REF. NO. X/11/69028

PLANNING APPLICATION REPORT

DESCRIPTION/ ADDRESS	-	Application for removal of condition 16 of planning approval F/07/61863 to allow the use of the car park for car parking purposes unrelated to the use of the buildings on the site. King's Community Church Upper Northam Close Hedge End Southampton SO30 4BB

SITE VISIT DATE 10.6.11

ARE PLANS ACCURATE? yes

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? yes

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	Application for use of car park by up to 50 Ericsson staff on weekdays. Vehicles would use site between 0730-1000 and 1630-1800 hours.
SITE AREA	n/a
RESIDENTIAL DEVELOPMENT DENSITY (NET)	n/a
TOPOGRAPHY	Terraced car park
TREES	No change – none affected
BOUNDARY TREATMENT	Landscaping still to be completed
SITE CHARACTERISTICS	Large tarmac car park in terraces
CHARACTER OF LOCALITY	King's Community Church (KCC) and its new auditorium and enlarged car park lies to the west of Hedge End, between Upper Northam Road and Upper Northam Close and just within the "Strategic Gap" between Hedge End and Southampton. The eastern and southern boundaries of the site are predominantly residential, whilst the northern and western boundaries are defined by a golf driving range and a field then the M27 motorway respectively. Site extends to approximately 7.1 acres/2.87ha and includes the land to the west which runs between the original car park and the motorway. Noise from motorway.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
33001/0 33001/2 F/07/61863	Outline: Church and car park Reserved Matters: church and car park Auditiorium and enlarged car park with access off Upper Northam Road	Permitted 1994 Permitted 1995 Permitted 2008

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT

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REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
LOCAL residents	2 letters of objection raising concern over possible more extensive car parking use – noise, disturbance, overnight lorry parking, park and ride; proposal should not be determined until auditorium is in use (has now commenced); increased traffic movements, too much blacktop surfacing with associated drainage problems.

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Hedge End Town Council	No objection, subject to the condition that the Green Travel Plan is restricted to the use of Ericsson only
Highways Agency	No objection (following removal of holding direction after submission of more detailed transport impact study)
Head of Transportation and Engineering	No objection – proposals appear beneficial on the surrounding highway network. Possible temporary permission suggested. Only new access off Upper Northam Road should be used.
HCC Highways	No objection (after submission of more detailed transport impact study). The Park and Shuttle facility utilising a minibus will result in a reduction of on-street parking in the vicinity of Upper Northam Drive, which is considered locally to be problematic at present. There will be a net reduction of trips on this part of the network. The application will not result in a significant impact on the highway network.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Outside Built-up Area Boundary Within Hedge End/Southampton Strategic Gap

DEVELOPMENT PLAN POLICIES

Eastleigh Borough Local Plan Review (2001-2011) Saved Policies 59.BE, 1.CO, 2.CO, 11.CO, 100.T

PLANNING POLICY GUIDANCE / STATEMENT

PP1 - Delivering Sustainable Development
PPG13 - Transport

POLICY COMMENTARY

The above policies combine to form the criteria against which this application will be assessed with particular regard to highway safety and sustainable transport.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

REF. NO. X/11/69028

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies:

Policy 100.T – Highway considerations and traffic impacts

1. All consultees who advise on highway safety (the Highways Agency, Hampshire County Council and EBC Engineers) have concluded that the low number of additional movements on the M27 gyratory (23 AM and 23 PM) and the design of the roads and new access are such that there is no increased danger to highway safety.
2. The new vehicular access in Upper Northam Road is suitable and safe for these peak hour movements.
3. The proposal would reduce the amount of on-road parking near Strategic Park which is of benefit to highway safety.
4. The proposals comply with Policy 100.T

Policies 1.CO, 2.CO and 59.BE – visual impact and residential amenity

5. It is proposed to use 50 out of the 316 new car parking spaces on weekdays only. This would not have an adverse visual impact for the locality or neighbours.
6. There is no increase in car park blacktop or run-off.
7. Only the vehicular access off Upper Northam Drive will be used which would not adversely impact neighbours.
8. No additional lighting or landscaping is necessary.
9. There is no additional unacceptable visual impact within the countryside or strategic gap resulting from this use. Any reduction in on-road parking near Strategic Park will benefit the amenity of local residents.
10. The proposals comply with Policy 59.BE, 1.CO and 2.CO

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

Permission recommended. A temporary permission is not considered necessary in light of the low level of use proposed, but a condition restricting use by Ericsson only/to 50 spaces is recommended.