
MAIN CASE

Reference No: 16/00548/FU3

Proposal: Change of use from storage depot (class B8) to land for a car park (sui generis), with ground resurfacing and minor works to replace the existing gate. Resubmission of application ref. 16/00066/FU3.

Site Address: Council Depot Barton Road Ely Cambridgeshire

Applicant: East Cambridgeshire District Council

Case Officer: Andrew Phillips Senior Planning Officer

Parish: Ely

Ward: Ely East

Ward Councillor/s: Councillor Richard Hobbs
Councillor Lis Every

Date Received: 26 April 2016 **Expiry Date:** 15 July 2016

[R55]

1.0 **RECOMMENDATION**

- 1.1 Members are recommended that **Approval** be delegated to the Planning Manager, subject to:
- Referral to the Secretary of State to decide whether or not to “call in” the proposal for determination.

Recommended conditions (see Appendix 1 for full wording):

- 1 Approved Plans
- 2 Time Limit -FUL/FUM/LBC
- 3 Access Closure

2.0 **SUMMARY OF APPLICATION**

- 2.1 The application is for the change of use of the secure storage depot adjacent to the public car park into additional 23 parking spaces. When the site was visited by the case officer most of the previous outbuildings had been removed. The proposal will lead to the removal of the gates on the northern edge of the site.
- 2.2 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council’s Public Access online

service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.
Alternatively a paper copy is available to view at the East Cambridgeshire District Council offices, in the application file.

- 2.3 The application has come before Planning Committee as East Cambridgeshire District Council is the applicant and that there is significant public interest in the applications at Barton Road Car Park.

3.0 **PLANNING HISTORY**

3.1

16/00066/FU3	Change of use from storage depot (class B8) to land for a car park (sui generis), with ground resurfacing and minor works and minor alterations to the existing vehicular access.	Withdrawn 03.03.2016
15/01417/F3M	Residential development for 11 dwellings, with minor alterations to the existing vehicular and pedestrian access.	Still under consideration

4.0 **THE SITE AND ITS ENVIRONMENT**

- 4.1 The site is located adjacent to the roads of Parade Lane and Barton Road; its current access is onto Barton Road. The Centre E building (used partially as a youth centre) is located to the east of the site.

5.0 **RESPONSES FROM CONSULTEES**

- 5.1 The full responses from consultees are available on the Council's web site.

Ely City Council – (14 June 2016) It has no concerns regarding this application.

East Cambridgeshire Access Group – (18 May 2016) Accessible parking spaces would need to be adjusted (6% required). This will provide some accessible parking spaces close to the Forum entrance. The surface of the car park should be firm, level and slip resistant.

Good lighting and signage is required.

Cannot find any details of the design of the gate, this may be an opportunity to install a pedestrian gate access into Barton Road/Forum.

Environmental Health – (25 May 2016) Notes there is a wall adjacent to the site and presumes it will remain. If it does not requests that they are informed.

Conservation Officer – (1 June 2016) The Conservation Officer states that the application site does not currently make a positive contribution to the character and appearance of the conservation area.

The proposed change of use will have a minimal impact on the character of the conservation area and the removal of storage buildings from the site will visually improve the appearance of the site. It is proposed to retain the boundary wall to Parade Lane, which is welcomed and any replacement gate to the Barton Road entrance should be conditioned to ensure it is of sufficient quality.

No objections from a conservation viewpoint.

Local Highways Authority – (20 May 2016) It states that the further information is required prior to determination in regards to the access closure and if the existing kerb and footway become redundant it needs to be reinstated to full height.

The Planning Statement included within this application submission does not relate specifically to this proposal and contains a multitude of irrelevant statements regarding the use of the car park by a coach. Please note that a coach parking bay shown on the submitted drawing is not for a standard size coach but is for a mini bus. The Highways Authority would not wish to see this application sited as grounds of the acceptance of the principles of this 'Coach Stop' by the Highways Authority. This is particularly the case in the absence of Traffic Analysis information.

Historic England – (17 May 2016) It states that the application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

Ward Councillors - No Comments Received

Cambridgeshire Fire And Rescue Service - No Comments Received

Economic Development - No Comments Received

Waste Strategy (ECDC) - No Comments Received

- 5.2 Neighbours – 155 neighbouring properties were notified and the responses received are summarised below. A notice was in the local paper on the 12 May 2016 and a site notice put up on the 16 May 2016. A full copy of the responses is available on the Council's website.

98 Longmeadow, Lode – (15 May 2016) The occupant considers that the principle of adding more car parking is not something they object to. Their objection is in regards that the reason for this application is to offset the loss of car parking because of the application for proposed dwellings. The occupant does not believe that the layout of car parking will allow for cars to easily be able to park and leave the proposed spaces.

15 Mulberry Way, Ely – (17 May 2016) The occupant states that from the plans submitted it is not possible to ascertain flow of traffic or provision of disabled spaces. The parking for Poets House is not included.

4 Holly Close, Downham Market – (14 May 2016) They consider that the car park is important to Ely. There are currently not enough long stay car parks as it is and it is difficult to park within Ely. Does not support the proposal.

43 William Close, Ely – They object to the proposal. This application must be considered alongside the proposal for dwellings (15/01417/FUL). It is presumed another site will be found to store market stalls and the other items stored here.

Should the application for Barton Road Car Park succeed the entrance will be too narrow to allow coach drivers to see in another coach is using the allocated space.

The pressure on this small entrance is significant during pick up and drop off times for school children. In addition this might cause delays in ambulances travelling through Barton Road to the adjoining dwellings.

The proposal could have a detrimental impact upon tourism within Ely.

18 Parade Lane, Ely – (31 May 2016) They raise objections to the proposal.

The overall number of car parking spaces under the proposed development totals less than there is currently (including those allocated to Poets House). Notes the parking for Poets House has disappeared.

Makes mention of the proposed dwellings.

Questions the turning space for the proposed coach stop and how passengers will alight/disembark.

The depot currently stores stands for the Market Traders. There is no mention to where these stands are to be relocated to.

29 The Avenue, Newmarket – (31 May 2016) The occupant does not believe that these spaces will provide adequate spaces for businesses, shoppers and tourists. Barton Road Car Park is very important for tourism and the Cathedral.

The loss of the toilet block would be unacceptable at the end of the year.

32 Barton Road, Ely – (25 May 2016) The occupant has concerns over the proposal. It is considered that the coach stop is totally inadequate as already pointed out by the Local Highways Authority.

The proposal includes gates and if opened will lead to loss of parking spaces. Pedestrian access in this location would allow for convenient access.

States that the application should not be determined until such time as a new area is found to store the market equipment on.

38 Parade Lane, Ely – (27 May 2016) The occupant considers that the coach drop off point to be completely inadequate and must meet with the approval of the Local Highways Authority. The location of the drop off space will put the passengers at

risk of manoeuvring cars. The occupant explains the problems of several coaches trying to drop off at the same time and that there are no alternative agreed coach spaces.

Removal of Poets House currently rents 22 spaces from East Cambridgeshire District Council; the loss of these spaces will put pressure on the entire car park as well as the loss of financial income for the Council.

The disabled parking spaces are being reduced from four spaces to two.

There would be an increased pressure on parking spaces because of the proposed dwellings.

The proposal will lead to a loss of space for market traders (parking and stalls) and street cleaners.

The proposal will lead to the loss of car parking spaces and not lead to an increase.

1 Bishop Laney Drive, Ely – (17 May 2016) The occupant states that the site is very confined which will make parking difficult and asks where the present utilities be kept.

5 Barton Mew, Ely – (30 May 2016) Seeks to understand how the Council can act as a neutral party in both the role as developer and the one determining the application.

Considers that users of the public highway, of the car park, the footpaths nearby, and the coach travellers, whether dropped off or waiting to be collected, would all be at risk.

6.0 The Planning Policy Context

6.1 East Cambridgeshire Local Plan 2015

ENV 1	Landscape and settlement character
ENV 2	Design
ENV11	Conservation Areas
COM 7	Transport impact
COM 8	Parking provision

6.2 Supplementary Planning Documents Ely Conservation Area

6.3 National Planning Policy Framework 2012

6.4 Planning Practice Guidance

7.0 PLANNING COMMENTS

- 7.1 This application only relates to the area that is defined by the red line on drawing number P102 Rev E.
- 7.2 The main issues are considered to be:
- Principle of Development
 - Visual Amenity and Historic Environment
 - Highways and Parking Provision
- 7.3 Principle of Development
- 7.4 The proposed development seeks to change an area currently used for the storage of mainly market stalls into a space for 23 parking spaces. However, the area is currently very under utilised and the developer has stated that if planning permission is granted then the market trader stalls will be stored in Portley Hill Depot at Littleport. The change of use into parking spaces will likely provide much greater public benefits than its current use.
- 7.5 The proposal is not considered to cause any concern in principle.
- 7.6 Visual Amenity and Historic Environment
- 7.7 The proposal does not involve the removal of the current high brick wall that screens the site from Parade Lane and partially obscures the development from Barton Road.
- 7.8 The developer is seeking to close the direct access onto Barton Road but there is insufficient detail on how this will be achieved. It is considered that a pre-commencement condition could adequately deal with this matter to ensure that an appropriate method that preserves or enhances the character of the local area can be achieved.
- 7.9 Highways and Parking Provision
- 7.10 The only element being considered as part of this application is the change of use from storage land (B8) to a car park (sui generis). The proposal of dwellings and the impacts that this will have on the amount of coach parking is linked to planning application 15/01417/F3M.
- 7.11 The proposal creates the space for an additional 23 parking spaces; all the parking spaces have the required 6m reversing space and the spaces measure 2.5m x 5m. The proposed dimensions meet the requirements of standard parking spaces and manoeuvring space. It is considered that the creation of the 23 parking spaces is a maximum number, as when the parking bays are drawn out (not considered to be development) some of these spaces might become disabled parking spaces. With disabled parking spaces taking additional space, this would reduce the overall amount of parking spaces achievable. It is noted that the number of disabled parking spaces for the entire car park is two, which does appear to be low. However, this is a choice of the developer who needs to ensure that when the car park is being relined that sufficient disabled spaces are provided.

- 7.12 Objections have been raised in regards to Poets House parking. However, the Poets House parking within the Barton Road Car Park is to the north of the application site in question and is not affected by the proposed change of use. Any revenue generated through a private arrangement between Poets House and developer is not a planning matter and does not affect the determination of this application.
- 7.13 The developer has mentioned in the submitted documents (Page 2 of Planning Statement) that if the existing car park is reconfigured the market traders will still have dedicated parking spaces; again the parking spaces used by market traders are outside of the application site in question and are unaffected by this proposal.
- 7.14 The comments of the Local Highways Authority regarding the direct access onto Barton Road are noted, but it is considered that this can be duly achieved by a pre-commencement condition.
- 7.15 The proposal is not considered to have any detrimental impact upon highway safety or parking provision if appropriate conditions are added.
- 7.16 Residential Amenity
- 7.17 The proposal will not have any impact upon residential amenity, as the nearest dwellings will remain protected by the high wall and the difference in use of the land is likely to lead to minimal difference in noise pollution.
- 7.18 Other Considerations
- 7.19 With the site being relatively small in size and already partially covered in hard landscaping it is not considered reasonable to add a condition regarding surface water control.
- 7.20 The proposal does not raise any concerns in regards to biodiversity.
- 7.21 Planning Balance
- 7.22 It is considered that the application will improve the current use of the land and increase the capacity of the current car park. While it is noted that the nearby proposal for dwellings (15/01417/R3M) will have an impact on the amount/type of parking available this is a separate application and will need to be determined on its own merits.
- 8.0 APPENDICES
- 8.1 Appendix 1 - Conditions

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
16/00548/FU3	Andrew Phillips Room No. 011 The Grange	Andrew Phillips Senior Planning Officer

16/00066/FU3
15/01417/F3M

Ely

01353 665555
andrew.phillips@ea
stcambs.gov.uk

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

APPENDIX 1 - 16/00548/FU3 Conditions

- 1 Development shall be carried out in accordance with the drawings and documents listed below

Plan Reference	Version No	Date Received
P101	A	26th April 2016
P102	E	26th April 2016

- 1 Reason: To define the scope and extent of this permission.
- 2 The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 No development shall commence until a scheme to detail how vehicular access directly onto Barton Road (south of the site) will be prevented has been submitted and agreed in writing by the Local Planning Authority. The agreed scheme shall be carried out prior to the change of use taking place.
- 3 Reason: In the interests of highway safety and to ensure the character of the conservation area is preserved, in accordance with policies ENV11, COM7 and COM8 of the East Cambridgeshire Local Plan 2015. This condition is pre-commencement to ensure that the users of the public highway are duly protected.