
Site Address:	Former access road to Rockville Drive car park, land adjacent 10 Stakes Hill Road, Waterlooville		
Proposal:	New vehicle crossing onto Stakes Hill Road (classified road) and change of use of land to parking area.		
Application No:	APP/14/00640	Expiry Date:	21/08/2014
Applicant:	Havant Borough Council	Team:	Team 2
Agent:	Mrs Julie Boschi	Case Officer:	Heather Lealan
	Havant Borough Council		
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site is situated between the boundary wall of 10 Stakes Hill Road and the boundary of 18 to 22 Stakes Hill Road (see location plan below). Currently there is pedestrian access to the site providing access between Stakes Hill Road and Rockville Drive car park
- 1.2 The site consists of a section of tarmac road down the centre with a kerbed footway either side and landscaping along the boundaries of the adjoining properties of Stakes Hill Road. There is a height restriction barrier and lockable gate at the Stakes Hill Road end and two concrete bollards at Rockville Drive car park access. Vehicle access is prevented onto the site by the lack of a vehicle crossing at Stakes Hill Road and by the bollards across the access at Rockville Drive car park end. The area is lit with a street light towards the Stakes Hill Road end of the site.

2 Planning History

09/62748/013

Variation of Condition No. 2 of Planning Permission 04/62748/010 to allow market vehicles to leave the pedestrian precincts no earlier than 1600 hours and the site should be cleared by 1730 hours.

1) All market vehicles will leave the pedestrianised precinct in a convoy supervised by the market manager no earlier than 1600 hours and the site should be cleared by 1730 hours.

Reason: In the interests of highway safety and having due regards to saved Policy T9 of the Havant Borough District Wide Local Plan 1996-2011, forming part of the Havant Borough Local Development Framework

1) You are advised that this permission only relates to condition 2 of Planning Permission 04/62748/010 granted on 16 December 2004 which required all market vehicles to leave the pedestrianised precinct in a convoy supervised by the market manager no earlier than 1645 hours (with respect to all market vehicles parked north of the fountain within the precinct) and 1700 hours (with respect to all market vehicles parked south of the fountain within the precinct). Conditions 1, 3 - 9 imposed by Planning Permission 04/62748/010 are still valid and should be complied with at all times.

04/62748/010

Variation of conditions 1 and 6 on planning permission 02/62748/009 to alter the parking and vehicular access arrangements for use of pedestrianised precinct for weekly Friday street markets and other specialist markets/events.

1) The use of the land for weekly and specialist market purposes shall not take place at any time other than (a) on the precinct for the duration of the market operation (i.e. 0830-1600 hours) or (b) alternative land (if any) if stall holder vehicles shall first have been submitted to, and approved in writing by, the Local Planning Authority. In the event, there shall be no vehicular traffic movement within the pedestrianised precinct between the hours of 0830 and 1600 hours, except in a public emergency.

Reason: To ensure adequate parking provision for market stall holder vehicles in the interests of highway safety and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review) and 20 of the Waterloooville Town Centre Action Area Local Plan.

2) All market vehicles will leave the pedestrianised precinct in a convoy supervised by the market manager (or his/her representative) (with respect to all market vehicles parked north of the fountain within the precinct) and 1700 hours (with respect to all market vehicles parked south of the fountain).

Reason: In the interests of highway safety and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review).

3) All vehicular access to the pedestrianised precinct to the south of the fountain shall be via the Stakes Hill Road car park north of the fountain via The Heroes Public House car park onto Maurepas Way, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the safety of pedestrians within the area and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review).

4) Notwithstanding the details shown on the approved plan, no goods or equipment associated with the market shall be stored within the following areas:

(i) a distance of 3m from any shopfront within London Road and The Precinct;

(ii) a distance of 2 metres from any shopfront within Wellington Way;

(iii) the defined "emergency access route" shown on the approved plans.

Reason: To secure well planned development and in the interests of the amenities of the area and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review).

5) No sound amplifying equipment associated with the market use hereby approved shall be operated between the hours of 0830 and 1600 hours.

Reason: In the interests of the amenities of nearby residents and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011.

6) No refrigeration compressors or generators shall be installed within the market area shown cross-sectioned on the approved plan without the prior written consent of the Local Planning Authority.

Reason: In the interests of the amenities of nearby residents and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011.

7) All litter arising from the market shall be removed from the site on the evening following the close of the market by the market manager or his/her representative.

Reason: In the interests of highway safety and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review).

8) The setting up of market stalls or associated equipment shall not begin before 0600 hours on any day of the week.

Reason: To protect the amenities of the locality and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review).

9) The weekly market shall only operate one day (Friday) per week and the use of the site for a special event shall be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and having due regards to policies and proposals UB3 of the Hampshire County Structure Plan 1996-2011 (Review) and 20 of the Waterloooville Town Centre Action Area Local Plan.

3 Proposal

- 3.1 It is proposed to construct a vehicle crossing in Stakes Hill Road the full width of the original access. Stakes Hill Road is a classified road so the vehicle crossing requires planning permission. This application covers both the vehicle access and the change of use to provide parking for market vehicles and public event vehicles during these activities. The lockable barrier will be kept locked in the closed position at all times except on market days or when the area is required for the parking of public event vehicles

- 3.2 The parking of market and event vehicles will be managed by a responsible person as detailed with the submitted design and access plan.
- 3.3 The planting, bollards, pedestrian access, lighting, barriers and all surfaces will remain as they are at present except for the construction of the vehicle crossing in Stakes Hill Road which will be constructed to Hampshire County Council's design standards.

4 Policy Considerations

National Policies

The National Planning Policy Framework

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)
CS20 (Transport and Access Strategy)
CS4 ()

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Property Services Manager

No comments

Development Engineer

The existing applications for the market are as shown in section 2 of this report and any conditions for this application should reflect these. I therefore have no objection if the use of the access has a marshal present all the time the vehicles are being let out in the evening and in the morning from say 07.00 to 08.30 to ensure there are no vehicles waiting on Stakes Hill road to enter the parking area. Another requirement would appear to be that all the vehicles would need to reverse into the parking area in the morning so that they can be convoyed out in forward gear in the evening.

Environmental Health Manager

No adverse comments

Crime Prevention

The appointed marshal is the key figure to the safe operation of this parking facility. The design and access statement outlines the basic requirements of the marshal and states that they will receive appropriate training. However, the training to be undertaken is not clearly identified. Therefore, to provide for the safety of the general public and those using the car park, I recommend that the training required is clearly identified and specified within the Design and Access statement. Should planning permission be granted a condition should be imposed relating to the marshal and the training etc. as stated within the Design and Access statement.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a

result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 31

Number of site notices: One

Statutory advertisement: Not applicable.

Number of representations received: None

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact on users of the adjacent highway

(i) Principle of development

7.2 It is considered that the use of this land as a parking area would support the market and events being held in Waterloo Town Centre and that as such it would accord with policy CS4 in regard to supporting the vitality and viability of one of the Borough's Town Centres.

(ii) Impact on users of the adjacent highway

7.3 The Highway engineer has no objection so long as conditions are applied that reflect the previous applications as detailed within the history section of this report. It is considered that the conditioned pertinent to the parking of vehicles as those requiring a marshal to be present when cars leave and enter the site and the hours of use of the site. As such a suitable condition is suggested below. Another requirement would appear to be that all the vehicles would need to reverse into the parking area in the morning so that they can be convoyed out in forward gear in the evening.

8 Conclusion

8.1 It is considered that the scheme accords with the requirements of both local and national policy and should be permitted subject to the conditions listed below.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00640 subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Design and Access Statement received 24/06/2014

Kerb, Footway and Vehicular Verge Crossing Details received 24/06/2014

Location Plan received 24/06/2014

Site Plan received 24/06/2014

Reason: - To ensure provision of a satisfactory development.

- 3 All vehicles will enter and leave the site under the supervision of an appointed parking marshal and the use of the land as a parking area shall only take place on market days or on public events days between the hours of 06.00hrs and 19.00hrs.

Reason: In the interests of highway safety and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 All the vehicles must reverse into the parking area in the morning so that they can be convoyed out in forward gear in the evening.

Reason: In the interests of highway safety and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.