

TWC/2016/0090

Former Bus Station, King Street, Dawley, Telford, Shropshire
Creation of a 59 space car park with associated alterations

APPLICANT

Telford and Wrekin Council, Mr Jack Beaumont

RECEIVED

02/02/2016

PARISH

Great Dawley

WARD

Dawley and Aqueduct, Malinslee and
Dawley Bank

OFFICER Steven Drury

1.0 PROPOSAL

- 1.1 This application seeks full planning permission for the change of use of a former bus station to provide a surface car park on land adjacent the junction of King Street and Duce Drive, Dawley.
- 1.2 The proposed car park will contain 59 spaces. Vehicular access will be obtained from King Street via a new entrance to be provided. Pedestrian access will also be obtained from Duce Drive in the south east corner of the site.
- 1.3 The application is accompanied by an outdoor lighting report and micro drainage details.

2.0 SITE AND SURROUNDINGS

- 2.1 The site is located within Dawley Town Centre, adjacent the junction between New Street, Duce Drive and King Street and to the east of the now closed Lord Hill Public House. The site is currently vacant and surrounded by hoardings, however, formerly contained the public house car park and the former Dawley bus station.
- 2.2 The site is located at the eastern end of Dawley High Street. Residential properties are located to the west and south west and land to the south of Duce Drive is currently vacant but earmarked for development. Phoenix School is located to the south east and land to the east is also vacant and awaiting development. A Doctors surgery is located to the north of the site.
- 2.3 The site forms part of the regeneration works taking place to the east of Dawley district centre. Outline planning permission was granted in 2009 and included the provision of the new Phoenix Academy, sports pitches, retail units, dwellings, parks, public open space and the re-alignment of the road layout to improve access to Dawley High Street.

3.0 RELEVANT PLANNING HISTORY

- 3.1 TWC/2010/0036 - Outline application for a mixed use development of 35.3 hectares of vacant land at Dawley and Malinslee comprising of a new school and associated sports pitches, retail units, residential dwellings, a nature park, a childrens playground, BMX track, public open space, landscaping and rights of way and associated works (outline) – Outline Granted - 12/08/2010
- 3.2 The outline permission earmarked the application site for the provision of a supermarket and a landscaped boulevard linking the High Street with Phoenix School. The proposed use of the site does not confirm with the masterplan and has therefore been submitted as a standalone full application.

4.0 PLANNING POLICY CONTEXT

4.1 National Guidance

National Planning Policy Framework (NPPF)

4.2 Wrekin Local Plan:

UD2: Design Criteria

UD4: Landscape Design

H6: Windfall Sites in Telford & Newport

4.3 Telford & Wrekin Core Strategy:

CS3: Telford

CS5: District and Local Centres

CS8: Regeneration

CS9: Accessibility and Social Inclusion

CS14: Cultural, Historic and Built Environment

CS15: Urban Design

4.4 Telford Local Plan (Publication Version 2011-2031)

SP4: Presumption in Favour of Sustainable Development

EC6: Market Towns and District Centres

BE1: Design Criteria

5.0 SUMMARY OF CONSULTATION RESPONSES

5.1 Parish Council responses

5.1.1 Great Dawley Parish Council: No comment

5.2 Standard consultation responses:

5.2.1 Conservation: No comment

5.2.2 Ecology: Support subject to conditions

Would like to see the bat lighting condition added to this decision notice. The applicant has provided a lamp specification which looks acceptable but locations of lighting columns have not been provided. Lights should point into the car park and not out into the open space to the east.

5.2.3 Highways: Support subject to conditions

Lengthy discussions have taken place with the designer of this scheme to ensure it is suitable in highway safety terms. It has been agreed that a five metre wide footway finished in the same paving slabs as the existing footway will be provided around the boundary as well as a number of trees planted to ensure this is the desirable route for pedestrians. There are also a narrower tarmac footpaths provided through the car park. The scheme also looks at relocating the bus stop north of its current location towards the build out on King Street where there is an existing no entry restriction in place. It is anticipated that this approach will improve the clarity of the No Entry to vehicles and improve compliance. Raises no objection subject to conditions.

5.2.4 Further Highways comments received recommended that a fence around the perimeter of the site is provided to guide pedestrians and to prevent them from walking across the car park other than at the designated entrance and exist and crossing points.

5.2.5 Drainage: No comment

5.2.6 Arboricultural: No objection.

Tree species agreed, planting locations to be finalised, no overall objection

5.2.7 Public Protection (Contaminated Land): No objection

Raises no objection to the proposed floodlighting details.

5.2.8 Telford and Wrekin Council's Local Access Forum: Object

The planning application has a definitive public right of way (Restricted Byway) running just on the northern boundary of the site. Once dealt with it is important that during construction work this public right of way is not affected adversely and the full width is available to the public. It must not be partially obstructed by the site's fencing during or after construction, as this would be unlawful. If it were obstructed the public would have the right to pass through the private land or divert around any obstacle put in place.

5.2.9 Parks and Open Spaces: Support

Confirm that the applicant's engineers have been working alongside Parks & Open Spaces to ensure the new provision balances the practical need for the provision, creating a secure facility whilst creating an attractive feature on a key entrance point to the town and also ensuring long term viability for ongoing maintenance. Whilst there may be some very minor alterations to 1 or 2 small triangles of gravel / grass to alternative surfaces for practical reasons the layout and landscaping is fully supported.

5.3 **Neighbour consultation responses**

5.3.1 None received.

6.0 **PLANNING CONSIDERATIONS**

6.1 Having regard to the development plan policy and other material considerations including comments received during the consultation process, the planning application raises the following main issues:

- Principal of Development
- Design and Visual Impact
- Highways and Access
- Residential and Public Amenity
- Other Matters

6.2 Principal of Development

6.2.1 The proposal concerns the change of use of land located within the Telford urban area, as defined by the Wrekin Local Plan and more specifically, located within Dawley district centre. The local development plan sets out a hierarchical approach to development with Core Strategy CS3 confirming Telford will be the focus for spatial development, with the physical regeneration of neighbourhoods identified as a development priority and Policy CS5 identifying specific district centres, including Dawley as the focus for development serving the needs of their communities. Development in these areas should contain core services and facilities, be well served by public transport and contain a mixture of uses. Development within each centre must assist in the creation of a vibrant, safe and attractive place with a design that respects and responds to the locality.

6.2.2 Policy CS8 confirms that development associated with regeneration initiatives will be supported where they help to strengthen the roles of district centres and the services and facilities they provide. Policy CS9 promotes development which improves accessibility and requires development to be located in existing centres in order to minimise the distance people need to travel.

6.2.3 The NPPF at paragraph 23 advises that where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

6.2.4 The proposal seeks to provide a 59 space surface car park within Dawley district centre and forms part of the on-going works to regenerate land to the east of Dawley centre. Whilst the proposal seeks to deviate from the original masterplan, it will nevertheless help to provide additional car parking within close proximity to Dawley High Street and will support the range of services and functions within the district centre as required by Policies CS5 and CS8.

6.2.5 The site contains no special designation or protection, however, it is located within the Dawley Secondary Zone under which Wrekin Local Plan Policy S19 and draft Local Plan Policy EC6 set out the ground floor uses which are considered acceptable. Whilst a car park is not one of the specified uses, officers are satisfied that as the proposal concerns a vacant site and not the change of use of an existing building, the restrictions within this policy are not applicable.

- 6.2.6 The site was last used as the car park to the Lord Hill Public House, however, as the public house has been closed for several years, the site now sits vacant and no objection is raised to its loss, particularly given that its redevelopment presents significant opportunities both in terms of the provision of public car parking and the visual enhancement of the site.
- 6.2.7 It is therefore considered that the proposal is acceptable in principle, subject to compliance with other relevant policies within the local development plan and NPPF.

6.3 Design and Visual Impact

- 6.3.1 The proposal will provide a 59 space surface car park together with associated landscaping on land which wraps around the former Lord Hill public house. The site is broadly triangular in shape with grassed areas to be provided in the centre of the site, to the north of the site entrance and immediately to the south of the former pub. The parking areas will be provided in a standard tarmac finish with additional gravel beds at the end of each block of spaces. A landscaped strip will extend around the southern edge of the site which will also contain 6 trees. A 1m high hoop top fence will be erected along the side of the pedestrian footway, separating the site from Duce Drive.
- 6.3.2 The site is a prominent site within the Dawley Masterplan area. It occupies a key position in between Dawley High Street and Phoenix School and was originally intended to contain a tree-lined boulevard providing an enhanced pedestrian link from the high street to the regenerated area to the east as part of the masterplan. Whilst officers note there is no longer a desire corporately to adhere to this part of the masterplan, officers are still keen to ensure that enhanced links, both visually and physically, are established between the high street and the school, to avoid compromising the continued success of the regeneration masterplan. With this in mind, officers have worked with the applicants to achieve a scheme which is visually pleasing, but which retains a clear sightline through the site and also includes enhanced pedestrian footpaths around and through the site.
- 6.3.3 The scheme includes areas of hard and soft landscaping (grass and gravel beds) to break up the areas of hard surfacing and trees will be provided around the perimeter of the site. The scheme is considered to be of a high quality, providing relief from the hard surfacing which dominates much of the surrounding area. The scheme will also result in the enhancement of a key, prominently located site which is currently vacant and in this sense will significantly enhance the character and appearance of the surrounding area. The proposal will therefore comply with Wrekin Local Plan Policies UD2, UD4, Core Strategy Policies CS12 and CS15 and Local Plan Policies SP4 and BE1.

6.4 Highways and Access

- 6.4.1 The proposed car park will be accessed by a new dedicated vehicular access onto King Street in the north west corner of the site. The existing bus stop on

King Street will need to be relocated to a position further to the north to accommodate the new access. Satisfactory visibility can be achieved in both directions. The proposal has been provided following lengthy discussions with the Council's Highways Officer who is satisfied that traffic movements generated by the proposal can be accommodated by the existing road network and will not be detrimental to highways safety.

- 6.4.2 The provision of a 1 metre high hoop top perimeter fence has been provided at the request of the Highways Authority and applicant in order to guide pedestrians around the perimeter of the site and also to prevent pedestrians entering the site through the landscaping, potentially leading to conflict between parked cars and pedestrians and damaging landscaping maintainable at Council expense. Officer's preference is for the perimeter of the site to remain open in order to avoid the enclosure of a prominent corner plot, however, on balance, taking the above factors into consideration and noting that the proposed fence does not result in a strong degree of enclosure, officers have agreed to support the provision of the perimeter fence.
- 6.4.3 The proposal includes footpath links to three sides of the site therefore providing good connectivity to the surrounding area and also seeks to provide enhanced pedestrian footway links between Dawley High Street, Phoenix School and land to the east, as originally intended by the regeneration masterplan. In this instance, the preference of the applicant is to direct the majority of pedestrians around the south of the site, via an enhanced five metre wide footway along the side of Duce Drive. Whilst the proposal does include footpaths through the centre of the site and along the north east boundary, it is not considered desirable to direct pedestrians through the car park as this could lead to safety issues through potential conflict with vehicle movements. The widened footway will be finished in the same paving slabs as have been elsewhere in the masterplan scheme and will clearly delineate the desirable route for pedestrians around the perimeter of the site.
- 6.4.4 The footpath to be provided along the north east side boundary is a public right of way which has been the subject of comments from the Telford & Wrekin Local Access Forum. Officers are happy for a condition to be added requiring this route to be kept open at all times.

6.5 Residential and Public Amenity

- 6.5.1 The site is located within close proximity to a mixture of uses, including residential properties to the west and south west. It is also anticipated that a residential development will shortly be submitted on land immediately to the east of the site.
- 6.5.2 Given that the site is located within a district centre, it is likely that residents in this area would experience higher levels of noise, activity and disturbance than in other parts of the area. Taking this into account, and also noting that the site previously contained a pub car park and bus station, it is not considered that the use of the site as a public car park would give rise to

additional concerns over nearby residents quality of life. It is noted that no objections have been received from members of the public or nearby residents following the statutory consultation period.

- 6.5.3 The proposal does include the provision of floodlighting to be erected on four, 8 metre high columns. A floodlighting report has been submitted with the application which has been inspected by the Council's Public Protection Officer who is satisfied that the lighting to be erected will not be harmful to the amenities of nearby residents.

6.6 Other Matters

6.6.1 Drainage:

The proposal has been assessed by the Council's Drainage Officer who raises no objection.

6.6.2 Ecology:

The Planning Ecologist has raised concerns that the floodlighting to be provided could have a harmful impact upon Bats within the area which are a European Protect Species. However, following submission of an external lighting report, the Planning Ecologist has subsequently confirmed that no objection is raised subject to the floodlighting to be provided in accordance with the submitted details.

6.6.3 Landscaping and Maintenance:

The Council's Parks and Open Spaces Officer has confirmed that the scheme has been produced in liaison with the Parks and Open Spaces team who are satisfied that the proposal ensures long-term viability for on-going maintenance.

7.0 CONCLUSIONS

- 7.1 The proposed development will provide additional parking provision in Dawley district centre, in a highly accessible location, in close proximity to a wide range of services and facilities. The proposal also forms part of the wider regeneration of the east of Dawley centre, and whilst not in accordance with the masterplan approved under outline permission reference TWC/2010/0036, the development will assist in the regeneration of the area, helping to strengthen the role of Dawley as a district centre and the service and facilities it offers.

- 7.2 The proposal will visually enhance the character and appearance of a prominent site within the locality and a site which has a key function in the Dawley regeneration masterplan area. The site can be accessed safely and satisfactorily and will provide good pedestrian connectivity with the surrounding area. The proposal will not have an adverse impact upon the amenities of nearby residents and raises no concerns in respect of drainage or impact upon wildlife habitats or protect species.

7.3 The proposal is therefore considered to comply with saved Wrekin Local Plan Policies UD2, UD4, Core Strategy Policies CS3, CS5, CS12, CS13, CS14 and CS15, Local Plan Policies SP4 and BE1 and the requirements of the NPPF.

8.0 RECOMMENDATION

8.1 Based on the conclusions above, it is recommended that the Committee **GRANT PLANNING PERMISSION** subject to the following conditions:

Conditions

1. A04 Time limit
2. B010 Details of Materials
3. B033 Road Design
4. B043 Parking Management Plan
5. B046 On-site Construction
6. B121 Landscaping design
7. C013 Parking, Loading, Unloading, etc
8. C014 Visibility Splays
9. C109 External lighting (Bats)
10. C38 Development in accordance

Informatives

- I10 Stopping up of highway
I40 Conditions
I41 Reason for Grant
RANPPF1 Approval - National Planning Policy Framework