking details have been submitted".

Parking in the whole of Marlow is at a premium and the adjacent public car park is already full to capacity most days of the week. To lose existing spaces is therefore not acceptable.

If Officers are minded to approve, I would like the application referred to the full planning committee.

Councillor Collingwood

Comments: I support objections received as this application will generate displaced parking as well as additional requirement for parking.

If minded to approve request it goes to committee.

Parish/Town Council Comments/Internal and External Consultees

Marlow Town Council

Comments: No objection in principle but object on impact on parking which is already constrained in the town.

County Highway Authority

Holding Comments: Access to the site is to be taken off Liston Road, an unclassified road which makes use of parking/waiting restrictions. Having considered the quantum of development and designated zoning of the site, the County Council's Countywide Parking Guidance suggests that this application should provide a total of 7(no) parking spaces.

Whilst I note that Liston Road makes use of double yellow lines and that public car parks are within walking distance to the site, no information has been submitted as part of the proposals with regard to parking provision, nor regarding the amenities that the existing car park serves.

Until I am receipt of this information, I will withhold my final response.

Comments: Further to my previous comments on a letter dated 27th July 2017 where additional information was requested, the applicant has now provided information which states that the existing car park serves a bank which accommodates 9(no) parking spaces. As already mentioned within my previous comments, the proposed office building requires 7(no) parking spaces.

The applicant mentions that given the sites town centre location, the proposed office building will be a car free development and that 3(no) spaces are to be retained to serve the existing bank. Nevertheless, it is considered that this proposal will result in loss of existing parking associated with the site. I have calculated the shortfall at 6(no) parking spaces.

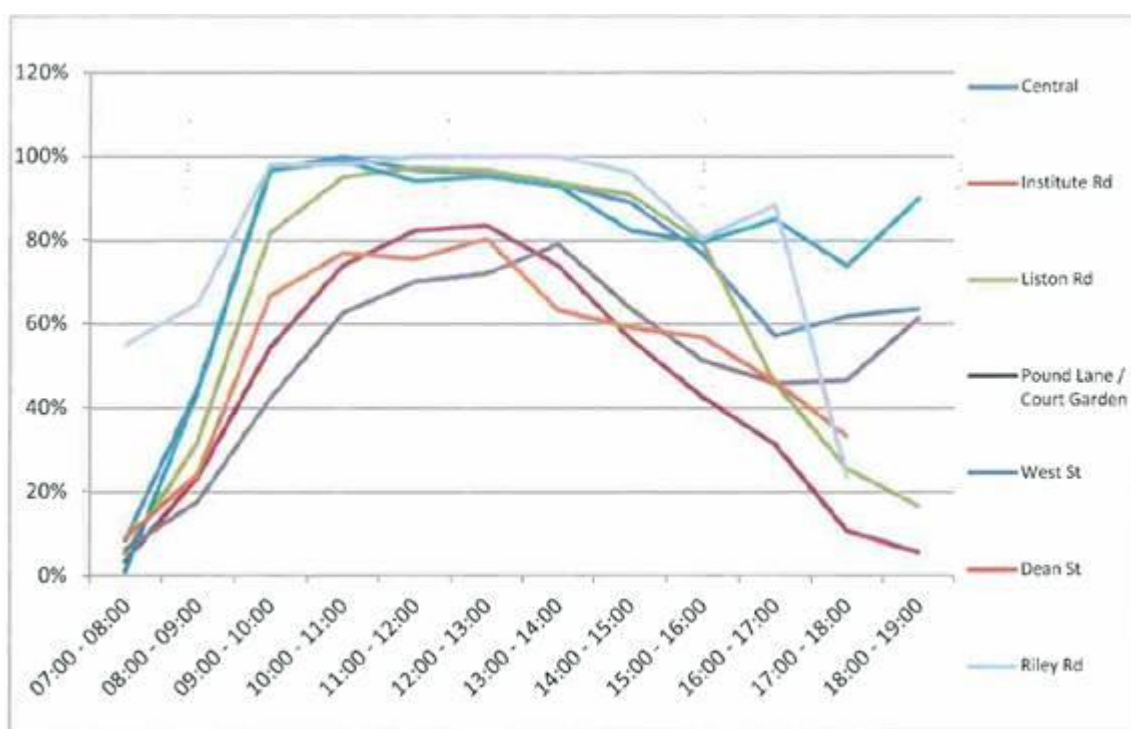
Overall, whilst I am aware of the parking situation in Marlow, given the sites town centre location which makes use of public car parks and parking/waiting restrictions in the form of double yellow lines along Liston Road, I would be unable to sustain a reason for refusal at an appeal scenario.

Mindful of the above, should you be minded to grant consent, I recommend conditions be included in any planning consent that you may grant.

Final comments (January 2018): I have reviewed the application and Armid's comments and provide my assessment below:

Public Car Parking Review

Total public off street car parking spaces within Marlow Town Centre totals 765. The car parks with the highest rates of occupancy are Central, Liston Road, Riley Road and West Street, which show peak usage between 10:00 and 11:00. Dwell times for vehicles using the car parks have been examined and show that most of the car parks are used for short stay parking and there is little all day parking that occurs within these car parks. Parking demand in Marlow is for shorter periods of time (i.e. non commuter). The survey data from 2016 suggests that there is currently some spare parking capacity during the day but some of the car parks (Central, Liston Road, West Street and Riley Road) are full at times of peak demand:



On-street Car Parking Review

In October 2017 it was agreed to by the Cabinet Member for Transport to undertake a consultation under on draft proposals for the introduction of additional waiting restrictions within greater Marlow area and extension and conversion of the existing limited waiting bays within the town centre to paid parking. A review of the streets where limited waiting bays are located were carried out in 2017, which showed that all existing limited waiting bays are having used throughout the day. The surveys highlighted that a key issue was the overstaying of vehicles resulting in a loss of 209 short stay episodes on a Saturday and 196 on a Thursday. This is largely an enforcement issues however one of the drawbacks of limited waiting restrictions is the inefficiency of enforcement. The introduction of paid on street parking in Marlow, in accordance with the County Council's Implementation Plan (October 2016), will provide greater enforcement that will offer additional on-street parking

opportunities.

The public consultation is planned to start on the 9th February and run until the 9th March 2018. The Parking Manager has advised that following the consultation the responses will be collated and feedback to the Cabinet Member for approval. If approved, the necessary Traffic Regulation Orders will be processed and street furniture ordered, for an implementation in late spring/summer 2018. Parking enforcement would commence as soon as the street furniture is in place.

Potential for Displaced Car Parking

The proposal is for the erection of a 2 storey detached B1 office building on land to the rear of 7 High Street. The proposal will result in a loss of 6 spaces with 3 spaces being retained to serve the existing bank. The office itself requires 7 parking spaces however is proposed to be a car free development. Whilst we appreciate concerns regarding parking in Marlow, there is proven to be spare capacity currently in the town centre car parks (99 spaces at peak demand) that could accommodate displaced car parking. Whilst Liston Road car park is nearing capacity during peak periods, there is spare capacity in other car parks which can be utilised.

Furthermore, the majority of Marlow town centre has waiting restrictions (including Liston Road, which is in the form of double yellow lines). TfB are due to consult on further extensions to double yellow lines, generally to reinforce the Highway Code, at places where motorists must not park (e.g. within 10m of junctions, in front of accesses or to protect passing places).

Future Car Parking needs based on Local Plan Proposals:

The Marlow Parking review has highlighted that housing development within Marlow of up to 224 dwellings would have a minimal impact on public town centre parking. The provision of retail development of 1,100sqm in the town has however shown to take car parking occupancy over 100% at peak times. The provision of additional parking would therefore need to be considered as part of any significant retail proposals in the town centre.

Noting the above, I agree with Armid's response that we would not be able to sustain a highway safety reason for refusal. You will obviously need to consider whether the parking provision is likely to result in amenity issue based on the information above.

County Archaeological Service

Comments: We conclude that the proposed development is likely to affect a heritage asset of archaeological interest because it is located to the rear of the High Street, which was laid out in the medieval period. Burgage plots extended back from the High Street to the east and west and their layout can still be seen in plot boundaries today. Within these burgage plots archaeological evidence of back-yard activities often survives and can provide evidence of the medieval origins of the town. Accordingly we recommend that archaeological trial trenching is carried out on the footprint of the proposed development.

If planning permission is granted for this development then it is likely to harm a heritage asset's significance so a condition should be applied to require the developer to secure appropriate investigation, recording, publication and archiving of the results in conformity with NPPF paragraph 141.

Conservation Officer

Comments: The proposed two storey office building is located within a burgage plot associated with No. 7 High Street. These long narrow plots are integral to the character of

the conservation area and traditionally evolved through construction of simple, utilitarian buildings perpendicular to plot associated with the burgage head. This proposal would fragment the burgage plot and while the form is appropriate, the scale and height is larger than traditionally typical. However, given the extent of development to Liston Road, it is not felt that an objection to such development would be warranted in this location and accordingly if the application is minded to be approved, it should be conditional on good quality external materials (including hard landscaping), timber window joinery, conservation type roof lights and boundary treatments/details.

Control of Pollution Environmental Health

Comments: No objection.

Arboricultural Officer

Comments: No objection

Representations

One letter of objection raising the following issues:

- Lack of parking for the new offices
- Displacement of existing parking on site placing additional pressure on town centre parking

The Marlow Society

Object on the following grounds:

The Marlow Society has been in discussions with the Wycombe District Council and the Chamber of Trade and Commerce on the ever more difficult problem of parking in Marlow. The WDC recognises that the central car parks are regularly full with waiting queues. This application fails to address the problem of displacement and additional need for parking generated by the proposed building. Can the WDC produce an integrated response to such applications rather than dividing responsibility between the Cabinet Members for Environment and Planning. If the applicant cannot meet the requirement for additional offsite parking then this application should be rejected.

One letter of objection received raising the following concerns:

- Application fails to address the provision of parking for the new offices.
Proposal will cause displaced parking for the bank placing additional pressure on already oversubscribed town centre car parks.