

<b>Application No:</b> 2008/679	<b>Application Type:</b> LCC Consultation
<b>Proposal:</b> Car park and bus lay-by, incorporating new retaining wall & ten 6m high lighting columns	<b>Location:</b> Bacup & Rawtenstall Grammar School, Glen Road, Waterfoot.
<b>Report of:</b> Planning Unit Manager	<b>Status:</b> For Publication
<b>Report to:</b> Development Control Committee	<b>Date:</b> 19/11/08
<b>Applicant:</b> Lancashire County Council	<b>Determination Expiry Date:</b> 5/12/08

REASON FOR REPORTING	Tick Box
<b>Outside Officer Scheme of Delegation</b>	<input type="checkbox"/>
<b>Member Call-In</b> Name of Member: Reason for Call-In:	<input type="checkbox"/>
<b>More than 3 objections received</b>	<input type="checkbox"/>
Other (please state)	Potentially contentious

**HUMAN RIGHTS**

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly the implications arising from the following rights: -

**Article 8**

The right to respect for private and family life, home and correspondence.

**Article 1 of Protocol 1**

The right of peaceful enjoyment of possessions and protection of property.

**APPLICATION DETAILS**

**1. The Site**

The application site, of approximately 0.34ha in area, presently forms part of Bacup & Rawtenstall Grammar School.

Currently the site is laid out as a hard-surfaced informal recreation area extending over two terraces, with an intervening grassed embankment and a grassed strip fronting Millar Barn Lane. The site has a stone retaining-wall along its boundary with Mount Avenue, Millar Barn Lane and Glen Road, setback from which is a tall wire-mesh fence. There is a large, mature tree located on the corner of Millar Barn Lane and Glen Road.

To the other side of Millar Barn Lane, Mount Avenue and Glen Road are residential properties, many of which lack off-street car parking. Millar Barn Lane forms part of the route of the Pennine Bridleway.

## **2. Relevant Planning History**

None.

## **3. The Current Proposal**

This Council's comments are sought by the County Council on an application for planning permission it is to determine.

The application proposes :

- a) the use of the existing hard-surfaced areas as a 48-space car park for school staff, with the installation of ten 6m lighting-columns and barrier-controls at the access/egress to Mount Avenue;
- b) provision of a bus lay-by fronting Millar Barn Lane, to accommodate up to 4 school buses, requiring setting back of the footway and re-construction of the retaining-wall to a greater height (up to 3m in height);
- c) the removal of the existing wire-mesh fence and new tree/shrub planting (the prominent tree on the corner of Millar Barn Lane/Glen Road is to be retained); &
- d) the provision of double-yellow lines down both sides of Glen Road, to the east side of Millar Barn Lane where fronting the Grammar School and to both sides of Mount Avenue within the immediate vicinity of its junction with Millar Barn Lane.

## **4. Policy Context**

### **National**

PPS1 - Sustainable Development

PPG13 - Transport

PPG 24 – Noise

### **Development Plan**

Regional Spatial Strategy (2008)

Policy DP 1 – Spatial Principles

Rossendale District Local Plan (1995)

Policy DS1 – Urban Boundary  
Policy DC1 – Development Criteria  
Policy E 4 – Tree Preservation  
Policy C 11 – Pennine Bridleway

### **Other Material Planning Considerations**

LCC Parking Standards

#### **5. Assessment**

As previously indicated, this application is to be determined by the County Council. The main issues to be considered in deciding whether or not to comment on this application are as follows :

1. Principle
2. Traffic/Parking
3. Visual Amenity
4. Neighbour Amenity
5. Recreation Area

#### Principle

The application site is located within the Urban Boundary of Waterfoot and the proposed development is intended to address existing problems with traffic/parking generated by the school, not add to pupil or staff numbers. The proposal is, therefore, considered appropriate in principle and to accord with saved Policy DS1 of the Rossendale District Local Plan.

#### Traffic/Parking

School buses currently stop on Millar Barn Lane at the start and finish of the school day to enable pupil drop-off and collection. This severely affects the free-flow of traffic on Millar Barn Lane, often prevents the movement of other vehicles and adversely affects pedestrian/child safety.

The proposed bus lay-by will provide sufficient space to park at least four buses clear of the carriageway on Millar Barn Lane. It is considered that this will go a significant way towards addressing existing problems.

The proposed car park would accommodate 48 vehicles belonging to staff. This will go some way towards removing on-street parking and enable removal of parking elsewhere within the school grounds that conflicts with pupil/pedestrian movements and safety.

If the proposed car park and bus lay-by are provided I consider there to be a case for providing the proposed double-yellow lines, to ensure that the entrance and exit of the proposed car park remain free of obstruction, and the on-street space freed-up by the provision of the proposed car park is not occupied by other vehicles.

#### Visual Amenity

The creation of the proposed car park will not itself entail any significant alteration in ground levels. The additional planting proposed would go some way towards reducing the prominence of parked cars as viewed from the highway.

The formation of the proposed bus lay-by will necessitate the re-construction of the retaining-wall to a somewhat greater height along the Millar Barn Lane frontage. The submitted drawings indicate that the retaining-wall is to be re-built using the existing stone. Any new stone imported to complete the wall will need to match. Great care will also need to be taken in undertaking works in the vicinity of the prominent tree located on the corner of Millar Barn Lane/Glen Road if significant root damage to it is to be avoided. Indeed, the likelihood of harm to it is such that I consider the proposed scheme of planting should provide for its replacement.

#### Neighbour Amenity

As previously stated, this proposal is intended to address existing traffic/parking problems generated by the school, not add to pupil/staff numbers. Consequently, there should not be an increase in the noise/disturbance experienced by the occupiers of the neighbouring residential properties.

Indeed, it is to be hoped that local residents will have less reason to complain about difficulties driving to/from their properties as a result of traffic/on-street parking associated with the school, particularly at the start and finish of the school day (although some local residents may have concerns that the double-yellow lines proposed will restrict their ability to park vehicles on-street).

It should be noted that the proposed parking bays have been angled to avoid the headlamps of vehicles directly facing the terraced houses on the opposite side of Millar Barn Lane. Likewise, there will be a need to avoid the lighting-columns resulting in light spilling beyond the boundaries of the site in a manner detrimental to neighbours. There will also be a need to ensure appropriate materials are used for the works and benefit for local residents in securing additional tree/shrub planting within and bounding the proposed car park.

The proposed bus lay-by will increase the distance buses stand away from the terraced houses on the opposite side of Millar Barn Lane when dropping-off and picking-up children.

#### Recreation Area

I am satisfied that the loss of this recreational area of the school does not give grounds to object to the application, having regard to its other indoor and outdoor sports and recreational facilities.

### **6. Conclusion**

It is considered that the provision of the bus lay-by, the car park and the on-street parking-restrictions would (in combination) help alleviate existing school-related traffic/on-street parking problems to an appreciable degree.

However, following implementation of the proposed scheme, it would be desirable for its impact to be monitored and this reported to a joint meeting of County Councillors/Borough Councillors, in order that any problems remaining/arising could be further considered and addressed.

## 7. RECOMMENDATION

That Lancashire County Council be informed that this Council raises no objection in principle to the application. Indeed, it would wish to support the provision of the proposed bus lay-by, car park and on-street parking-restrictions, in order to alleviate existing school-related traffic/on-street parking problems.

However, it would ask that :

1. Appropriate facing materials are used to harmonise with those of the principal school building and the stone-built houses in the vicinity and, most particularly, that the retaining-wall to be re-constructed on the site frontages is of stone reclaimed from the existing retaining-wall or matching to it.
2. The light from lamps on the proposed lighting columns does not result in unacceptable detriment for occupiers of the nearby residential properties.
3. The works in the vicinity of the prominent tree situated on the corner of Millar Barn Lane and Glen Road proceed in a manner that minimises harm to it and that the proposed scheme of planting provides a follower for it and for other planting to minimise the impact of vehicles parked on the proposed car park as viewed from the highway and from the nearby residential properties.
4. Following implementation of the proposed scheme its impact be monitored and this reported to joint meetings of County Councillors/Borough Councillors to be convened midway through the first school term following the bringing into use of the bus lay-by and car park and again midway through the second school term, in order that any problems remaining/arising in respect of school-related traffic/on-street parking can be further considered and addressed.

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