REF. NO. F/16/79698

PLANNING APPLICATION REPORT

DESCRIPTION/ ADDRESS	-	Use of former car park for storage of new and used cars with staff & visitors car parking ancillary to proposed redevelopment of the site to provide a new car sales and showroom facility with associated landscaping, car parking and vehicle display areas, including a part change of use of existing hard-standing and car parking areas associated with the former Ford factory. Accessed from existing Wide Lane access points as considered by Southampton City Council. Land at Former Ford Site, West of Wide Lane, Southampton, SO18 2NQ

SITE VISIT DATE – 05/01/2017

ARE PLANS ACCURATE? - Yes

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? – Yes and site notice displayed.

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	This application is a joint application for the construction of a large car dealership on land west of Wide Lane which originally formed part of the former Ford factory which has now been demolished. The majority of the site is within Southampton City Council's jurisdiction but a small portion to the northern end and just south of the M27 motorway is within Eastleigh Borough's boundary. The main built development will be within Southampton's part of the site, with the Eastleigh part being intended for use as vehicle storage and staff parking. This is essentially the same use as when Ford controlled the site, meaning that physically there would be little change. However, planning approval is required by virtue of the proposals creating a separate planning unit to the previous ancillary use of the site as part of the larger factory.
SITE AREA	The area within Eastleigh Borough is approximately 3350 square metres.
RESIDENTIAL DEVELOPMENT DENSITY (NET)	n/a
TOPOGRAPHY	Flat and level.
TREES	None within the site but there are some on the motorway embankment and along the Wide Lane frontage.
BOUNDARY TREATMENT	2.4 metre high palisade fencing and gates.
SITE CHARACTERISTICS	The site is currently surfaced in tarmac and surrounded by security fencing with an access gate onto Wide Lane. To the north is the motorway embankment above the site, to the east is Wide Lane, to the west is the main Southampton to Winchester railway line and to the south is the remainder of the development site which is also surfaced in tarmac.

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THE SITE AND ITS SURROUNDINGS

CHARACTER OF LOCALITY	The site lies on the edge of Southampton and has historically been used for industrial purposes.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
	No record of any previous planning history.	

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
None received.	

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Head of Transportation & Engineering	Due to the quantum of development, the application will need to be assessed by HCC as Highway Authority - car showroom (retail) and servicing - 9,032sqm. In terms of internal layout however, the following comments are made: 1. The gates at the Delivery / Staff entrance appear too close to the highway for a car transporter to access the site and wait for entry, without tailing back onto the highway or overhanging the footway. As such it should be set further into site. 2. Are the 'entrance' points to be entry only as would be anticipated? This would be welcomed in terms of multiple access / egress onto the highway, however the point indicated as 'exit only' will need to be signposted well internally and externally as its access through site is not overly obvious; 3. Staff and visitor parking is provided, but with up to 130 staff plus customers, assessment of whether this number is appropriate is required. This will need to accord to SCC standards; 4. Any DC's collected as part of the application should be open for utilisation on a replacement Wide Lane bridge.
Head of Environmental Health	Thank you for consulting Environmental Health regarding the above application which I have consider with regard to noise, air quality and contaminated land in so far as these may impact upon the EBC area. Noise: – The risk of significant impacts upon amenity are low given the absence of noise sensitive uses within the EBC administrative area. Air Quality: – I am not an expert on traffic assessments and you should therefore obtain confirmation that the traffic assessment is accepted as robust by the relevant professional. The report concludes that the development of itself is expected to result in an increase in daily traffic flow of 696 on Wide Lane of which 70% is expected to travel to or from the North. It is not clear to me from the report, what proportion would travel through the EBC Air Quality Management Area further north (A335 Wide Land / Southampton Road). However, overall even if a significant proportion of this traffic travelled

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CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	through the AQMA it would not represent a sufficient change in traffic flow, such that a significant impact on air quality would be likely. Contaminated Land: – The application is supported with a Phase II Environmental Site Assessment Report, by Arcadis and an Independent Technical Document Review letter by Argyll Environmental. The Environmental assessment report only investigates areas of the site that are within the Southampton City Council administrative area. The review letter references a ground investigation report undertaken by GIP Ltd, a copy of which has not been provided with this application. However the area of the development that falls under Eastleigh's administration is, as we understand it, proposed as being used for car parking with the hardstanding cover remaining. The hardstanding effectively blocks any contaminant pathways and significantly reduces any risk to future site users. As the proposals stand we would not require any further information with regards to land contamination, however if the hardstanding is to be removed and the underlying ground exposed we would request we are informed and further investigations would be required.
Southampton Airport Safeguarding	No objection subject to conditions regarding bird hazard, height limitations, lighting and construction being applied to any approval.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Within Built-up Area Boundary Within Established Employment/Industrial Area

DEVELOPMENT PLAN SAVED POLICIES, EMERGING LOCAL PLAN POLICIES AND SPD'S

Eastleigh Borough Local Plan Review (2001-2011), saved Policies 25.NC, 32.ES, 59.BE, 60.BE, 100.T, 101.T, 120.E & 191.IN

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014, (the Submitted Local Plan) comprising:

- Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and
- Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014' Policies DM1, DM9, DM11, DM12, DM23, DM24 & DM37

Supplementary Planning Document: Quality Places
Supplementary Planning Document: Planning Obligations

NATIONAL PLANNING POLICY GUIDANCE

The National Planning Policy Framework (NPPF) supports and encourages sustainable development which is considered to have three roles, economic, social and environmental. Paragraph 8 of the NPPF states that "These roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly

NATIONAL PLANNING POLICY GUIDANCE

and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions."

Also of relevance are paragraphs 17 and 19. Paragraph 17 states that one of the twelve core principles of the NPPF is that planning should "proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs." Paragraph 19 states that "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."

POLICY COMMENTARY

The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the principle of that proposed, its layout, design and impact upon the street scene and character of the surrounding area, the amenity of neighbouring uses, traffic and transport, noise, air quality and land contamination, as well as nature conservation.

COMMENT ON CONSULTATION RESPONSES

Comments noted.

COMMENT ON REPRESENTATIONS RECEIVED

n/a

PLANNING OBLIGATION/CONSIDERATIONS

The only planning obligations which may be required in relation to the proposed scheme would be towards sustainable transport measures. However, given the scale of the development, this in an issue which has been handed over to the County Council in their capacity as the Local Highways Authority to negotiate with Southampton City Council (a unitary authority) and the applicants.

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."*

In this case policy issues for consideration include:

Principle – The application site lies within the urban edge where the basic principle of development is considered to be acceptable, with any formal planning approval being based upon the exact nature, design and impact of that proposed being considered appropriate and in accordance with the relevant Local Plan policies and Supplementary Planning Documents. The most relevant policy in this case is saved Policy 59.BE of the Local Plan which requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting. It also requires a high standard of landscape design,

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

a satisfactory means of access and layout for vehicles, cyclists and pedestrians, to make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, and noise and fumes. Also of relevance is Policy DM1 of the Submitted Eastleigh Borough Local Plan 2011-2029, July 2014, which essentially reiterates the above requirements.

Saved Policy 120.E relates to the redevelopment or extension of existing employment sites which lie outside of the designated industrial employment areas. The policy sets out a number of criteria which must be met if a proposal is to be considered acceptable of which numbers i. & ii. are most applicable. These state that development will only be considered acceptable if "They: i. cause no demonstrable harm to the amenities and environment of occupiers of nearby existing or proposed housing;" and "ii. do not generate traffic which would result in unacceptable traffic levels on adjoining roads or endanger other road users".

In principle therefore that proposed is considered to be acceptable.

Also of relevance are saved Policies 29.ES and 32.ES which relate to issues of noise and pollution. Policy 29.ES states that "Industrial or commercial development which would result in any noise-sensitive premises being subject to a loss of amenity by means of an excessive increase in noise and/or vibration exposure, will not be permitted." Whereas Policy 32.ES states that, "Proposals of uses which may generate air, land or water pollution, will only be permitted if the Borough Council is satisfied that they have been designed to control their impact to an acceptable level."

Layout, Design, Street Scene & Area Character – As mentioned above, physically this northern portion of the site would change little in general appearance and as such would have no adverse impact upon the street scene. The development of the site as a whole for the dealership will improve the site's current appearance considerably and overall help to enhance the general visual amenity of the area.

As to the general character of the area, that proposed will sit well with the approved development of the neighbouring factory site.

Amenity – Given the nature of surrounding uses and that proposed, it is not considered that there would be any harm resulting to the general amenity of the area through the use of the site for the parking and storage of vehicles.

Traffic & Transport – It is not expected that the traffic movements associated with the proposed use would have any impact upon the local highway network over and above that of the historic use of the site. Notwithstanding this, the development is of such a scale that the traffic impact needs to be assessed by Hampshire County Council in their capacity as the Highway Authority.

The Head of Transportation and Engineering has highlighted a couple of minor points, such as ensuring there is sufficient room for car transporters to be able to fully pull off the highway when waiting for access gates to open. This has been noted and a condition to this included as part cot eh recommendation.

Noise, Air Quality & Land Contamination – As has been stated in the Head of Environmental Health's comments, it is not expected that the development proposed will result in any additional noise or air quality issues for sensitive uses, which are some distance away. With regards to ground contamination, given the length of use of the site for industrial purposes, there is a reasonable likelihood of contamination being present. However, provided the existing surfacing is not significantly disturbed or large scale excavations to take place, then there will be no need for further contamination investigations to be undertaken. Notwithstanding this, conditions are recommended for investigations to take place should there be a need to do so.

Nature Conservation – Given the proposal is for essentially be used for the same purpose as it

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

has been many years, it is not considered that the proposed development would have any additional impact upon local wildlife or biodiversity.

OTHER MATERIAL CONSIDERATIONS

Reference needs to be made to the submitted Eastleigh Borough Local plan 2011-2029 July 2014. However, very little weight can be given to these policies as, although the Submission Local Plan has not been formally withdrawn, the Council has confirmed that it has decided to prepare a new local plan which will cover the period up to 2036. With regard to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

CONCLUSIONS

For the reasons set out above, the application proposal is considered to accord with the relevant saved policies of the adopted Local Plan, the Submitted Local Plan and Supplementary Planning Documents. As such the application is recommended for approval subject to conditions.