

Planning Committee: 26 November 2013

Item Number: 10

Application No: W 13 / 1237

Town/Parish Council: Hatton

Registration Date: 19/09/13

Case Officer:

David Edmonds

Expiry Date: 14/11/13

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**Hatton Park Community Centre, Barcheston Drive, Hatton Park, Warwick,
CV35 7TR**

Formation of hardstanding to provide 16no. parking spaces constructed of compacted hard core surfaced with block pavements infilled with gravel chippings, within the existing grassed over spill car, together with associated landscaping works including the erection of wooden 'trip rails', the construction of a paved path, and a steel car park height restrictor. FOR Hatton Park Residents Association

This application is being presented to Committee due to the number of objections received.

RECOMMENDATION

Planning Committee are recommended to GRANT planning permission, subject to conditions.

DETAILS OF THE DEVELOPMENT

The proposals involve the formation of a hardstanding to formalise the existing overspill car park, on broadly the extent of the existing over spill car park, which would be marked out for 16 spaces. The construction would involve the following:

- 250 mm of compacted granular Class A Crush and Run under laid with a trench for a perforated drainage pipe leading to the existing soak away.
- 'Ecopaving' surface which is a plastic cellular grid infilled set on sand. The cells will be infilled with gravel, which is stated to be essential for wear and tear
- The edges would be defined by kerbs and a low 0.9 metre high wood trip rail.
- A path surfaced with paving slabs with a concrete crossover area would separate the main car park from the over spill car park and link both car parks with the existing steps leading to the community centre.
- The erection of a steel goalpost height restrictor with a 2.1 metre clearance height.

THE SITE AND ITS LOCATION

The site lies adjacent to the Village Hall in between the main car park to the south and the hard surfaced enclosed play area to the north. The site fronts the north-

western side of this part of Barcheston Drive. The existing car park is set on a plateau at a lower level than Barcheston Drive and is linked to it by a relatively narrow and steep drive. The main car park is rectangular and surfaced with tarmac and laid out for 10 spaces. The existing overflow car park is a grassed area leading from the main car park and there are remnants of a plastic grid surface exposed at the start of the grassed car park.

The large side garden of the dwelling to no.32 Barcheston Drive adjoins the western boundary of the site. There is open countryside along most of the rest of the western boundary. The Village Hall is set on a higher plateau in the eastern part of the site. The eastern boundary partly adjoins houses fronting the western side of Pebworth Drive. The site is washed over by Green Belt.

PLANNING HISTORY:

In April 2000 planning permission (reference W/99/0542) was granted for the erection of a sports/ community centre with associated parking and informal play area. The approved block plan illustrated a rectangular car park in the western corner of the site and a grassed area shown as 'summer over-flow car park', both set on a level plateau beneath the community centre set at a higher plateau and linked by steps. The planning permission was implemented.

RELEVANT POLICIES

- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP3 - Natural and Historic Environment and Landscape (Warwick District Local Plan 1996 - 2011)
- DP6 - Access (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- Vehicle Parking Standards (Supplementary Planning Document)
- SC8 - Protecting Community Facilities (Warwick District Local Plan 1996 - 2011)
- DP11 - Drainage (Warwick District Local Plan 1996 - 2011)
- National Planning Policy Framework

SUMMARY OF REPRESENTATIONS

Hatton Parish Council: "No objections to this application and in fact no comment was made regarding the type of surface. The Parish Council is aware of the hope by some that some of this area may have been used for some skateboard equipment but had heard that the cost of this was prohibitive".

WCC Highway Authority: No objection - the area for the proposed car park is already being used for the parking of vehicles and the application proposes the formalisation of this area for parking and will therefore not result in a material increase in traffic to the site.

WCC Ecology: No objection. A bird note is recommended if shrubs are to be removed

Neighbourhood Services: There is no objection to the proposed application which would be fully used on the relatively few occasions when the community centre is used for special events such as craft fairs. They would also support any alternative planning application for a skating facility sharing the plateau adjacent to the existing basketball/ football court. Indeed they had a meeting with spokespeople promoting the facility in 2012 but there is no public funding set aside for it and there have been no further meetings. It would be a relatively small facility which would probably require the loss of some space in the overspill car park. Technically there is nothing in the construction of the overspill car park that would preclude any later provision of a skating facility which would require a similar firm base provided.

Public Response: 5 letters of objection have been received relating to the whole proposal and 1 further objection relating only to the height restrictor. The grounds of objection can be summarised as follows:

- The same part of the site was identified as a potential area of land to extend the current play area and provide skating facilities for the young people of Hatton Park
- There is a significant demand for skating and other facilities for teenagers - a petition signed by 150 people and a Facebook User Forum supports such a facility and this is the most suitable area on Hatton Park.
- It is very rare that the current car park is full and there are alternative off road places to park by the village shop only 100 metres away. Therefore additional car parking spaces are excessive.
- A larger car park would encourage people to drive rather than walk and/or cycle to the village hall.

ASSESSMENT

The main issues in the consideration of this application are:

- whether the proposal constitutes inappropriate development in the Green Belt and whether it harms its openness
- whether the proposal constitutes an over-provision of car parking
- whether the prospect of alternative developments on the same site is a significant material consideration
- other issues

Green Belt:

The fact that Hatton Park is in the West Midlands Green Belt, as opposed to being a settlement surrounded by Green Belt is a recognition that the open character of such settlements is important to the openness of the Green Belt. The National Planning Policy Framework (NPPF) advises that engineering operations are not inappropriate in the Green Belt provided they preserve the openness and do not conflict with the purposes of including land in the Green Belt. The laying of the car

park surface in itself, given there is already a plateau which has been used for over spill car parking, is not considered to reduce the openness of the Green Belt. The parking of cars on land does reduce openness and conflicts with the purposes of reducing urban sprawl. However, the lawful use of the application site is an overspill car park and it could be used as car park in any event with no legal restriction and with only ground conditions restricting the intensity of use. Also, it lies within the curtilage of the existing community centre site and the car park plateau is set at a lower level. The creation of a hard cellular surface infilled with gravel which the applicant states is necessary would result in a change in appearance to a grey finish. The green effect could be retained with infilling the cellular surface with soil and grass seeding which with the current spasmodic use could reasonably be expected to remain green. However, it is considered that with appropriate landscaping of the outer plateau edges, the increased usage of the car park could be adequately ameliorated without it being inappropriate or unduly harming the openness of the green belt. This would also provide some integration of what is currently a hard edge of development into the surrounding countryside.

Car park provision:

The starting point is that much of the remaining grass plateau can already lawfully be used as an over-spill car park and there would be no increase in the total number of 26 spaces. However, once formalised there is a possibility that it could lead to a more intensive use of the over-spill car park.

The Council's Vehicle Parking Standards SPD does not contain a specific standard for a Village Hall/ community centre, which fall within Use Class D1. For such uses the SPD states that each case needs to be considered on its merits. Whilst the car park is empty much of the time, on occasional peak times related to what is going on in the hall it can get full to capacity. The applicant has provided photographs which show this to be the case. Therefore it cannot be concluded that a more intensive car parking use would be constitute an over-provision of parking capacity which conflicts with the standards in the SPD.

Competing uses for the site:

The applicant was invited to liase with those members of the same community who wish to use some of the site for a skating facility and see if they wished to amend the plans. However, it is clear that the applicant considers that the whole of the over-spill car park needs to be surfaced to meet a current need for all weather car parking. Also, there are issues of environmental impact including noise and maintenance and safety concerns with a skating facility.

It seems that the idea of a skating facility is largely aspirational with few specific proposals, covering plans, financing, or a means of delivery. Policy SC8 'Protecting Community Facilities' is geared towards protecting existing facilities against redevelopment or change of use rather than protecting land which could be used for new facilities. Also, its partial redevelopment for an alternative community facility

with the inherent reduction in a car parking could restrict the attractiveness of the venue.

As indicated by Neighbourhood Services, the proposed engineering operations would not preclude a future use should the local community reach a consensus that the car parking provision should be reduced to make way for a skating facility.

Other issues:

Taking account of the views of the Highway Authority it is considered that the proposed development would have a neutral effect on highway safety.

A landscaping scheme would be beneficial for ecological concerns regarding loss of vegetation.

The specification of the proposed hardstanding is considered to be acceptable from a drainage aspect and is considered to be in accordance with Policy DP11.

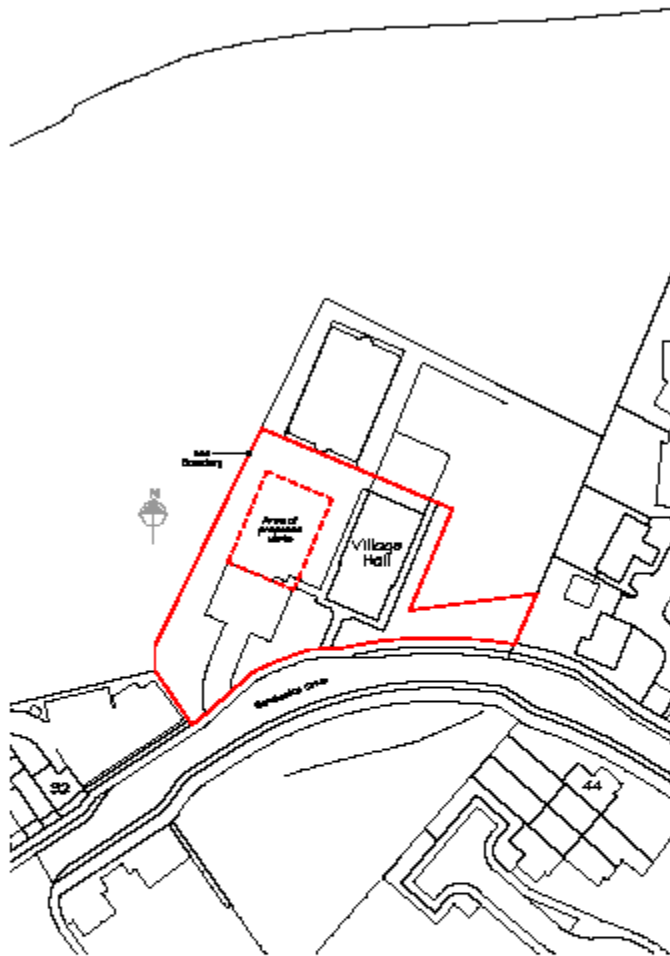
SUMMARY/CONCLUSION

The proposed development would not unacceptably harm the Green Belt and would not represent over provision of parking and limited weight can be given to tentative alternative proposals.

CONDITIONS

- 1 The development hereby permitted shall begin not later than three years from the date of this permission. **REASON:** To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).
- 2 The development hereby permitted shall be carried out strictly in accordance with the details shown on the site location plan and approved drawing(s) 3006/A/003-B and 3006-A-004-B and specification contained therein, submitted on 2nd September 2013. **REASON:** For the avoidance of doubt and to secure a satisfactory form of development in accordance with Policies DP1 and DP2 of the Warwick District Local Plan 1996-2011.
- 3 The development hereby permitted shall not commence unless or until details of the proposed landscaping of the western slope of the plateau of the site are submitted to and approved in writing by the Local Planning Authority. The details shall include species types, specimen sizes, spacings and maintenance regime. The approved landscaping scheme shall be implemented in the first planting season following the completion of the development hereby approved. If any tree, shrub or plant should die, become diseased or gets damaged in a 5 year period following the implementation of the landscaping scheme it shall be replaced with trees/ shrubs and plants of the same species and types.

REASON: To ensure that the visual impact of the greater intensity of parking resulting from the surfacing of the car park is satisfactorily ameliorated in accordance with policy DP1 of the Warwick District Local Plan 1996 - 2011.



Rev	Rev	Rev	Rev
Title/Title			
Hutton Park Village Hall, Hutton			
Drawing Title			
Location Plan			
Drawing No.			Rev
8066/A/001			A
Scale		Date	
1:1000 @ A4		January 2018	
Drawn By	Checked By	Authorised By	
S.J. McNeill	P.J. Powell	-	



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