

Committee: **PLANNING**

Date of Meeting: **10 February 2010**

Title of Report: **S/2010/0041**
Land Adjacent to Hall Road BR Station Hall Road East, Crosby
(Blundellsands Ward)

Proposal: Layout of a Park & Ride facility, including bus transport facilities and altered site entrance

Applicant: Mr Darren Hazelwood Mersey Rail

Executive Summary

As the land to the east of Hall Road railway station has been allocated as a site for the development of a Park and Ride facility within policy T4 'Safeguarding the Public Transport Network' of the Unitary Development Plan, the principle of the proposal has therefore been accepted. However, the detailed issues relating to vehicular movement to and from the site, the impact of the development upon existing trees and the cumulative impact upon neighbouring residential amenity must be considered. When assessed against the Unitary Development Plan and all other material considerations, particularly policies AD1, AD2, CS3, D1, DQ3, H10, T1 & T4 the proposal for a Park & Ride facility is acceptable as it would not cause harm to highway safety or detrimental harm to neighbouring residential amenity.

Recommendation(s) Approval

Justification

When assessed against the Unitary Development Plan and all other material considerations, particularly policies AD1, AD2, CS3, D1, DQ3, H10, T1 & T4 the proposal for a Park & Ride facility is acceptable as it would not cause harm to highway safety or detrimental harm to neighbouring residential amenity.

Conditions

1. T-1 Full Planning Permission Time Limit
2. L-1 Protection of trees
3. L-2 Method Statement
4. L-3 No felling
5. Landscaping (scheme)
6. L-4 Landscape Implementation
7. NC-5 Japanese knotweed scheme
8. Prior to the commencement of the development, the approved scheme and timetable for the eradication of Japanese Knotweed referred to in condition 7

above, shall be implemented in full and a validation report confirming the remediation treatment carried out and that the site is free of Knotweed shall be submitted to and approved in writing by the Local Planning Authority.

9. No part of the development shall be brought into use until the existing vehicular access on to Hall Road East has been permanently closed off and the footway reinstated. These works shall be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
10. No part of the development shall be brought into use until a means of vehicular and pedestrian access to the site has been constructed. These works shall be in accordance with details, which have been approved in writing by the Local Planning Authority
11. No part of the development shall be brought into use until visibility splays of 2.4 metres by 40.0 metres at the proposed junction with Hall Road East have been provided clear of obstruction to visibility at or above a height of 0.9 metres above the carriageway level of Hall Road East. Once created, these visibility splays shall be maintained clear of any obstruction and retained for their intended purpose at all times.
12. Until otherwise agreed in writing by the Local Planning Authority, no part of the development shall be brought into operational use until a scheme to remove/relocate/replace the existing telephone kiosk on the north side of Hall Road East outside the development site has been implemented in accordance with plans submitted to and approved by the Local Planning Authority.
13. Unless otherwise approved in writing by the Local Planning Authority, the development shall not be commenced until a detailed scheme of highway improvement works for:
 - the provision of a new junction access onto Hall Road East incorporating tactile paving and flush kerbs together with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.
 - the provision of 'Give Way' carriageway markings (diag. 1003, 1009, 1023 & 1004) at the new junction access with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.
 - the provision of 'Give Way' sign (diag. 602) together with a new post, illumination and electrical connection with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.
 - the provision of Level Crossing sign (diag. 770 & 573 - 20 yards with right hand arrow) together with a new post, illumination and electrical connection with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.
 - the provision of yellow box junction carriageway markings within the extent of a level crossing (diag. 1045) with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority, and;

- the provision of a scheme of direction signs to 'Hall Road Station - Park & Ride' (e.g. diag. 2503 & 2504) with a programme for the completion of the works has been submitted to and approved in writing by the Local Planning Authority.

No part of the development shall be brought into use until the required highway improvement works have been constructed in accordance with the approved details.

14. Unless otherwise agreed in writing, the development shall not be brought into use until a Traffic Regulation Order to introduce waiting restrictions on Hall Road East, Hall Road West, The Serpentine North, Dowhills Road and Spinney Crescent in the vicinity of the development site has been implemented in full.
15. H-6 Vehicle parking and manoeuvring
15. X1 Compliance

Reasons

1. RT-1
2. RL-1
3. RL-2
4. RL-3
5. In the interests of visual amenity and to comply with policy DQ3 of the Sefton Unitary Development Plan.
6. RL-4
7. RNC-5
8. RNC-6
9. RH-1
10. RH-2
11. RH-3
12. In the interests of highway safety and to accord with policies CS3 and DQ1 of the in the Sefton Unitary Development Plan.
13. RH-5
14. In the interests of highway safety and to accord with policies CS3, DQ1 and AD2 of the Sefton Unitary Development Plan.
15. RH-6
16. RX1

Drawing Numbers

NG6661-05, NG6661-09, NG6661-10, NG6661-16, NG6661-17, NG6661-018

Financial Implications

CAPITAL EXPENDITURE	2006/ 2007 £	2007/ 2008 £	2008/ 2009 £	2009/ 2010 £
Gross Increase in Capital Expenditure				
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
REVENUE IMPLICATIONS				
Gross Increase in Revenue Expenditure				
Funded by:				
Sefton funded Resources				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

List of Background Papers relied upon in the preparation of this report

History referred to
Policy referred to



Sefton Council
Planning & Economic
Regeneration Department
 Andy Wallis - Director
Planning & Economic Regeneration is part of the
 Regeneration & Environmental Services Directorate

S/2010/0041
 Land Adjacent to
 Hall Road BR Station Hall Road East
 Crosby
 L23
 OSGR: 330455, 400698 **Site(s):** 146A **Area:** 4076 sqm

Standard Site Plan
 Scale: 1:1250
 Date: 26/1/2010
 Drawn By: BBERT on

Ward(s): Blundellsands
 Postcode Sector(s): L23 8
 Polling District(s): M2, M1
 Parish(es): None Found

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The Site

A disused area of land to the east of Hall Road Railway Station secured to the east and north boundaries by palisade fencing.

Proposal

Layout of a Park & Ride facility, including bus transport facilities and altered site entrance.

History

S/2000/0723 – Application under Schedule 2, Part 24 of the General Permitted Development Order for the installation of a telecommunications mast. Refused 2 November 2000.

Consultations

Highways Development Control – There is an existing vehicular access to this site, however as part of this development it will be slightly repositioned and widened to cater for the traffic which will be generated by the Park & Ride facility (including buses).

In order to improve the visibility for motorists exiting the Park & Ride facility onto Hall Road East, the existing boundary wall and fence should be realigned or reduced in height so that no part of it is higher than 900mm above road level. In addition, the existing telephone kiosk will need to be removed/relocated/replaced such that it does not interfere with the visibility sight lines.

A scheme of off-site highway works will be required in order to facilitate this development and ensure the safe operation of the level crossing.

In order to encourage the use of the car park and safeguard against any future problems caused by overspill car parking if the demand exceeds the capacity of the car park (as has happened at other locations) a scheme of waiting restrictions will need to be introduced covering sections of Hall Lane West, Hall Lane East, The Serpentine, Dowhills Road and Spinney Crescent.

In view of the above, there are no objections as there are no highway safety implications, subject to conditions and informatives being added to any approval notice.

Environmental Protection Director – To be included as late representations.

Merseyside Environmental Advisory Service – To be included as late representations.

Network Rail – No objections to the proposal subject to the provision of yellow hatching on the road approaches to the level crossing and that buses are permitted to only turn left out of the car park.

Neighbour Representations

Last date for replies: 25th January 2010 (date extended from 20th January due to a technical fault).

Representations received: A petition supported by Councillor Parry with 29 signatories objecting to the proposal plus five Letters of objection from Number 52 Hall Road East and Numbers 21, 32, 40, 42 Spinney Crescent.

Points of objection relate to non material issues such as consideration of other sites and inadequate consultation by the application, but also to material considerations such as the impact upon highway safety due to vehicles turning right towards the level crossing and harm to neighbouring amenity through increased disturbance.

Policy

The application site is situated in an area allocated as part Primarily Residential and part Green Belt on the Council's Adopted Unitary Development Plan.

AD1	Location of Development
AD2	Ensuring Choice of Travel
CS3	Development Principles
DQ1	Design
DQ3	Trees and Development
H10	Development in Primarily Residential Areas
T1	Transport Network Priorities
T4	Safeguarding the Public Transport Network

Comments

As the land to the east of Hall Road railway station has been allocated as a site for the development of a Park and Ride facility within policy T4 'Safeguarding the Public Transport Network' of the Unitary Development Plan, the principle of the proposal has therefore been accepted.

However, the detailed issues relating to vehicular movement to and from the site, the impact of the development upon existing trees and the cumulative impact upon neighbouring residential amenity must be considered.

While a section to the left hand side of the site is allocated as Green Belt, the impact upon this designation was considered in the production of the adopted 2006 Unitary Development Plan.

Highway Safety

The proposed layout will allow for a widening of the existing vehicle access with the provision of a 2 metre wide pedestrian access into the site from Hall Road East. The submitted plans indicate the removal of the existing brick boundary wall with concrete coping to the left hand side, which would provide an adequate visibility splay for vehicles leaving the facility. However, the loss of this boundary wall in its entirety is considered to be detrimental to the character of the area and as such, a revised plan has been requested to retain this wall but with a reduction in height to 900mm and for it to be resited to provide for an acceptable pedestrian access.

So as to ensure an adequate visibility splay from the vehicle access, the telephone box to the pedestrian footpath must be removed/relocated/replaced and this will be secured with a condition to any approval.

As stated by the Highways Engineers, so as to encourage the use of the car park and safeguard against any future problems caused by overspill car parking if the demand exceeds the capacity of the car park (as has happened at other locations) a scheme of waiting restrictions will need to be introduced covering sections of Hall Lane West, Hall Lane East, The Serpentine, Dowhills Road and Spinney Crescent.

The proposed Park & Ride facility plus the scheme of waiting restrictions will address an existing concern raised by residents of the area with regards to users of Hall Road railway station parking within neighbouring roads.

With regards to the requirement of Network Rail that buses may only exit the site to the left (to the east), it is not considered that this is a matter to be controlled by condition attached to consent as it is an operational matter that can be instigated by agreement between Merseyrail and Network Rail. Furthermore, it is considered that vehicles turning right (to the west) towards the level crossing would not be to the detriment of highway safety due to the scheme of signage and off-site highway works that will be conducted.

Trees & Development

The southern half of the site, towards Hall Road East, is well served by a number of mature and recently self-seeded trees. The proposal as submitted indicates that all trees within the site are to be removed, yet no replacement planting scheme, or landscaping scheme in general has been submitted for consideration. So as to accord with UDP policy DQ3, any trees that are to be removed to enable development must be replaced on at least a 2:1 basis. If the replacement trees cannot be accommodated on site then the developer will be required to enter into a legal agreement to provide a commuted sum for off-site planting.

While a landscaping scheme has not been provided, the arboricultural report submitted does provide justification for the level of tree removal required and also suggests a possible replacement planting scheme (as set out in Appendix 8).

Following site visit, it was considered that there is sufficient justification for the removal of a number of trees but that the Council disagrees with the report in that the

level of tree cover provides little amenity value when assessed against the existing standing of the neighbouring residential areas.

In addition to the amenity value of trees to the front of the site, the existing trees to the right hand side of the proposed access have a positive impact to the amenity of properties on Spinney Crescent and Number 54 Hall Road East as they will screen the facility to some degree to the first-floor windows of these neighbouring properties.

The retention of some of the existing trees would allow some maturity to tree cover within the site to be retained and offset any loss of amenity in the short term while new tree planting establishes.

So as to address this concern, and the potential shortfall of replacement planting within the scheme, amendments have been requested to the proposed layout of the Park & Ride facility to incorporate the retention of specific existing trees and the provision of replacements elsewhere within the site.

Any amendments received will be presented as late representations.

It is also noted that Japanese Knotweed has been identified within the site, yet no scheme of its removal and eradication has been submitted. As such, conditions will be attached to any approval to address this issue.

Residential Amenity

At its nearest point, the site for the Park & Ride proposal is positioned 14 metres away from the rear boundary of Number 42 Spinney Crescent to the west, the rear wall of which is set a further 30 metres away. The separation distance to neighbouring properties to Spinney Crescent increases to the north with a maximum distance of 24 metres to the boundary with Number 32, with a further 22 metres to the rear elevation.

It is evident that a separation distance of no less than 35 metres is retained to all the properties on Spinney Crescent, assisted by the depths of residential gardens and the undeveloped strip of land between the proposal and rear boundaries to residential properties.

The property closest to the proposal, Number 54 Hall Road East has a side elevation 5 metres from the undeveloped strip of land with a further 14 metres to the boundary of the Park & Ride.

Following a site visit, the applicant has been requested to provide amended plans to address a number of concerns, one of which was the absence of acoustic fencing to the eastern boundary to neighbouring residential properties. It is considered appropriate to require close boarded fencing to the eastern boundary so as to screen the facility to some degree from neighbouring properties and to mitigate for potential noise disturbance. The incorporation of close boarded fencing was considered to be reasonable by the applicant during site visit, and as such it is expected that a revised

plan will be received indicating its inclusion after the removal of the existing palisade fencing.

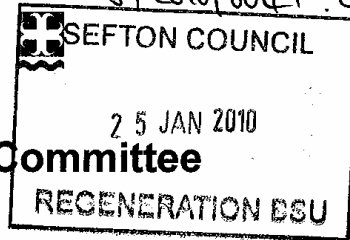
By virtue of the separation distance afforded by the vacant strip of land, the trees to be retained, and the potential for a close boarded fence to be provided to the east elevation, it is not considered that the residential amenity of neighbouring properties will be significantly harmed.

For the reasons set out above, it is recommended that, subject to acceptable plans being provided, the application be granted consent with conditions as the Park & Ride facility adheres to a formal allocation within the adopted Unitary Development Plan and when assessed against the policies within the UDP would not cause harm to highway safety or detrimental harm to neighbouring residential amenity.

Contact Officer: **Mrs S Tyldesley Telephone 0151 934 3569**

Case Officer: **Neil Mackie Telephone 0151 934 3606**

Sefton Council



Petition To Speak At Planning Committee

You have recently submitted a petition to the Planning Department of Sefton Council regarding planning application:

Site Address: land adjacent to Hall Road
Station, Hall Road East Crosby

Application Number: 5/2009/1184

Would you please confirm whether or not you wish to address a Planning Committee

Yes



No



If you intend to speak, the petition must be signed by 25 Sefton residents and be supported by a Councillor. Please give the name of the Councillor submitting your petition.

This petition is being submitted by Councillor Paula Parny

We will also need to contact the person intending to speak at Committee. Please confirm the following details:

Name Mr. William R. Hill

Address 42 Spinney Crescent, Blundellsands,
Liverpool L23 8TZ

Telephone Number 0151 931 1724

E-mail address wrhill9000@hotmail.com

Please return this form as soon as possible to:

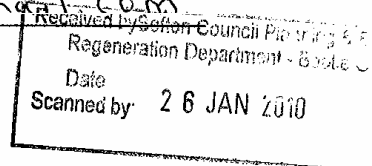
Sue Tyldesley
Planning Department
Balliol House
Bootle
L20 3NJ

Fax: 0151-934-3587
E-mail: planning.dcsouth@planning.sefton.gov.uk
(for applications in the South area)

Or

Phil Hardwicke
9-11 Eastbank Street
Southport
PR8 1DL

Fax: 0151-934-2213
E-mail: planning.dcnorth@planning.sefton.gov.uk
(for applications in the North area)



Greater Manchester Council Planning & Economic
 Regeneration Department - Bootle Office
 Date
 Scanned by: 26 JAN 2010

OBJECTION TO PLANNING APPLICATION
S/2009/1184
CONSTRUCTION OF PARK & RIDE
HALL ROAD STATION

We the undersigned object to the above and appended are some of the reasons.

- **No consultation with the community.**
- **Inadequate notice, taking account of national holiday period.**
- **No assessment of effect on biodiversity on nearby green belt fields.**
- **No assessment of effect on residents of noise or pollution from vehicle emissions.**
- **No assessment by consulting engineers of relative merits of a location WEST of the railway line. In this context any commercial value of the west side land should be ignored if safety is compromised by the proposal of a location on the EAST.**
- **Apart from usage by rail replacement buses there is no information on usage by any other buses.**
- **Most importantly, the car park entrance would be too close to the level crossing. Traffic on Hall Road East and West is heavy and congestion will be inevitable. The risk of a vehicle being trapped on the crossing is very real.**

Signature	Print Name	Address	Date
<i>E. Matthews</i>	E. MATTHEWS	32 SPINNEY CRES	6/1/10
<i>A. Walmesley</i>	A WALMSLEY	23 SPINNEY CRES	6/1/10
<i>David Garner</i>	DAVID GARNER	32 SPINNEY CRES.	6/1/10
<i>R. Ashcroft</i>	R. ASHCROFT	34 Spinney Cres	12/1/10
<i>A. Ashcroft</i>	A. ASHCROFT	34 Spinney CR.	12.1.10.
<i>Wm. J. Ashton</i>	W. ASHTON	36 SPINNEY CRES.	12/1/10
<i>M. J. Ashton</i>	M. J. ASHTON	36 SPINNEY CRES.	12.01.10.
<i>M. Whittaker</i>	M WHITTAKER	38 spinney cres	12.01.10
<i>M. Whittaker</i>	M WHITTAKER	38 spinney cres	12.01.10
<i>K. Whittaker</i>	K. WHITTAKER	38 spinney cres	14.01.10
<i>K. Whittaker</i>	K WHITTAKER	38 SPINNEY CRES	15.01.10.