

Planning Committee: 27 January 2010

Item Number: 13

Application No: W 09 / 1421

Registration Date: 26/11/09

Town/Parish Council: Budbrooke

Expiry Date: 21/01/10

Case Officer: Martin Haslett

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**Land Adjacent to Warwick Parkway Station, Old Budbrooke Road, Budbrooke,
Warwick, CV35 8RH**

Renewal of Planning Permission W/07/0126 as permanent consent for the continued use of the site for car parking in association with the station FOR Chiltern Railway Company Ltd

This application is being presented to Committee due to an objection from the Parish Council having been received.

SUMMARY OF REPRESENTATIONS

Budbrooke PC: 'recommends rejection on the grounds that the application anticipates further development for which there is no planning consent or application. Granting this application would imply approval of the unseen plans for the further parking arrangements. The Council suggests approving temporary consent for a fixed period to allow the applicants time to apply for permission for the complete development.'

Network Rail: no comment.

Environment Agency: no objection. Various methods of drainage of the car park have been considered by the EA, but the conclusion has been that the current method of percolation through the stone chipped surface allows filtration of rainwater and some absorption of pollutants.

WCC (Ecology): no objection, subject to control of surface water run-off, to protect nearby ecosite.

Ramblers: no objection subject to diversion of nearby footpath.

WCC (Footpaths): object to application until footpath is diverted. It currently runs diagonally across the car park, but could be easily diverted onto adjoining land.

WCC (Highways): no objection.

Owner of the land: supports application.

British Waterways: no objection, but developer is advised to contact BW to ensure necessary consents are obtained.

RELEVANT POLICIES

- DAP1 - Protecting the Green Belt (Warwick District Local Plan 1996 - 2011)
- DP1 - Layout and Design (Warwick District Local Plan 1996 - 2011)
- DP2 - Amenity (Warwick District Local Plan 1996 - 2011)
- DP8 - Parking (Warwick District Local Plan 1996 - 2011)
- SC3 - Supporting Public Transport Interchanges (Warwick District Local Plan 1996 - 2011)

PLANNING HISTORY

Planning permission for Warwick Parkway Station was granted in the late 1990s, which included the main car parking areas adjoining the station and on the other side of Old Budbrooke Road.

In 2004 temporary permission was granted (W04/0561) for an overflow car park on land to the north-west of the subsidiary car park, on the other side of the railway line from Old Budbrooke Road. This car park was intended, originally, to deal with the extra anticipated traffic for Chiltern Railways, due to the major reconstruction work on the West Coast Main Line, which was taking place at that time.

The original permission for this car park was renewed in 2007 (W07/0126) for a further 3 year temporary period, as use of Parkway Station had continued at a high level after the engineering works to the West Coast Main Line, and the car park continued to be in regular use. This permission expires in April this year.

KEY ISSUES

The Site and its Location

The land lies to the north-west of the permanent car park, between the railway line and the Grand Union Canal. There is a substantial landscaped bund to separate the car park from the adjoining farmland.

Details of the Development

It is now proposed to retain the car park on a permanent basis. No engineering or building works would be carried out. Access to the car park would continue to be through the existing permanent car park, from Old Budbrooke Road. The site holds about 100 cars and the parking spaces have permeable surfaces.

Assessment

The issue to be considered is whether the permanent retention of the car park can be justified in the Green Belt.

Chiltern Railways are currently working on improving the speed of their services, which will be implemented from the end of 2010. This improvement will result in some extra passengers using Warwick Parkway station. Current usage of the temporary car park is known to be substantial and it is clear that the permanent car parks cannot always cope with the demand.

The railway company is able to predict that future demand for the station will increase, due to the improved service and the underlying growth in rail usage. This will mean that by 2015 passenger numbers will have increased to about 600,000 per year, nearly double the numbers experienced in 2005.

It is therefore clear that even the currently proposed car park will not be able to cope with demand in the future and a decked car park immediately adjoining the station buildings is being considered. Chiltern Railways calculate that if the current proposal is agreed and the car park is made permanent, the decked car park would need to be only 2 storeys high, rather than the 3 storeys which would be needed without the current proposal. A 2 deck car park would be no higher than the station platform height. The applicants therefore consider that *very special circumstances* exist to justify the retention of the temporary car park in the Green Belt. It is important to encourage the use of public transport and the provision of car parks at stations is known to encourage train travel. Increased use of sustainable forms of travel is a major national and local policy objective. I therefore consider that *very special circumstances* exist to justify this minor departure from Green Belt policy.

The Budbrooke Parish Council are concerned that approval of the current proposal would imply approval of the future, as yet unseen, plans. This is not the case. The future application will have to be judged on its merits when it is made and in accordance with the policies and advice current at the time. Clearly, the retention of the temporary car park would help to make the future proposal smaller and therefore more acceptable, but this does not imply acceptance of those proposals.

Finally, I must address other issues raised by consultees. It should be noted that a footpath will need to be permanently diverted and the applicants have stated that this will be carried out. Whilst the County Council's objection is noted, this does not constitute a reason for refusal, especially when the applicant is pursuing the matter. The Environment Agency have given considerable thought to the issue of water drainage from the site, as has the Ecologist. The EA concludes that it would be inappropriate to install a petrol interceptor as this would require the whole area to be hard-surfaced. The current stone chippings surface would allow for some natural filtration of the surface water and this would contribute to the reduction in pollution, as recommended by the Ecologist.

RECOMMENDATION

GRANT, subject to the conditions listed below.

CONDITIONS

- 1 The development hereby permitted shall be retained strictly in accordance with the details shown on the approved drawing MCN-001 A and

specification contained therein, submitted on 25 November 2009, unless first agreed otherwise in writing by the District Planning Authority.

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.

INFORMATIVES

For the purposes of Article 22 of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2003, the following reason(s) for the Council's decision are summarised below:

In the very special circumstances of the application and taking into account the need to encourage the use of sustainable forms of transport, it is considered that the proposals comply with the policies listed.