

No.8	APPLICATION NO.	2019/1071/WL3
	LOCATION	Land At Western End Of Tintagel Skelmersdale Lancashire
	PROPOSAL	Change of use of grassed and planted areas to provide additional parking to the western end of Tintagel, Skelmersdale and placement of traffic management boulders to grass verges.
	APPLICANT	West Lancashire Borough Council
	WARD	Skelmersdale South
	PARISH	Unparished - Skelmersdale
	TARGET DATE	30th December 2019

1.0 SUMMARY

1.1 The proposed change the use of grassed areas to provide 15 additional parking spaces and installation of traffic management boulders to grass verges is acceptable in principle. It is considered the proposal will improve the visual appearance of the street scene and would not create any significant harm to residential amenity or highway safety. The proposed development is therefore considered compliant with the NPPF and Policies GN1, GN3, EN2 and IF2 of the West Lancashire Local Plan 2012-2027 DPD

2.0 RECOMMENDATION – APPROVE with conditions

3.0 SITE DESCRIPTION

3.1 The application site is located at the Western end of the Tintagel Estate in Skelmersdale. The sides of the road have deep grass verges some of which have designated car parking spaces and others landscaped with planting and trees. The site is located in an established residential area which is served by four main designated parking areas located in the four corners of the estate.

4.0 PROPOSAL

4.1 The application proposes the change of use of two grassed areas to provide additional parking (15 vehicle spaces) and the installation of traffic management boulders on grass verges to prevent unsafe informal parking and preservation of landscaping.

5.0 PREVIOUS RELEVANT DECISIONS

5.1 None.

6.0 OBSERVATION OF CONSULTEES

6.1 Lancashire County Council Highways Department. No Objections (29.11.2019).

6.2 Environmental Health Officer. No Objections (13.11.2019).

7.0 OTHER REPRESENTATIONS

7.1 Eight neighbour representations have been received in relation to the proposal a summary of which are outlined below:

I hope the additional spaces are completed before the boulders otherwise it will create further mayhem for emergency services access;
Whilst it is not ideal, putting boulders on the grass verges is going to create far more issues- in the evening verges are sometimes the only place people can park;
Has someone visited the site at the evening when the problem is at its worst;
Why is this happening suddenly after years of asking for traffic calming measures;
Is it possible to buy a car parking space next to my house;
It will be a shame to lose some of the green spaces to tarmac;
I agree that something needs to be done in principle however the proposal could impact the view from my kitchen window which is currently trees;
A big focus should be on the safety of the children playing on the estate;
Children play on the areas where boulders are proposed and they could fall on them once they are in place;
I welcome the traffic calming boulders as large transit vans park on bends causing blind spots. There have been quite a few near misses.
The plans will not resolve the issues but create more problematic and dangerous conditions;
I think people will park on some of the alternative verges which have been overlooked;
The new spaces created will not be enough for the amount of cars- the area where boulders are proposed could be used for larger vehicles. (Parallel Parking) These verges are not maintained anyway;
Consideration should also be given to other traffic calming/ one way system/ double yellow lines and parking enforcement;
Myself and neighbours would welcome discussion to establish solutions.

8.0 RELEVANT PLANNING POLICIES

8.1 The National Planning Policy Framework (NPPF) and the West Lancashire Local Plan 2012-2027 Development Plan Document provide the policy framework against which the development proposals will be assessed.

8.2 **National Planning Policy Framework – (NPPF)**
Section 7: Requiring Good Design

8.3 **West Lancashire Local Plan (2012-2027) DPD – (Local Plan)**
GN1 – Settlement Boundaries
GN3 – Criteria for Sustainable Development
EN2- Preserving and Enhancing West Lancashire's Natural Environment
IF2- Enhancing Sustainable Transport Choices

Supplementary Planning Document – (SPD)
Design Guide (Jan 2008)

All the above Policy references can be viewed on the Council's website at:
<http://www.westlancs.gov.uk/planning/planning-policy.aspx>

9.0 OBSERVATIONS OF CORPORATE DIRECTOR OF PLACE AND COMMUNITY

9.1 The main considerations for this application are:

Principle of Development
Loss of greenspace/ visual amenity/ impact upon trees
Highway safety
Residential amenity

Drainage

Principle of Development

- 9.2 The National Planning Policy Framework (NPPF) and the West Lancashire Local Plan 2012-2027 DPD provide the policy framework against which the development proposals will be assessed.
- 9.3 Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 127, (part f) sets out a need to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
- 9.4 Tintagel is characterised by areas of landscaping and green spaces throughout, and includes four main parking areas roughly located in each corner of the estate, supplemented by several smaller parking areas. The sides of the road have deep verges some of which incorporate parking spaces and some are planted with trees and shrubs.
- 9.5 Due to the exponential increase in car ownership since the estate was built, there is increasing pressure on the capacity of the existing parking provision which has resulted in a high volume of informal parking taking place on green space and verges. In turn this has resulted in the significant degrading of these landscaped areas and in some cases created potential highway safety hazards for road users and pedestrians. The western end of the estate in particular experiences more issues with the under provision of spaces and inappropriate parking on the verges; and has therefore been chosen as the focus for this initial scheme which is funded by the Councils Environmental Improvement Budget.
- 9.6 It is my view that the principle of the creation of additional car parking provision and traffic management measures for the estate is supported by the NPPF. On that basis the principle of this development is acceptable provided it complies with other relevant national and local planning policies.

Loss of green space/ visual amenity/ impact upon trees

- 9.7 The NPPF and Policy GN3 supported by the Council's SPD Design Guide requires that development should be of high quality design, integrate well with its surroundings, promote sustainable development principles and respect its setting. The NPPF states that planning policies should ensure developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- 9.8 The development scheme would involve the removal of two grassed/ planted areas which in principle could be considered to contribute to the overall quality of the appearance of the estate. It is however evident both within the submission documentation and during my visit to the site that the significant parking pressures have resulted in such landscaped areas showing significant degradation and damage, to the detriment of the overall visual amenity and appearance of the street scene.
- 9.9 The intention of the proposal is therefore to provide additional parking utilising these planted areas where space allows. Additionally however, in those grassed areas where parking spaces are either inappropriate (unsafe) or not achievable (below size standards), the installation of traffic management boulders is proposed to restrict the current parking and preserve the quality of the retained green spaces.

- 9.10 The Council's Tree Officer has been consulted on the proposed plans, and considers the trees proposed for removal to be generally low grade. When considered against the requirement to resolve not only the parking pressures but also the preservation of existing landscaping, no objections have been raised in this respect.
- 9.11 Based on the considerations outlined above, on balance I consider the proposal would improve the visual appearance of the estate and preserve existing green spaces and is therefore accordant with both Policy GN3 and EN2 of the Local Plan in this respect.

Highways Safety

- 9.12 Policy IF2 of the Local Plan provides detailed criteria relating to transport choices in development. It states that proposals for additional parking provision should consider local circumstances to justify a proposal, which includes levels of local car parking provision and any local parking issues.
- 9.13 There is currently a significant shortfall in parking provision on Tintagel, particularly the area to the west of the estate. It is clear from both the submitted visual evidence, neighbour representations and the site visit that there are significant problems and pressures associated with parking in the area. As a consequence, there are high levels of on street parking including half on half off kerb side and verge parking. These sporadic arrangements can obscure visibility from formal parking spaces and inter visibility between vehicles and pedestrians.
- 9.14 On the basis of the above, I consider there is a clear need and justification for the creation of additional parking provision in the area. The proposed scheme would create an additional 15 vehicle spaces which in combination with the traffic calming measures will assist in alleviating the pressure for on street and verge street parking. The Highway Authority has commented on the proposed development and raised no objections and furthermore consider that the scheme would have a negligible impact on highway safety and capacity within the immediate vicinity of the site.
- 9.15 The proposal therefore meets with the requirements of Policy GN3 and IF2 of the Local Plan in this respect.

Impact on residential amenity

- 9.16 Policy GN3 of the Local Plan requires that new development should retain reasonable levels of privacy and amenity for occupiers of the neighbouring properties.
- 9.17 I am satisfied that the proposed development will not result in any significant adverse impact upon neighbouring residential properties. Whilst the creation of new parking spaces will be visible from some properties, informal parking already occurs in these locations. The proposed scheme is therefore intended to bring positive benefits to the estate both in terms of additional parking provision but also restricting unsafe parking of vehicles and degrading of green spaces.
- 9.18 Overall I am satisfied there would not be any significant additional harm to residential amenity created as a result of the proposed scheme which is considered accordant with Policy GN3 of the Local Plan.

Drainage

- 9.19 The submitted plans show that surface water from the new parking areas will be channelled into the existing highway drains. This approach is considered to be acceptable.

10.0 CONCLUSION

- 10.1 Overall I consider the benefits of creating additional parking spaces outweigh the loss of a small number of trees and landscaped areas and furthermore improves the current circumstances. The proposed development is compliant with the NPPF and the relevant policies in the West Lancashire Local Plan 2012-27 and is recommended for approval.

11.0 RECOMMENDATION

- 11.1 That planning permission be GRANTED subject to the following conditions

Condition(s)

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. The development hereby approved shall be carried out in accordance with details shown on the following plans:
Existing and proposed layout plans received by the Local Planning Authority on 18th October 2019
Proposed Surface Water Drainage Plan Received by the Local Planning Authority on 3rd February 2020
Reason: For the avoidance of doubt and to ensure compliance with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document.

Note(s)

1. The applicant is advised that the new layout will need to be constructed under a Section 278 agreement of the 1980 Highways Act. The Highway Authority hereby reserves the right to provide the highways works within the highway associated with this proposal. Provision of the highways works includes design, procurement of the works by contract and supervision of the works. The applicant is advised to contact the Lancashire Highways by e-mailing highways@lancashire.gov.uk

Reason for Approval

1. The Local Planning Authority has considered the proposed development in the context of the Development Plan including, in particular, the following Policy/Policies in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document:
GN1 - Settlement Boundaries
GN3 - Criteria for Sustainable Development
EN2- Preserving and Enhancing West Lancashire's Natural Environment
IF2- Enhancing Sustainable Transport Choices
together with Supplementary Planning Guidance and all relevant material considerations. The Local Planning Authority considers that the proposal complies with the relevant Policy criteria and is acceptable in the context of all relevant material considerations as set out in the Officer's Report. This report can be viewed or a copy provided on request to the Local Planning Authority.