

Application Number 07/2020/00507/LBC

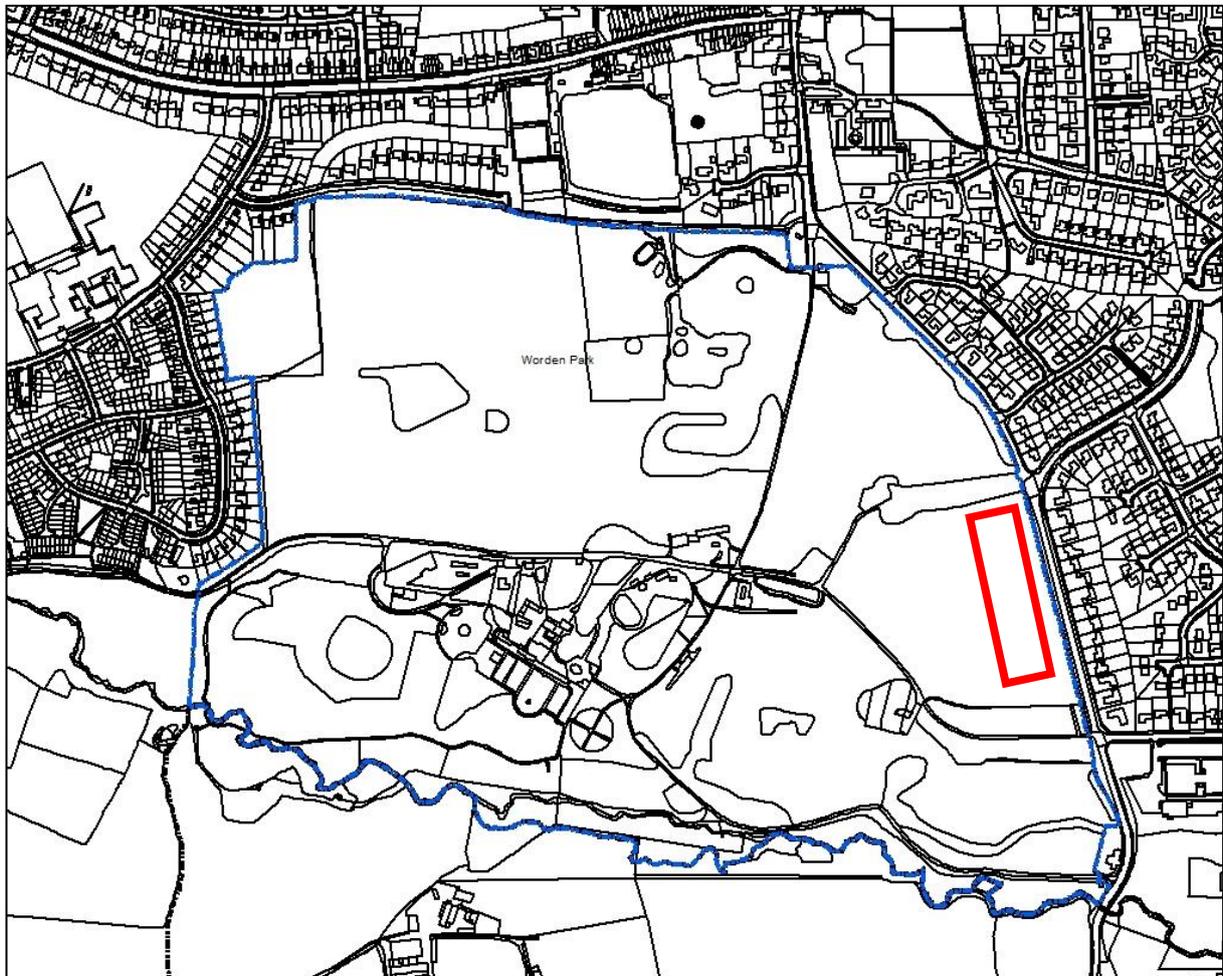
Address Overflow Car Park
Worden Park
Worden Lane
Leyland

Applicant South Ribble Borough Council

Development Listed Building Consent for alteration of existing overflow car park surface including replacement of roadway paving, installation of speed bumps with side fencing and bollards and land drainage

Officer Recommendation **Consent Granted**

Date application valid 26.06.2020
ITarget Determination Date 21.08.20
Extension of Time 30.8.20



1. Introduction

1.1. This application is presented to Committee because the proposal forms a project put forward by the Council's Neighbourhoods Team.

2. Report Summary

- 2.1. This proposal seeks to upgrade the reinforced grass, overflow car park to the south of Worden Parks main car park. The site is already laid with 'Bodpave' and 'Truckpave' reinforcement which would be re-laid. Speed bumps to control traffic and deter anti-social behaviour in the park, as well as permanent and temporary bollards are also proposed. Visually very little will change on this well screened area.
- 2.2. Proposed changes are appropriate in both material and design, will sit well within the context of both protected structures and useable public space, and accord well to adopted national and local policy. National guidance requires the protection of heritage structures but in a sustainable way which allows such assets to be used in a purposeful manner.
- 2.3. It is recommended that consent is granted subject to condition

3. Application Site and Surrounding Area

- 3.1. Worden Park enjoys a Grade II listing status and is registered on England's Schedule of Historic Parks and Gardens. The entire site spans 60ha, is bound to the south and south west by agricultural land and to the north and east by mixed use and residential buildings.
- 3.2. This application refers to a field within Worden Park known as 'Moons Field'; (25m to the left of the main car park entrance). The site in question sits to the south east of the entrance beyond the overflow car park (approved 2014), and 40m from the northern exit onto Holt Brow. High walls and deep planting sit between Moon Field and Worden Lane properties
- 3.3. The site is designated under Policy G7 (Green Infrastructure) of the South Ribble Local Plan. Policies G9 (Worden Park) and G17 (Design) of the same document, 16 (Heritage Assets) of the Central Lancashire Core Strategy and the National Planning Policy Framework are also relevant.

4. Site History

- 4.1. There is a long, complicated planning history for the park; the most relevant of which is
- 07/2014/0212/LBC Listed Building Consent for the formation of overflow car park (164 spaces – 3527m²) adjacent to existing main car park. Approved May 2014 and implemented in full
 - 07/2015/0717/FUL and 0718/LBC for construction of new entrance into main car park (opposite Vicarsfield Road) following demolition of part stone boundary wall and reconfiguration of existing car park. Approved and implemented 2015
 - 07/2016/0135/FUL and 136/LBC - Extension of grassed overflow car parking area to provide an additional 128 car parking spaces (for the use of public and permit holders). Approved 2016

5. Proposal

- 5.1. Permission was granted in 2014 (07/2014/0212/LBC) for installation of 3530m² of reinforced grass surfacing to provide 164 overflow, year round parking spaces. The site had been in ad-hoc overflow use for many years but when ground conditions were poor was closed, with park users then parking on nearby residential streets. In 2016 (07/2016/0135/FUL) a further 2560m² was added creating a further 124 bays; a total of 288 car parking spaces.

5.2. The car park has since been heavily used - over and above its originally designed use – leading to premature deterioration of the surface in places where grass growth through reinforcement had not been able to thrive. In addition, the car park has been subject to antisocial behaviour and speeds in excess of the posted 10pmh limit by drivers which has contributed to surface deterioration.

5.3. Proposed works aim to lift, relay and reinforce the existing Bodpave and Truckpave roadway surface, upgrade the paving grid on the western roadway, and install speed bumps with side fencing to slow traffic and divide the car park into smaller areas. The ability to restrict areas from use at certain times of year, especially in term time, will allow the grass in the parking bays to better establish and support the reinforcing tiles.

5.4. Proposed alterations provide for long term use at peak periods and deter antisocial behaviour, whilst conserving the open green aspect of the former agricultural fields as far as possible. Visually there should be little difference other than betterment of the current situation.

5.5. Speed bumps will be installed on 2m wide concrete pads on both roadways at intervals of approximately 25m; 14 are shown on proposal drawings. The concrete pads would extend approximately 850mm beyond the speed bumps to provide a robust surface capable of withstanding the impact of vehicles crossing. Existing parking bays would also be realigned to make space for shin rail fencing on either side of the speed bumps. Three new pedestrian walkways will be created in an east-west direction, but as the central walkway is wide enough to admit a car it will be protected with a fixed bollard similar to those already in use. Removable bollards – as used throughout the park– are proposed to segregate areas of the overflow when not needed. This allows regeneration of grassed surfaces

5.6. The new arrangement reduces parking on the overflow from 288 to 266 (22 spaces) but within the last 12 months cycle stands with space for 20 cycles have been installed in line with the Councils move towards more sustainable travel options

5.7. Land drainage is to be installed on the two main roadways connecting into an existing land drain that runs under the southern end of the overflow car park and discharges into a basin (historically a pond) within Farmyard Wood. Water will run through the subbase and prevent waterlogged car parking surfaces during prolonged wet winter weather. There are currently no flooding issues from this site into areas beyond, and this upgrade is considered unlikely to change that.

6. Representations

6.1. Summary of Publicity

6.1.1. Site notices have been posted and twenty-one neighbouring properties consulted. Representation has not been received

7. Summary of Responses

7.1. As maintenance rather than a new project which on an unlisted site would not need permission, consultation with statutory organisations was not felt necessary. During the previous permission however, which granted full consent the Councils Arborist, LCC Highways, Historic England and Lancashire Constabulary had no objections. United Utilities suggested informative notes relating to sustainable drainage which has been provided

8. Material Considerations

8.1. Policy Background

8.1.1. **Local Plan Policy G7 (Green Infrastructure)** allows development within these areas where alternative provisions are similar or better in nature, and where change will not detrimentally affect the amenity value of the site.

8.1.2. In addition **Policy G9 (Worden Park)** notes that “*Worden park requires major investment... to increase its use and develop further recreational and leisure uses within it*”. This scheme relieves parking problems both within and outside of the park; fully supporting policy objectives of a sustainable future.

8.1.3. **Core Strategy Policy 16 (Heritage Assets)** and **Local Plan Policy G17 (Design)** promote developments which are appropriate in design, which fit in with, and enhance the parks character and setting rather than have an adverse effect, yet which also offer positive benefits to users of the facility. This proposal would not appear to detrimentally alter the character of the park but will enable its full and continued use. Materials used are subtle in visual appearance but substantial in terms of longevity and heavy-duty use.

Final development is expected to be sensitively undertaken and will help to sustain the core business of the site whilst retaining elements of that which we aim to preserve.

8.2. Relationship to Neighbours

8.2.1. This area is already in full public use, and although there are residential properties within the park it is not anticipated that these will be affected. If anything, neighbours may see benefits from the reduction in speeding vehicles and anti-social behaviour following implementation of changes.

8.3. Highways & Parking

8.3.1. Maintenance and upkeep of this facility helps to relieve internal parking which is currently at capacity, and prevent standing traffic on Worden Lane waiting to access the park and residential street parking. Should restoration not occur and the overflow be closed then issues will arise in the surrounding area as those attending the park and college will be forced to park elsewhere

9. CONCLUSION

9.1. As a consequence of this increasingly flourishing facility, parking at Worden Park is now at a premium as both main and overflow car parks are oversubscribed. This proposal seeks to upgrade and alter a reinforced grass area already in full public use; Ancillary works are necessary to denote and protect the area whilst allowing access to adjacent footpaths.

9.2. Proposed changes are appropriate in both material and design, will sit well within the context of both protected structures but useable public space and accord well to adopted national and local policy. It is recommended that Listed Building Consent is granted subject to imposition of conditions.

RECOMMENDATION:

Consent Granted.

RECOMMENDED CONDITIONS:

1. Works to which this consent relates shall be begun not later than the expiration of three years beginning with the date of the Decision Notice.
REASON: To comply with the requirements of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

3. The development, hereby permitted, shall be carried out in accordance with the submitted approved plans Dwg WPOFCP2020/04/003 and Heritage Statement
REASON: For the avoidance of doubt and to ensure a satisfactory standard of development
4. Before any site activity (construction or demolition) is commenced in association with the development, barrier fencing shall be erected around all trees within the immediate vicinity of the site. The fencing shall be constructed and located in compliance with BS 5837 2012 - Trees in Relation to Design, Demolition and Construction - Recommendations. Within these fenced areas no development, vehicle manoeuvring, storage of materials or plant, removal or addition of soil may take place. This includes ground disturbance for utilities. The fencing shall not be moved in part or wholly without the written agreement of the Local Planning Authority. The fencing shall remain in place until completion of all development works and removal of site vehicles, machinery, and materials in connection with the development.
REASON: To prevent damage to trees during construction works in accordance with Policy G13 in the South Ribble Local Plan 2012-2026
5. No additional built development (including but not restricted to signage, ticket/parking sales machines and waste bins) shall be installed within the area hereby approved without the prior written consent of the Local Planning Authority.
REASON: To ensure and safeguard the visual appearance and/or historical importance associated with the building/site in accordance with Policy 16 in the Central Lancashire Core Strategy and Local Plan Policy G17.

RELEVANT POLICY

NPPF National Planning Policy Framework

Core Strategy

16 Heritage Assets

Local Plan 2012-2026

G7 Green Infrastructure Existing Provision

G9 Worden Park

Note:

United Utilities Note: The site should be drained on a separate system with surface water draining in the most sustainable way. We would ask the developer to consider the following drainage options in the following order of priority:

- a) an adequate soak away or some other adequate infiltration system
- b) a watercourse; or where this is not reasonably practicable
- c) a sewer (approval must be obtained from United Utilities)

To reduce the volume of surface water drainage from the site we would promote the use of permeable paving on all driveways and other hard standing areas including footpaths and parking areas.