

Agenda Item A11	Committee Date 9 May 2018	Application Number 18/00367/FUL
Application Site Car Park Cable Street Lancaster Lancashire		Proposal Regrading of land to incorporate one small car park into the adjacent larger car park
Name of Applicant Mr David Hopwood		Name of Agent N/A
Decision Target Date 23 May 2018		Reason For Delay N/A
Case Officer		Mr Robert Clarke
Departure		No
Summary of Recommendation		Approval

(i) Procedural Matters

The proposed works would normally fall within the Scheme of Delegation. However, the land to which this application relates is in the ownership of Lancaster City Council, and as such the application must be determined by the Planning and Highways Regulatory Committee.

1.0 The Site and its Surroundings

- 1.1 The site that forms the subject of this application is a parcel of land measuring 250m² located to the east of the fire station on Cable Street in Lancaster. This area of land was most recently used as a private car park for the fire station. Immediately to the east of the site is the Cable Street/North Road pay and display car park. The two sites are presently separated by a 1.5m metal fence whilst the private fire station car park lies approximately 60cm higher than the adjacent public car park.
- 1.2 The application site lies immediately to the north of Lancaster Conservation Area. The site also lies within a flood zone 2 location and is identified as being susceptible to surface water flooding. Finally the site is located within a city centre location and partly lies within the Lancaster Air Quality Management Area.

2.0 The Proposal

- 2.1 This application seeks consent for the regrading of land to facilitate the incorporation of the former fire station car park into the adjacent Cable Street pay and display car park. The existing metal fencing which currently separates the sites will be removed, and the land below will be regraded to allow for a gradual rise between the 2 sites. The proposed development will facilitate a further 10 parking spaces within the pay and display public, including an additional disabled parking space, though overall there is a net loss of parking spaces.

3.0 Site History

- 3.1 The local planning authority has no planning history relating to this particular site.

4.0 Consultation Responses

4.1 The following responses have been received from statutory and non-statutory consultees:

Consultee	Response
County Highways	No objection
Environmental Health	No response received at the time of compiling this report

5.0 Neighbour Representations

5.1 No responses received during the statutory consultation period

6.0 Principal National and Development Plan Policies

6.1 National Planning Policy Framework (NPPF)

Paragraph 14 - Presumption in favour of sustainable development

Paragraph 17 - 12 core planning principles

Section 7 - Requiring Good Design

Section 12 - Conserving and Enhancing the Historic Environment

6.2 Local Planning Policy Overview – Current Position

At the 20 December 2017 meeting of its Full Council, the local authority resolved to publish the following 2 Development Plan Documents (DPD) for submission to the Planning Inspectorate:

- (i) The Strategic Policies and Land Allocations DPD; and,
- (ii) A Review of the Development Management DPD.

This enables progress to be made on the preparation of a Local Plan for the Lancaster District. The DPDs were published on the 9 February for an 8 week consultation in preparation for submission to the Planning Inspectorate for independent Examination. If an Inspector finds that the submitted DPDs have been soundly prepared they may be adopted by the Council, potentially in late 2018.

The Strategic Policies and Land Allocations DPD will replace the remaining policies of the Lancaster District Core Strategy (2008) and the residual 'saved' land allocation policies from the 2004 District Local Plan. Following the Council resolution in December 2017, it is considered that the Strategic Policies and Land Allocations DPD is a material consideration in decision-making, although with limited weight. The weight attributed to this DPD will increase as the plan's preparation progresses through the stages described above.

The Review of the Development Management DPD updates the policies that are contained within the current document, which was adopted in December 2014. As it is part of the development plan the current document is already material in terms of decision-making. Where any policies in the draft 'Review' document are different from those adopted in 2014, and those policies materially affect the consideration of the planning application, then these will be taken into account during decision-making, although again with limited weight. The weight attributed to the revised policies in the 'Review' will increase as the plan's preparation progresses through the stages described above.

6.3 Development Management DPD

DM20: Enhancing Accessibility and Transport Linkages

DM22: Vehicle Parking Provision

DM32: The Setting of Designated Heritage Assets

DM35: Key Design Principles

Appendix B: Car Parking Standards

7.0 Comment and Analysis

7.1 The key considerations arising from the proposal are:

- Scale, design and impacts on the character of the Conservation Area;
- Vehicle parking provision and highway impacts; and
- Flood risk

7.2 Scale, design and impacts on the character of the Conservation Area

7.2.1 The application site lies adjacent to the Lancaster Conservation Area. Lancaster Fire Station, which is currently in the process of being redeveloped, lies immediately to the west. The application site is a large open car park and features associated infrastructure such as lighting columns, fencing and payment machines. The regrading works are considered a minor intervention and will facilitate a more usable space. The extended section of public car park will also be finished in tarmac whilst the existing galvanised steel boundary fence will be removed and the new boundary with the fire station formed by a 2.4m high natural stone wall (part of application 15/01510/FUL to redevelop the station). To the frontage of the site onto Cable Street, the existing black railings will be extended to enclose the car park and the existing pedestrian access point retained. Finally an existing lighting column will be relocated and a further column provided.

7.2.2 The proposed development will result in minor alterations to the wider street scene, the most notable of which will be the addition of an extended section of railing to the Cable Street frontage and an additional lighting column. The section of regraded land will be largely obscured by the trees which line the boundary of the site. In the context of the existing character of the area and the redevelopment of the adjacent fire station the proposal will not alter of the current character of this area of the city centre or cause harm to the surrounding historic environment.

7.3 Vehicle parking provision and highway impacts

7.3.1 The proposed development will provide 9 standard parking spaces and 1 mobility parking bay therefore improving the existing parking provision of this pay and display car park. The County Highways Department have no objections to the proposed alterations. Although the development will remove parking spaces that have formally been used by the adjacent fire station, as part of the redevelopment of the fire station site, sufficient parking has been provided within that complex.

7.3.2 The application site is located within a city centre location and part of the site is located within the Lancaster Air Quality Management Area (AQMA). The proposed development will increase vehicular movements within the city centre associated with the public car park, but reduce them in association with the fire station. As overall there is a net loss of spaces, it is considered that there is no adverse impact on the AQMA.

7.4 Flood Risk

7.4.1 The application site is located within flood zone 2 and is identified as being susceptible to surface water flooding, and as such a flood risk assessment accompanied this application. The application site is identified as being most at risk from fluvial flooding and lies at an average of approximately 7.00m AOD. During the December 2015 flood event the site and the wider area suffered from severe flooding, which reached a maximum of 7.90m AOD. However, the use of the application site as a car park is classified as a less vulnerable use which is considered appropriate in flood zone 2 as per National Planning Practice Guidance.

7.4.2 The application site currently benefits from existing drainage infrastructure for surface water dissipation, which would be adapted and extended to serve the additional area of car parking. At present an existing hollow within the pay and display car park is susceptible to collecting and holding surface water, so the regrading of the land will remove this hollow and allow surface water to be more effectively discharged to the existing drainage system.

7.4.3 Given that the site is currently used as a car park and is currently finished with tarmac surfacing, the regrading of land and incorporation of the former fire station car park into the adjacent public car park is considered not to increase the risk of flooding to the wider vicinity.

8.0 Planning Obligations

8.1 There are no planning obligations to consider as part of this application.

9.0 Conclusions

9.1 In conclusion, due to the existing use of the site as two individual car parks, the amalgamation of the two sites to create a larger parking area and the regrading of the land to facilitate a more level site is considered not to result in harm to the adjacent Conservation Area. The use of the site as a car park within flood zone 2 is considered appropriate, whilst the regrading of the land and adaptation of existing surface water drainage will facilitate more effective surface water dissipation.

Recommendation

That Planning Permission **BE GRANTED** subject to the following conditions:

1. Standard three year timescale
2. Works to be carried out in accordance with the approved plans
3. Provision of car parking spaces – as set out on the approved plan

Article 35, Town and Country Planning (Development Management Procedure) (England) Order 2015

In accordance with the above legislation, Lancaster City Council has made the recommendation in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The recommendation has been made having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None