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App No : 18/08040/FUL App Type: Full Application

Application for : Demolition of existing building and change of use of the site to provide a surface level public car park providing 54 car parking spaces inclusive of 3 accessible parking spaces

At Manleys Trade Centre, East Richardson Street, High Wycombe, Buckinghamshire

Date Received : 11/12/18 Applicant : Wycombe District Council Major Projects And Estates

Target date for Decision 05/02/19

## 1. **Summary**

- 1.1. Planning permission for a new public car park is recommended subject to planning conditions to secure the appropriate implementation of the development.

## 2. **The Application**

- 2.1. Planning permission is sought for demolition of existing buildings and change of use to public car parking. The new car park would provide 54 car parking spaces including 3 disabled spaces. The car park would be accessed via East Richardson Street with a one-way system operating within the car park itself. The existing vehicle access onto East Richardson Street would be widened to provide access to the car park.
- 2.2. The car park would provide public parking that would be managed by the Council. The intention is that the new car park would re-provide existing public car parking from the Desborough Road car park which is to be redeveloped.
- 2.3. The site is bounded by East Richardson Street to the south and Baker Street to the north. It is currently hardstanding set around a two storey building that was used for tyre storage and repairs.
- 2.4. The site is located within the Baker Street site allocation which covers a wider area incorporating land to the west side of Westbourne Street (policy HWTC18). The wider Baker Street site is allocated for mixed use development consisting of business and residential uses. There have been a number of recent developments within the wider allocated area, including a new supermarket and container workspace units.
- 2.5. The application is accompanied by a Design and Access Statement.
- 2.6. The Council has consulted on the planning application and the responses are summarised in Appendix A of this report and are available in full on our web site.

## 3. **Working with the applicant/agent**

- 3.1. In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to

secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

3.2. In this instance:

- The applicant was provided the opportunity to submit amendments to the scheme/address issues,
- The application was determined without delay.

#### **4. Relevant Planning History**

- 4.1. There is no planning history of direct relevance to the site, but the proposal is related to the redevelopment of the Desborough Road public car for temporary housing accommodation.
- 4.2. 18/08309/FUL, Demolition of existing buildings and construction of an up to five storey building containing 58 x 1 bed flats to be provided as temporary housing accommodation, re-provision of the British Red Cross Office in dual (B1 and A1) use, together with alterations to access, landscaping and associated works, pending determination
- 4.3. There have been recent applications for a new supermarket and commercial workspace units within the Baker Street area, adjacent to the application site.
- 4.4. 17/06626/R9FUL, Demolition of existing buildings and the construction of up to 2,714sqm GEA B1 business space comprising 48 container work space units with communal wc, refuse facilities and 10 parking spaces (up to four of the 48 container workspace units to have flexible use within use classes A1 (retail) & A3 (restaurants & cafes) and creation of 21 public car parking spaces and retention of existing public car parking at East Richardson Street, highway works to create vehicular accesses and one way system between Short Street and Westbourne Street, permitted December 2017.
- 4.5. 17/06652/R9FUL, The construction of 1,801 sqm GEA A1 (Retail) unit with 92 car parking spaces, landscaping and new vehicular access, permitted November 2017.

#### **5. Issues and Policy considerations**

##### **Principle and Location of Development**

ALP: T2 (On-site parking and servicing)

CSDPD: CS1 (Overarching principles - sustainable development), CS20

DSA: DM1 (Presumption in favour of sustainable development), HWTC18 (Baker Street)

New Local Plan (Submission Version): CP1 (Sustainable Development), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.1. The use of the site for car parking would be acceptable.
- 5.2. The application site forms part of a wider area which is allocated for mixed use development. Policy HWTC18 (Baker Street) states that the allocated site will be required to retain an appropriate level of parking to meet strategic requirements.
- 5.3. The former commercial use of the site provided employment floorspace. Policy HWTC18 requires that there is no net loss of existing employment floorspace on the wider Baker Street site. Employment opportunities have been re-provided as part of the redevelopment of the wider site, so the change of use of the site to public car parking is

not an issue. The creation of new public car parking would meet other planning policy objectives in terms of retaining an appropriate level of public car parking to meet strategic requirements.

### **Transport matters and parking**

ALP: T2 (On-site parking and servicing), T4 (Pedestrian movement and provision)  
CSDPD: CS16 (Transport), CS21 (Contribution of development to community infrastructure)  
DSA: DM2 (Transport requirements of development sites), HWTC18 (Baker Street)  
New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), DM33 (Managing Carbon Emissions, Transport and Energy Generation)

- 5.4. The new public car park would contain 54 parking spaces. The proposal would therefore re-provide existing public parking provision at the Desborough Road car park which contains 46 spaces. There would also be an increase of 8 new parking spaces that would add to the overall car parking stock of the town centre.
- 5.5. The parking bays would be 2.5 m wide which would be narrower than the optimum width of 2.8m set out within the Countywide Parking Standards. However, it is considered that the parking bay widths and manoeuvring space would be sufficient to accommodate average sized vehicles and ensure an efficient car park layout. It should be noted that parking bays of the same size have been accepted at a number of neighbouring developments including Desbox and the Aldi supermarket.
- 5.6. The access arrangements to the new car park are acceptable subject to a planning condition requiring that the access is altered prior to the car park being used.
- 5.7. A planning condition is also recommended to secure detail of boundary treatment in order to secure an acceptable appearance and maintain highway safety.

### **Environmental issues**

ALP: G15 (Noise), G16 (Light pollution)  
CSDPD: CS18 (Waste, natural resources and pollution)  
New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth), DM20 (Matters to be determined in accordance with the NPPF)

- 5.8. There are no relevant issues relating to noise, lighting, pollution and contamination.

### **Flooding and drainage**

CSDPD: CS1 (Overarching principles - sustainable development), CS18 (Waste, natural resources and pollution)  
DSA: DM17 (Planning for flood risk management)  
New Local Plan (Submission Version): DM39 (Managing Flood Risk and Sustainable Drainage Systems)

- 5.9. A planning condition is recommended to ensure that the final details of the drainage scheme is submitted and approved by the local planning authority. This will ensure that the development does not increase the risk of flooding. At the time of writing, the County Drainage Authority have raised an objection on the basis of insufficient information, but it is considered that this matter can be addressed and is not fundamental to the scheme.

### **Raising the quality of place making and design**

ALP: G3 (General design policy), G10 (Landscaping), G26 (Designing for safer communities),  
CSDPD: CS19 (Raising the quality of place shaping and design)

New Local Plan (Submission Version): CP9 (Sense of place), DM34 (Delivering Green Infrastructure and Biodiversity in Development), DM35 (Placemaking and Design Quality)

- 5.10. A landscaping scheme has been submitted which would ensure that new planting is incorporated to improve the quality of the public realm and soften the extent of hard surfacing.
- 5.11. New tree planting would be incorporated into planters around the edge of the car park, which is acceptable. A planning condition is recommended to ensure the implementation of the soft landscaping scheme.
- 5.12. Comments have been made stating that the proposal would be contrary to emerging local plan policy DM35 (Placemaking and Design Quality). This policy does not yet form part of the development plan and is subject to proposed modification which includes reference to limiting single storey development. As such full weight cannot yet be attached to this policy when it comes to decision making.
- 5.13. The modification proposes additional supporting text to clarify that proposals for surface level car parks will need to be supported by robust justification and are appropriate only in limited circumstances.
- 5.14. In this instance it is considered that the proposal for a single level car public park would be an efficient use of land as sought by the emerging policy. If a deck was added to the car park this would not result in additional parking provision as ramps providing access between the levels would take up space.

#### **Infrastructure and Developer Contributions**

CSDPD: CS21 (Contribution of development to community infrastructure)

DSA: DM19 (Infrastructure and delivery)

New Local Plan (Submission Version): CP7 (Delivering the infrastructure to support growth)

- 5.15. The proposal is not a type of development where CIL would be chargeable.

#### **Conclusion**

- 5.16. As set out above it is considered that the proposal would accord with development plan policies and is recommended for approval subject to planning conditions.

### **Recommendation: Application Permitted**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.  
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (As amended).
- 2 The development hereby permitted shall be built in accordance with the details contained in the planning application hereby approved and plan numbers 16-076-837, 16076-832 Rev B and H\_001\_DBX\_001 Rev D; unless the Local Planning Authority otherwise first agrees in writing.  
Reason: In the interest of proper planning and to ensure a satisfactory development of the site.

- 3 No other part of the development shall be used until the existing means of access has been altered in accordance with the approved drawing and constructed in accordance with Buckinghamshire County Council's guide note "Commercial Vehicular Access Within Highway Limits" 2013.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 4 The development shall not be used until the off-site highway works shown in principle on drawing 16076-832 Rev B, which includes a partial one-way system for East Richardson Street, geometric changes to the existing layout and no right-turn onto Westbourne Street, have been laid out and constructed in accordance with details to be first approved in writing by the Local Planning Authority in consultation with the Highway Authority.  
Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development.
- 5 Details of all boundary treatment shall be submitted to and approved in writing by the Local Planning Authority before the development becomes operational. The development shall thereafter only be carried out in accordance with the approved details and the development hereby approved shall not be used until the details have been fully implemented.  
Reason: To ensure an acceptable appearance.
- 6 Development shall not begin until a surface water drainage scheme informed by drawing 477919-PEP-00-XX-DR-C-1101 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the use commences.  
Reason: The reason for this pre-start condition is to ensure that a sustainable drainage strategy has been agreed prior to construction in accordance with paragraph 103 of the NPPF to ensure that there is a satisfactory solution to managing flood risk.
- 7 The use of the site shall not begin until a whole life drainage maintenance plan for the site has been submitted to and approved in writing by the Local Planning Authority. The plan should set out how and when to maintain the full drainage system following construction (e.g. a maintenance schedule for each drainage/SuDS component) with details of who is to be responsible for the maintenance. The plan shall subsequently be implemented in accordance with the approved details.  
Reason: To ensure that maintenance arrangements have been arranged and agreed that might otherwise be left unaccounted for.
- 8 The development shall be implemented in accordance with the approved landscaping scheme as illustrated on drawing IH-001-DBX-001 REV F, unless otherwise first agreed in writing by the local planning authority.  
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.
- 9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees, plants or areas of turfing or seeding which, within a period of 3 years from the completion of the development, 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 the Local Planning Authority first gives written consent to any variation.  
Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping.

## INFORMATIVES

- 1 In accordance with paragraph 38 of the NPPF2 Wycombe District Council (WDC) approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments. WDC work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.
- 2 It is contrary to section 163 of the Highways Act 1980 for surface water from private development to drain onto the highway or discharge into the highway drainage system. The development shall therefore be so designed and constructed that surface water from the development shall not be permitted to drain onto the highway or into the highway drainage system.
- 3 It is an offence under S151 of the Highways Act 1980 for vehicles leaving the development site to carry mud onto the public highway. Facilities should therefore be provided and used on the development site for cleaning the wheels of vehicles before they leave the site.
- 4 No vehicles associated with the building operations on the development site shall be parked on the public highway so as to cause an obstruction. Any such wilful obstruction is an offence under S137 of the Highways Act 1980.