
Report to: [Planning Committee](#) **Date of Meeting:** [08 February 2012](#)

Subject: [S/2011/1348](#)
[Site of Parkside Century Social Club 495 Hawthorne Road, Bootle](#)

Proposal: [Change of Use of land from former \(now demolished\) social club to the layout of a hard standing area for bus parking for a minimum period of 15 years, including the erection of lighting columns and landscaping](#)

Applicant: [Arriva North West Limited](#) **Agent:** [Maydean Design \(Architecture\) Ltd](#)

Report of: [Head of Planning Services](#) **Wards Affected:** [\(Derby Ward\)](#)

Is this a Key Decision? [No](#) **Is it included in the Forward Plan?** [No](#)

Exempt/Confidential [No](#)

Summary

This is a change of use application to extend part of the existing Arriva bus depot at 499 Hawthorne Road onto the adjacent site at the corner of Hawthorne Road and Linacre Lane.

The issues to consider include the principle of the proposal, impacts on residential amenity, highway safety, and visual amenity, as well as pollution and contaminated land issues.

Recommendation(s)

Approval

Reasons for the Recommendation:

The proposal is acceptable in principle and will not have a detrimental impact on residential amenity, highway safety, visual amenity and other amenity considerations including noise, light and air pollution.

Implementation Date for the Decision

Immediately following the Committee/Council/Working Group meeting

Contact Officer: [Mrs S Tyldesley](#) Telephone 0151 934 **3569**

Case Officer: [Mrs D Humphreys](#) Telephone 0151 934 **3565 (Tue, Thu & Fri)**

Email: planning.department@sefton.gov.uk

Background Papers:

The following papers are available for inspection by contacting the above officer(s).

History and Policy referred to in the report

The Site

The application site comprises a 0.525 ha area of vacant land situated on the corner of Hawthorne Road and Linacre Lane. The site was previously occupied by a social club which has been demolished.

This side of Hawthorne Road contains a variety of commercial uses with part of the Arriva bus depot located immediately to the north and west of the site. There are residential properties, including recently constructed dwellings, on the opposite side of Hawthorne Road.

Proposal

Change of Use of land from former (now demolished) social club to the layout of a hard standing area for bus parking for a minimum period of 15 years, including the erection of lighting columns and landscaping

History

S/2011/0924 - Advert consent for the display of 4 non-illuminated hoarding signs facing Hawthorne Road and Linacre Lane. Refused 02/09/11

S/2007/1051 - Advert consent for the display of 1 no. non-illuminated hoarding sign affixed to the fencing at the junction of Linacre Lane and Hawthorne Road. Approved 04/01/08

S/07479 - Erection of an entrance porch at the rear of the social club premises. Approved 22/12/77

S/2005/0004 (Site 4 Parkside Social Club, Arriva Depot and 501-509 Hawthorne Road) - Outline application for residential development, public open space and all associated works. Approved 07/04/05

Consultations

EA – no comments

Head of Environment – no objection in principle; the proposed luminaries should be cowled/orientated to prevent light glare and overspill at any residential dwelling; the proposed acoustic fence should be constructed in accordance with the drawings and maintained thereafter; satisfied that the depot emissions have been calculated correctly; no air quality objection if applicant comes forward with low emissions proposals to prevent unnecessary idling of vehicle engines; attach standard contaminated land conditions and informative to any approval.

Lighting Engineer – from the information provided I can't see any issues that would arise from the lighting installation as there will be very little spill light and the use of cut off lanterns should mean there will be no glare; it is important that the lighting is installed correctly at the correct angle of tilt.

HMRI – concern expressed about impact on local residents from vehicles exiting the site from the existing social club access; no issues from HMR perspective in the short term

Highways DC - This area of land is situated by the junction of Hawthorne Road and Linacre lane and is proposed to be used in connection with the adjacent existing bus depot. The proposal is not seeking any increase in the number of vehicles as this proposal is a relocation for the parking of vehicles from another bus depot (the Liverline site) situated further north along Hawthorne Road.

The surrounding highway network (especially Hawthorne Road) experiences a high level of vehicular traffic, which is intensified by the current servicing of buses between the two existing bus depots on Hawthorne Road.

The proposal to encompass the bus depot into a larger singular bus depot, will in fact reduce the impact the existing two bus depots have on the highway network in terms of the trip generation created by buses travelling from one depot to the other.

Servicing

The existing servicing arrangements also result in buses forming a queue along Hawthorne Road, waiting to access the existing southern site for refuelling and wash operations. This is due to buses being unable to manoeuvre from within the site, to enter the fuel and wash building due to the positioning of the existing fuel pump within the building.

As part of the planning application, the applicant proposes to relocate the fuel pump to enable the turning of all vehicles to take place within the confines of the site. This will eradicate the existing queuing problem and will allow motorists travelling north along Hawthorne Road an unobstructed route along this section of carriageway.

Due to the location of the existing fuel pump, currently drivers enter the site for refuelling via the vehicular access directly adjacent to the service area. To ensure that drivers do not use this vehicular access when returning to the site in the evening, the applicant has agreed to close this particular vehicular access in the form of a locked gate between the hours of 6pm to 9pm.

Parking

The parking layout of the site is illustrated on drawing number 1220/P/001-B and has been designed using the approach of trying to balance the philosophy of a typical bus depot environment, while minimising the conflict of movement between all vehicle types and personnel.

The proposal does enable the movements and parking arrangements of the entire site to be rationalised and improved. By combining both sites this has enabled the applicant to introduce a new parking layout that significantly reduces the amount of vehicular movements within the site.

The applicant proposes to undertake a one way system within the site which will reduce the level of potential confusion and conflict between pedestrians and vehicles. As the proposed depot is situated on a higher level to the existing depot, the applicant has proposed satisfactory improvements to minimise these potential conflicts.

The introduction of a set of stairs and walkway from the staff parking area either side of the existing ramp is a significant improvement. The introduction of a zebra style crossing, situated between the new walkways across the bottom of the ramp and a dedicated walkway from the fuel and wash building, directly to the entrance of the main workshop are also a vast improvement.

Cycle parking

Arriva have a large proportion of employees who either travel to the depot on foot or cycle. Currently there are no cycle parking facilities on site, however the applicant is proposing to install a covered cycle bay, which is to be repositioned within the site, with clear open sides and roof in order to provide security and protection from the weather.

Deliveries

An identified route with signage has been provided for delivery vehicles entering and exiting the site. These vehicles also have a dedicated space in which to park, located directly outside where deliveries are collected. The vast majority of delivery vehicles arrive 8 am to 4 pm, when the depot is relatively quiet as all the buses are on the highway network. There is no concern from a highway safety perspective regarding how the depot is currently serviced and there is no need for any alterations to this particular operation.

Access

According to the proposed site layout, the applicant is proposing to retain the existing accesses, including the existing vehicular access on Hawthorne Road which leads into the proposed development. As drawing 1220/P/004 (REVA) illustrates, alterations will be required to the existing vehicular access closest to the junction of Hawthorne Road/Linacre Lane. These modifications will include the widening and alterations to the kerb radii and, introduction of dropped kerbs and tactile paving and the removal of an existing post and sign. The applicant has also proposed to install two no entry signs at each side of the vehicular access which would be required in relation to highways safety. The proposed Palisade fencing will also allow sufficient visibility for drivers approaching to exit the site, as well as the 45° splay.

Drawing 1220/P/001-B illustrates how parking is provided in the existing bus depot and the proposed section of the site. It is proposed that all vehicles will depart from their respective areas instead of originally proposing that all vehicles would leave from the proposed new vehicular access. To minimise any possible conflict between buses entering the highway network and the junction of Hawthorne Road/Linacre Lane, the applicant intends to manage the depot in a fashion that the majority of buses which require to turn right towards the junction will leave via the vehicular accesses furthest from the junction.

Conclusion

In conclusion in view of the above there are no objections to this application on the grounds of highway safety subject to the following conditions being attached to any approval notice:

“No part of the development shall be brought into use until the existing vehicular access to development has been re-opened and re-constructed. These works shall be in accordance with details, which have been approved in writing by the Local Planning Authority.”

“No part of the development shall be brought into use until visibility splays of 2.0 metres x 2.0 metres measured down each side of the access and the back edge of the footway have been provided clear of obstruction to visibility at or above a height of 0.9 metres above the footway level of Hawthorne Road at the re-opened access to the proposed development site. Once created, these visibility splays shall be maintained clear of any obstruction and retained for their intended purpose at all times.”

“No vehicles shall be allowed to access or egress from the most northerly vehicular access from the adjacent bus depot (denoted by the blue boundary line on drawing no. 1220/P/003) between the hours of 6pm to 9pm. Within these hours the applicant will ensure the vehicular access will be gated and locked.”

“No part of the development shall be brought into use until areas for all vehicle parking, turning and manoeuvring have been laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and these areas shall be retained thereafter for that specific use.”

“No part of the development shall be brought into use until space and facilities for cycle parking have been provided in accordance with the approved plan and these facilities shall be retained thereafter for that specific use.”

“The applicant is advised that all works to the adopted highway must be carried out by a Council approved contractor at the applicant’s expense. Please contact the Highways Section on 0151 934 4175 for further information.”

Neighbour Representations

Last date for replies: 21/11/11 (neighbours)
25/11/11 (site notice)
1/12/11 (press notice)

A petition signed by 25 local residents has been submitted against the proposals and is endorsed by Cllr Robinson.

Individual letters of objection have also been received from 524, 526 and 530 Hawthorne Road. Grounds of objection include:

- Proposals will exacerbate existing pollution problems associated with the bus garage including noise, lighting and parking difficulties
- Staff parking their cars on Hawthorne Road cause problems for local residents – residents would prefer a residents’ parking scheme
- Noise late in the evening from staff congregating at the entrance to smoke

Policy

The application site is situated in an area allocated as a Housing Allocation Site and is within the Hawthorne Road / Canal Corridor Site on the Council's Adopted Unitary Development Plan.

AD2	Ensuring Choice of Travel
CS1	Development and Regeneration
CS3	Development Principles
DQ1	Design
DQ3	Trees and Development
EP1	Managing Environmental Risk
EP2	Pollution
EP3	Development of Contaminated Land
EP6	Noise and Vibration
EP7	Light Nuisance
H3	Housing Land Supply
H9	Hawthorne Road / Canal Corridor Sites
UP1	Development in Urban Priority Areas

Comments

The main issues to consider include the principle of the proposal, its impact on residential amenity and highway safety, visual impact as well as contaminated land and pollution issues.

Principle

The site is allocated for housing purposes within the adopted Sefton UDP and is part of the Hawthorne Road/Canal Corridor site. It is also part of a larger site for which outline planning permission was granted in 2005 for residential development as part of the Housing Market Renewal Initiative (HMRI). This permission has lapsed and it is unlikely that the site will be developed for housing in the short term.

However, it is considered that the site should be retained for housing purposes in the longer term and that a permanent permission for an alternative use should not be permitted. The applicant has requested that the change of use of the former social club site to a bus parking area be for a minimum period of 15 years.

In principle, the proposed change of use for a temporary 15 year period is considered acceptable bearing in mind that it will ensure the retention of a fairly significant employer in the local area. Arriva currently operate from two sites on Hawthorne Road and the lease on one of these sites (509 Hawthorne Road) is due to expire and will not be renewed. The company wishes to expand its other existing site at 499 Hawthorne Road into the adjacent vacant social club site thereby operating from a single site. The Design and Access Statement advises that rejection of the current planning application would result in the redundancies of up to 100 Arriva staff.

Residential Amenity

There are residential properties directly opposite the site in Hawthorne Road and local residents have expressed concern about noise and pollution issues.

In respect of light pollution, the Council's Lighting Engineer is satisfied that the proposed lighting installation will not have a detrimental impact in terms of spill light and glare. Furthermore, the Head of Environment has recommended that the luminaries should be cowled/orientated to prevent light glare and overspill at any residential dwelling.

A 2.4m high acoustic fence is proposed along the Hawthorne Road and Linacre Lane perimeters of the site. This will replace the existing fencing which is in a poor condition but will be set back with planting in front. The existing sections of wall between the fencing will be retained. The Head of Environment recommends that this acoustic fence should be provided in accordance with the submitted details and maintained thereafter.

All vehicles are to enter the proposed larger bus depot site from the existing Arriva access at 499 Hawthorne Road. Vehicles will exit the site using this access point as well as the access at 495 Hawthorne Road, the application site. Changes will be made to the existing site to prevent the queuing of buses on Hawthorne Road which will be an improvement from an amenity point of view.

Overall, it is considered that the enlarged bus depot will not have a significant detrimental impact on residential amenity provided conditions are imposed to control the above improvements.

Highway Safety

Highways Development Control have provided detailed comments (see above) on highway safety considerations and have concluded that the proposal will not have a detrimental impact on the highway network and provides the opportunity to rationalise and improve the movements and parking arrangements on the entire site. Provision for pedestrians and cycle parking within the site has also been improved as part of the proposals.

Modifications are proposed to the former social club access in the form of alterations to the kerb radii, introduction of dropped kerbs and tactile paving, the removal of an existing post and sign, and the provision of 'no entry' signs.

Conditions are recommended to ensure the acceptability of the proposals from a highway safety point of view.

Visual Impact

The application site is presently vacant and has a neglected appearance. It is considered that the proposed boundary treatment with new planting in front will have an acceptable visual appearance.

Contaminated Land

A phase 1 Desk Top Study for contaminated land has been submitted as part of the application. The Head of Environment has recommended that the standard contaminated land conditions and informative are attached to any approval.

Pollution

An Air Quality Assessment has been provided by the applicant. The Head of Environment raises no objections on air quality grounds provided the applicant submits an appropriate low emissions proposal to prevent the unnecessary idling of vehicle engines. The applicant has now submitted a statement concerning emissions standards and controls of vehicles at the bus depot. These are company policy at the depot and include no vehicles being allowed to 'tick over' unless they are being prepared for duty. The Head of Environment is satisfied with these arrangements.

Conditions

1. T-5 Temporary Use (Time Limit)
2. X1 Compliance
3. L-4 Landscape Implementation
4. H-6 Vehicle parking and manoeuvring
5. H-7 Cycle parking
6. No vehicle shall access or egress from the most northerly vehicular access from the adjacent bus depot as indicated by a blue line on the drawing number 1220/P/003 between the hours of 1800 and 2100 and this vehicular access shall remain gated and locked during these hours.
7. The proposed luminaries shall be cowled/orientated to prevent light glare and overspill at any residential dwelling.
8. The acoustic fence shall be constructed in accordance with the details shown on drawing no. 1200/P/001rev D and 1220/P/002 before commencement of the use hereby approved and maintained as such thereafter.
9. Con-1 Site Characterisation
10. Con- 2 Submission of Remediation Strategy
11. Con-3 Implementation of Approved Remediation Strategy
12. Con-4 Verification Report
13. Con-5 Reporting of Unexpected Contamination

Reasons

1. RT-5
2. RX1
3. RL-4
4. RH-6
5. RH-7
6. RH-1
7. In order to protect the residential amenities of nearby occupants and to accord with Sefton UDP policies CS3 and EP7.
8. In order to protect the residential amenities of nearby occupants and to accord with Sefton UDP policies CS3 and EP6.
9. RCON-1
10. RCON-2
11. RCON-3

12. RCON-4
13. RCON-5

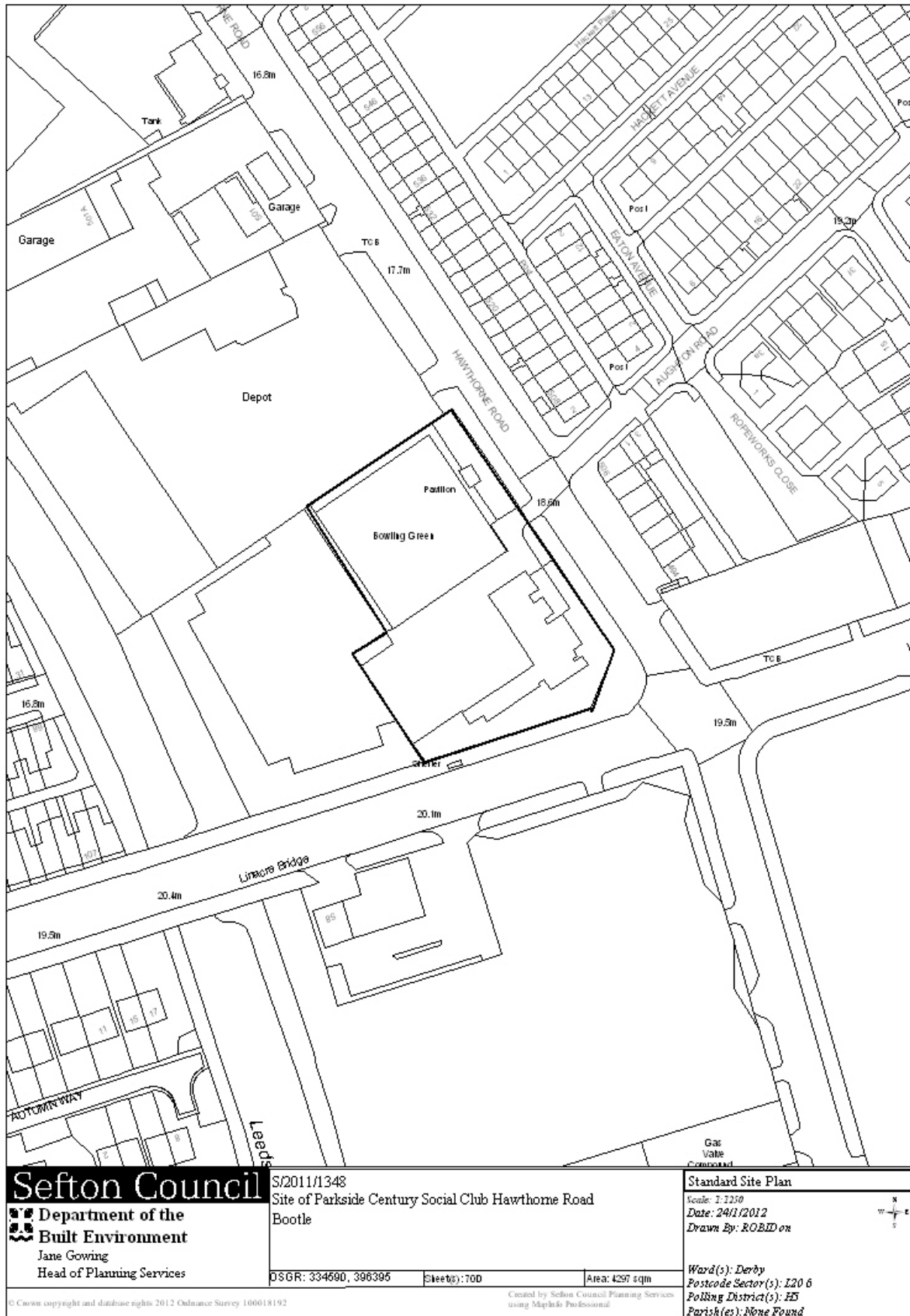
Notes

1. The applicant is advised that all works to the adopted highway must be carried out by a Council approved contractor at the applicant's expense. Please contact the Highways Section on 0151 934 4175 or development.control@sefton.gov.uk for further information.
2. Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 9 to 13 above have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing, until condition Con-5 has been complied with in relation to that contamination. Contaminated land planning conditions must be implemented and completed in the order shown on the decision notice above.

Drawing Numbers

1220/P/001D, 002A, 003, 004B, 8081-E01 P1

Existing site plan



Sefton Council

Department of the
Built Environment
 Jane Gowing
 Head of Planning Services

S/2011/1348
 Site of Parkside Century Social Club Hawthorne Road
 Bootle

OSGR: 334690, 396395 Sheets: 700 Area: 4297 sqm

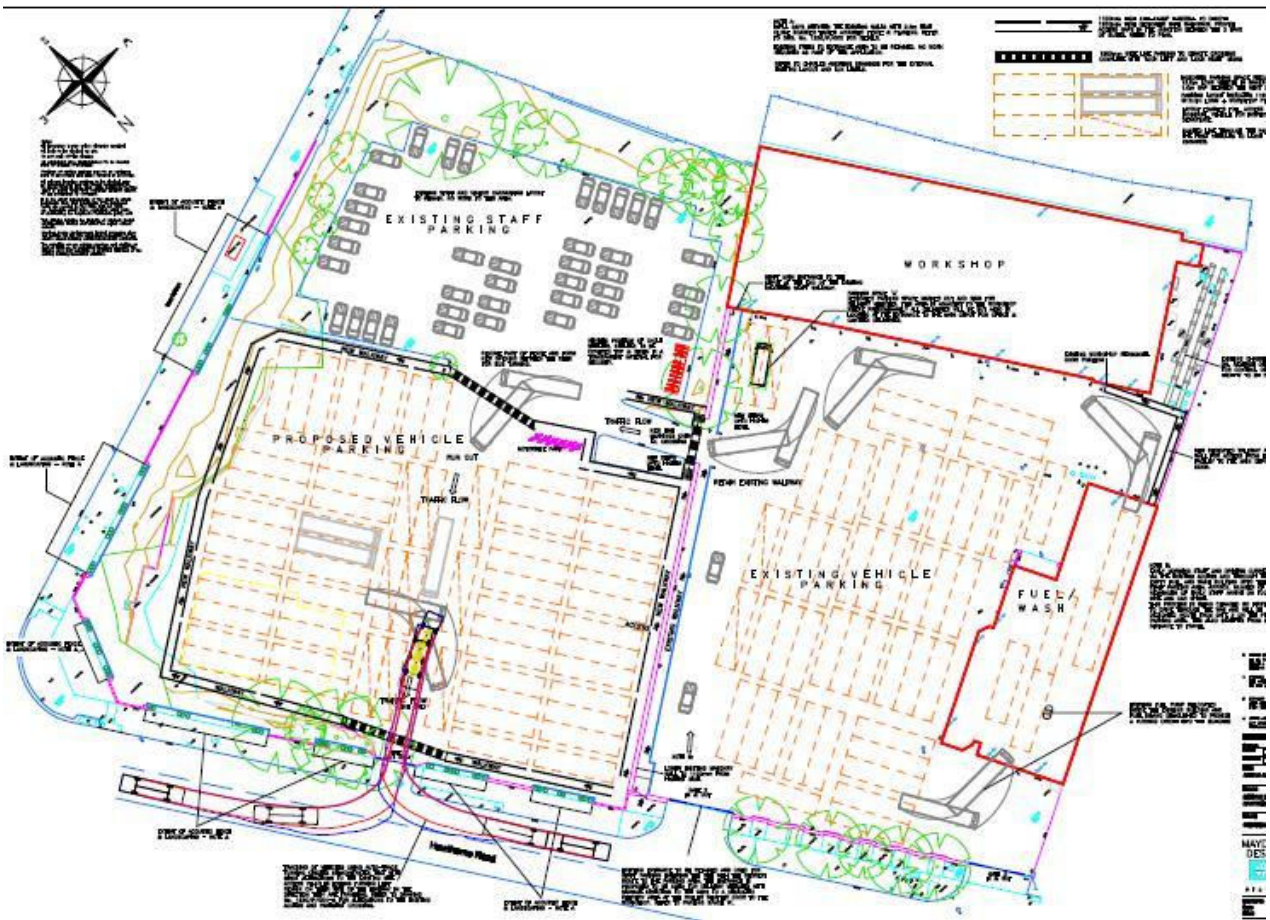
Standard Site Plan

Scale: 1:1250
 Date: 24/1/2012
 Drawn By: ROBIDON



Ward(s): Derby
 Postcode Sector(s): L20 6
 Polling District(s): E5
 Parish(es): None Found

Proposed site plan



S/2011/1348

Donna Hoy 518 Hawthorne Rd
Boothle Wally

M M Gossell 516 Hawthorne Road

P. Moorey 512 Hawthorne Boothle

M. Newman 534 Hawthorne M. Newman

M Higgins 526 Hawthorne Rd. M Higgins

A. DEMPSEY 524 Hawthorne Rd A. Dempsey

C McCallister 522 Hawthorne Rd C McCallister

E Hunter 522 Hawthorne Rd E Hunter

L Newman 534 Hawthorne Rd L Newman

W Taylor 532 Hawthorne Rd

Nicole 538 Hawthorne Rd. Nicole

Phyllis 538 4A6

Petition Endorsed By Cllr Robinson Derby Ward

