

**Item 4g**                    **13/00364/FUL**

**Case Officer**            **Mrs Nicola Hopkins**

**Ward**                      **Euxton North**

**Proposal**                **Change of use of land from existing garden area to create 3 car parking spaces**

**Location**                **Land 40M South Of Euxton Youth Club Laurel Avenue Euxton**

**Applicant**                **Chorley Council**

**Consultation expiry: 12 June 2013**

**Application expiry: 21 June 2013**

### **Proposal**

1. The application relates to changing the use of a piece of land currently used as garden/ recreation area to create 3 car parking spaces. The car parking spaces will be used by the Laurels Playschool who occupy the existing building adjacent to the application site.
2. The application has been submitted by Liberata on behalf of the Council as the Council own the freehold of the site although the Playschool have a 20 year lease.
3. Parking within the area is relatively restricted and planning permission has recently been granted (12/01056/FUL) for residential development adjacent to the application site. The proposals will provide parking for the playschool.

### **Recommendation**

4. It is recommended that this application is granted conditional planning approval

### **Main Issues**

5. The main issues for consideration in respect of this planning application are:
  - Principle of the development
  - Traffic and Transport
  - Drainage and Sewers

### **Consultations**

6. **Lancashire County Council (Highways)** have commented on the proposals which is addressed below

### **Assessment**

#### Principle of the development

7. The application site is currently utilised as a garden/ recreation area as part of the curtilage for the playschool. There is an existing tarmacked turning head at the end of Laurel Avenue which is currently used as a parking and drop off area mainly by users of the playschool. Once the houses recently approved (12/01056/FUL) on the adjacent site are constructed this turning head will be used to access the properties and as such it will no longer be available to be utilised for parking.
8. The loss of the use of this turning head for parking was identified as a concern by residents as part of the application for the residential development. At that time it was acknowledged that *the use of the turning head at the front of the development for parking by nursery staff/parents and residents is a privilege that has been enjoyed to date, however it is not the intended use of the turning head as this is adopted highway.*

9. It was concluded that there is alternative parking provision within the immediate area and as such the loss of the facility would not have an adverse impact. The parking proposed as part of this application will however mitigate for the loss of this facility and provide some parking/ drop-off space for the playschool.
10. The application site is currently a grassed area of land between the boundary fence of 32 Laurel Avenue and the nursery fence on land owned by the Council but leased by the playschool. There is a garden shed at the rear of the application site which it is understood is partly used by the playschool and partly used by 32 Laurel Avenue, this shed will be retained. The proposals involve removing the existing top surface and vegetation, which will include removing the existing nursery fence, to enable the laying of a sub base, base course and top course of tarmac. The nurseries existing fence will be re-positioned to run adjacent to the new parking area and linked into the existing fence line beyond the parking area. This area will be used for the parking of motor vehicles only.
11. The playschool operates from 9am until 3pm with 4 sessions (not consecutive) as follows:
- 9-11:30am
  - 9-12:30pm
  - 11:30-3pm
  - 12:30-3pm

With 20 pupils per session and 4 or 5 members of staff on duty for each session.

12. It is not considered that the use of the area of land for parking during these hours will adversely impact on the neighbours amenities through noise creation and as such the proposals are considered to be acceptable.

#### Traffic and Transport

13. The Highway Engineer at Lancashire County Council assessed the proposals and raised the following concerns with the proposals:
- The layout will not safely allow vehicles to be parked and removed from the proposed spaces for the following reasons:
    - Bay no. 3 straddles the access to the circular turning area. Any vehicle parked in this bay will project beyond the boundary fence of 32 Laurel Avenue and obstruct access for vehicles heading to the circular turning head from Laurel Avenue.
    - All three bays abut the boundary fence of 32 Laurel Avenue. Should vehicles drive straight ahead from the circular turning area into the bays, there will be no space left for car doors near the fence to be opened for drivers and passengers to get in and out of the cars.
    - Since turning area is not proposed, vehicles would either have to turn around on the grass within curtilage (at the risk of residents in the absence of a defined turning area) or reverse towards the circular turning head without being able to clearly see what is coming from Laurel Avenue due to obstruction caused by the existing boundary fence.
14. These comments were forwarded onto Liberata who have amended the plans as follows:
- The three parking bays have been relocated further back into the site to enable vehicles to safely drive in and out of the circular turning area.
  - A 1m clear distance has been provided between the bays and the boundary fence to enable car doors to be safely opened.
  - Each bay dimension has been increased 2.4m x 6.0m.
15. These amendments are in accordance with the Highway Engineers recommendations and are considered to provide a safe and usable parking area.

#### Drainage and Sewers

16. The deed of variation for the playschool lease prepared by Liberata on behalf of the Council details the proposed works to create the parking area which includes laying a sub base, base

course and top course of tarmac as set out above. The works listed exclude drainage provision however taking into account the fact that the existing area is grassed and the proposals involve increasing the amount of hardsurfacing the potential for increasing surface water run-off is a consideration. To reduce the amount of surface water run-off onto the highway a condition will be attached to the recommendation requiring the use of permeable materials/ the provision for an area of run off within the site.

**Overall Conclusion**

17. The proposals will provide parking for the users of the playschool and will not adversely impact on the neighbours amenities. As such the proposals are considered to be acceptable.

**Planning Policies**

National Planning Policies:

National Planning Policy Framework

Adopted Chorley Borough Local Plan Review

Policies: GN1, GN5, TR4

**Planning History**

**Adjacent site: 12/01056/FUL:** Erection of 4 semi-detached dwellings. Approved January 2013

**Recommendation: Permit Full Planning Permission Conditions**

1. The proposed development must be begun not later than three years from the date of this permission. *Reason: Required to be imposed by Section 51 of the Planning and Compulsory Purchase Act 2004*
2. The hereby permitted shall be carried out in accordance with the following approved plans:

Title	Received date
Location Plan	28 <sup>th</sup> May 2013
Parking Layout Plan	22 <sup>nd</sup> May 2013

*Reason: For the avoidance of doubt and in the interests of proper planning*

3. Notwithstanding the details shown on the submitted plans, the parking spaces and associated hardsurfacing areas hereby permitted shall be constructed using permeable materials on a permeable base, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the boundaries of the property (rather than to the highway), unless otherwise agreed to in writing by the Local Planning Authority. *Reason: In the interests of highway safety and to prevent surface water flooding onto the highway. In accordance with Government advice contained within the National Planning Policy Framework*