

## ITEM 7

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<b>APPLICATION NO.</b>	18/01391/FULLS
<b>APPLICATION TYPE</b>	FULL APPLICATION - SOUTH
<b>REGISTERED</b>	01.06.2018
<b>APPLICANT</b>	Mr Harry Hutchinson, Oceanic Gateway Ltd
<b>SITE</b>	Land known as AP6 Adanac Park (North and East of Hotel), Adanac Drive, Nursling, SO16 0AT, <b>NURSLING AND ROWNHAMS</b>
<b>PROPOSAL</b>	Temporary park and ride facility for University Hospital Southampton (UHS) which will provide up to 1,010 staff car parking spaces for a period of 4 years.
<b>AMENDMENTS</b>	Additional information received 27/07/2018 & 31/07/2018.
<b>CASE OFFICER</b>	Mr Paul Goodman

Background paper (Local Government Act 1972 Section 100D)

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### 1.0 INTRODUCTION

1.1 The application is presented to Southern Area Planning Committee because it is contrary to the provisions of an approved Development Plan or other statement of approved planning policy, adverse third party representations have been received- and the recommendation is for approval.

### 2.0 SITE LOCATION AND DESCRIPTION

2.1 Adanac Park is a 29 hectare site located to the east of the M271 and extends in a southerly direction from the Nursling Street to adjoin Brownhill Way from which vehicular access is taken. This access also serves the adjacent Holiday Inn which abuts, but is excluded from, the application site. The site is separated from the M271 by mature hedgerow planting and, with the exception of the presence of the Ordnance Survey, is predominately laid for grazing. The site also includes land to Yew Tree Farm and Bargain Farm (both listed buildings). To the east of Adanac Park sits Home Covert (a Site of Importance for Nature Conservation) and the residential areas of Hillyfields and Nursling.

2.2 The application site is an approx. 4.66ha plot (referenced as AP6 in the previous permissions) which sits to the south of Adanac Park. The site extends northwards from Brownhill Way sitting parallel to Adanac Drive to the east and wraps around the perimeter of the Holiday Inn, Yew Tree Farm (AP5) and the Adanac Drive roundabout. The site predominately has an open appearance comprising improved grassland used for horse grazing albeit with mature planting to the north east corner (which contains a tree subject to a Tree Preservation Order) and a woodland plantation to the south parallel to Brownhill Way. Vehicular access to both the Holiday Inn and Yew Tree Farm is provided via the Brownhill Way/Adanac Drive and the Adanac Park roundabouts respectively.

### 3.0 **PROPOSAL**

- 3.1 The application proposes the use of the site as a temporary park and ride facility for University Hospital Southampton (UHS) which will provide up to 1,010 staff car parking spaces for a period of 4 years.

### 4.0 **HISTORY**

- 4.1 14/00141/OUTS - Outline - Erection of up to 20,583 square metres of business floorspace (B1), together with associated works including drainage, vehicular accesses, realigned access to the adjacent Holiday Inn Hotel, car parking and landscaping. Outline Permission 14.03.2016.
- 4.2 10/02614/OUTS - Outline application for the erection of a medical facility providing up to 12,800 sqm of accommodation for a compact hospital/clinic (Use Class C2 and/or D1) with ancillary uses. Allowed on appeal – 17 November 2011.
- 4.3 07/02872/OUTS - Outline planning permission with all matters (i.e. layout, scale, appearance, access and landscaping) reserved for subsequent approval for that part of the application site shown hatched green on drawing number APP/001/BARW002/Rev D. Demolition of Adanac Farmhouse, site preparation works and the erection of up to 59,118 sqm m of Class B1 offices, research and development and manufacturing premises for occupation by a small number of large space users together with car parking, landscaping, drainage and access roads (including spine road to the north of Plot 4). Outline planning permission with no matters reserved for subsequent approval for the new roundabout at the point of entry into the site from Brownhill Way and the spine road up to the northern edge of the wildlife corridor on Plot 4, the adjacent landscape works and the temporary haul road and the closure of Redbridge Lane between the proposed spine road and Brownhill Way, as shown on the General Layout Parameter Plan and the relevant detailed drawings submitted for approval. Outline planning permission with no matters reserved for subsequent approval for that part of the application site shown as Plot 4 on the General Layout Parameter Plan for the following development. New Class B1 Head Office building (16,409 sqm.) with ancillary cycle, refuse storage and electricity transformer building together with a Children's Nursery (308 sqm.) with associated access, car parking, drainage and landscape works. Permission granted 16 June 2008.

### 5.0 **CONSULTATIONS**

#### 5.1 **Planning Policy & Transport (Policy) – Comment;**

- Permission should be time limited (temporary) in relation to the timescale for construction works at Southampton General Hospital to ensure that the park and ride development does not prejudice the future (Class B1) employment use for which the site is allocated (Policy LE6) and has planning permission (14/00141/OUTS).
- Consider limited the use of the car park to either only specifically in association with the Southampton General Hospital, and/or a personal permission to the University Hospital Southampton NHS Foundation Trust, in order that car parking use is not established and since the development would only be permitted as a departure on the basis of an

identified need, which is specific in nature and time limited. In this regard, it is noted that the use of barriers is proposed, which could potentially be formalised by condition alongside the display of a vehicle permit or similar requirement.

- Whilst noting that the park and ride facility itself does not extend beyond the 'development zone' of Plot AP6, this plot is the 'gateway' plot to Adanac prominent in the Adanac Drive street scene, boundary treatment should be appropriate and not detract from respecting the characteristics of the wider Adanac site (Policy LE6, criterion a), which requires development to be of a high standard. The temporary use should be designed such that it does not potentially act to deter investment and occupation for Class B1 use for the remaining undeveloped plots or of Bargain Farm, (Policy LE5) which adjoins the site to the east.

**5.2 Planning & Building (Landscape) – Comment;**

- Soft landscaping required within the site and around the perimeter to soften the development and break up the vast tarmac. Details to be submitted within a landscape plan.

**5.3 Planning & Building Trees – No objection, subject to submission of details in relation to 'no-dig' methodology adjacent protected tree.**

**5.4 Highways England – No objection, subject to condition.**

**5.5 HCC Highways – Written comments awaited at the time of reporting but no objection likely to be raised.**

**5.6 HCC Lead Flood Authority – Comments awaited in response to additional drainage information.**

**5.7 Ecology – No objection.**

**5.8 Southampton City Council – Comment;**

- At a high level there is an extant permission for commercial use on that site (AP6) as part of the wider Adanac Park development and the TA indicates that trips generated by the proposed P&R in the weekday peaks is less than the permission for AP6. The permitted Adanac Park trip generation is approximately 1,000 peak hour and the P&R is expected to generate 177 AM Peak and 158 PM Peak. This is because shift patterns for SGH are different to that of the permitted uses and there will most likely be a mix of clinical and non-clinical staff using the site. A majority of these trips will be on the network anyway as part of the trips to existing Hospital P&R sites at B&Q Nursling and Sainsbury's in Lordshill but the TA is quiet on these and needs explaining. It might mean an intensification of trips on Brownhill Way from M271 J1 to Adanac Park roundabout but reduction further on Brownhill Way.

- However, it is important to note that the existing AP6 (as well as the wider overall Adanac Park site) has consent for a B1 use which generates more trips than the proposal as well as the fact that those trips would be entirely new trips whereas the trips to the P&R site would mostly be on the network already. The consented scheme has already provided mitigation measures for those 1000 peak hour trips but we will push for further improvements to cycle and pedestrian links.
- Although there is the situation with the extant permission, this proposal will have a change and additional impact with trips travelling from the site to the hospital. The extant permission considers trips to and from the site alone. However, the current proposal will also generate these trips (albeit lower levels during the peaks) plus the additional bus movements and any staff potentially wanting to walk, bus or cycle to the Hospital.
- We do have some queries from the TA as it doesn't state how the bus will serve the site, what type of vehicle is going to be used (a mini bus as present or a conventional bus) and states that the First 1 public bus could be used however this was pulled from Adanac Park/Brownhill Way some months ago and partially replaced by the Bluestar 17 but that doesn't serve Adanac Park. We would like information on parking accumulation during the day. The concern would be insufficient bus services to shuttle the staff to the hospital and therefore the staff would overspill onto the local bus services which would have an impact on bus capacity for the existing local residents using the bus services.
- In policy terms this meets our aspiration in LTP3 around working with employers who have constrained sites and parking issues, such as SGH, to develop P&R proposals and Bargain Farm/Adanac has always been on the long list of strategic sites. So has support that way.
- In the long term we have had discussions with SGH about the potential of leasing the site at weekends for city based P&R operations either to support city centre shopping or specific events such as football matches. The application is for 7 days a week operation but most likely a subsequent application may need to be made if it operated at the weekend for Southampton. The emerging LTP4 and recent DfT Transforming Cities bid look to support P&R for Hospital and City. There are longer term plans for a more permanent P&R on the Bargain Farm site which will require more detailed modelling and design work as part of a comprehensive package for the masterplan on that site.

#### 5.9 **Planning & Building (Conservation) – Objection;**

- No objection in principle. However, the proposed development would be likely to result in harm (less than substantial) to the significance of the designated heritage asset.
- The conservation concern here is the potential for any harm to the significance of the listed Yew Tree Farmhouse, north of the site, particularly in respect of its setting. The Design and Access Statement asserts that the proposed development will not impact on the listed building. However this is not backed up by any evidence.
- More information required about the level of screening offered by the existing planting and of any further planting required to improve it.

6.0 **REPRESENTATIONS** Expired 29.06.2018

6.1 **Nursling & Rowhams PC – Objection;**

- This Application is contrary to the Test Valley Borough Council Local Plan (2011-2019) in respect of Policy T3: Park & Ride at Bargain Farm, Nursling. This site was designated as a permanent site for the University Hospital Southampton to replace the temporary site currently at B & Q, Nursling Estate, and Nursling.
- This land known formerly known as AP6 has already received outline planning permission (14/00137/FULLS) for B1 Office/ Research and my Parish Council request it remain as such as this Application will contravene Policy LE6.

6.2 **1 representation of Support received from Go South Coast**

- Policy T3 of the Local Plan allocates adjacent land for Park & Ride;
- Whilst the proposals would be a departure from Policies LE6 and LE10 of the adopted Local Plan, the temporary nature of the development does not prejudice future use of the site for Class B1 use. In addition, the temporary nature of the proposal allows the demand to be proved
- The proposal supports our “success factors” regarding Park & Rides which are: They need to have a defined use and which are located in position that will attract use ideally of existing commercially viable services to reduce the cost to the public sector and make sure that the wider network can flourish; They need to be located along main transport corridors with a journey time to the destination of less than twenty minutes by bus.
- The Park & Ride proposals support the aim of the UHS Travel Plan by reducing vehicle congestion on the local highway network, particularly around the Hospital;
- The Park & Ride also supports the objectives of reducing carbon and NOx emissions by reducing the volume of vehicle miles on the highway network which shall assist the aims of the emerging Southampton Clean Air Zone.
- Allows UHS to concentrate core health care uses on their main site rather than car parking.

6.3 **1 representation received on behalf of Ordnance Survey – Comment;**

- In summary, OS has no objection in principle to the temporary use of land at Adanac Park as a ‘park and ride’ facility by UHS, as long as the proposal for a park and ride facility at Bargain Farm is not developed within the same four-year period and its concerns regards the impact on the local road network are addressed, although they would be unsupportive of the permanent use of the site for such. It is requested that further information is submitted in respect of UHS’s longer term car parking strategy and to demonstrate that the proposals for the temporary park and ride, together with the other planning applications at AP and Lidl, would not have an adverse impact on the local road network and the safety of OS staff. We would also request that the suitability of using an access to the south of the application site is given serious consideration, particularly as this was HCC’s preferred point of access at the time outline planning permission was granted for AP6.

**7.0 POLICY**

**7.1 National Planning Policy Framework 2018** National Planning Policy Framework.

**7.2 Test Valley Borough Local Plan 2016** COM2 (Settlement Hierarchy), E1 (High Quality Development in the Borough), E2 (Protect, Conserve and Enhance the Landscape Character of the Borough), E5 (Biodiversity), E9 (Heritage), LHW4 (Amenity), T1 (Managing Movement), T2 (Parking Standard), T3 (Park and Ride at Bargain Farm), LE6 (Land at Adanac).

**8.0 PLANNING CONSIDERATIONS**

The main planning considerations are the principle of development, the character of the site and surrounding area, the setting of heritage assets, highways impact, the amenities of neighbouring properties, and ecology.

**8.1 Principle of Development**

The site (Plot AP6) has outline planning permission for up to 20,583sqm Class B1 business floorspace development (14/00141/OUTS). A previous outline permission (07/02872/OUTS) (superseded by 14/00141/OUTS) also permitted Class B1 use.

**8.2** The proposed development of the site as a car park falls outside the scope of Policy LE6 and does not comprise an employment use (Policy LE10) for which the site is allocated and has an extant planning permission. It would therefore be a departure from Policies LE6 and LE10. In order to comply with policy it is necessary to demonstrate that the land is not required for economic development needs during the temporary period, and that there is a demonstrable need for the park and ride use to be provided.

**8.3** The NPPF 2018 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision taking. It goes on the advice that development that accords with an up to date development plan should be approved and proposed development that would conflict with it should be refused unless other material considerations indicate otherwise.

**8.4** Paragraph 30 of the NPPF states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local Authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. It is considered that the proposed park and ride facility, whilst reliant on individual car transport to the site would reduce the number of onward journeys thereby reducing congestion and greenhouse gas emissions.

8.5 Need for Park and Ride Facility

University Hospital Southampton NHS Foundation Trust (UHS) is understood to operate a number of smaller park and ride facilities within the Southampton area serving the general hospital. Those facilities include the site within the B&Q car park on the western side of the M271 junction adjacent the application site. The proposed facility would enable the consolidation and closure of several smaller, expensive and more disparate park and ride facilities located around the city.

8.6 The timing of the construction and opening of this temporary park and ride is stated to be linked to major developments of additional healthcare facilities on the main hospital site. Specifically the supporting information refers to a cancer support centre (December 2018), with the need to the Trust to decant at least 100 staff cars to the new temporary park & ride, and Transitional Care Unit (Spring 2019) with the need to the Trust to decant at least 120 staff cars to the new temporary park & ride.

8.7 The UHS has stated that “Any delay in determining this application will impact on the NHS ability to deliver the additional healthcare facilities for patients, costly delays in construction programmes and extensions to expensive smaller park and ride land contracts.”

8.8 Future Provision of Permanent Park and Ride Facilities

Concern has been raised that the proposed temporary facility could become permanent, resulting in the loss of the allocated park and ride site at Bargain Farm, and that no expression of the long term arrangements for UHS has been made. The supporting documents indicate that UHS intends to pursue development of a permanent facility at the Bargain Farm site. Whilst no planning application has been submitted an EIA Screening Opinion (18/01853/SCRS) has been requested. However any development could not be permitted and built in the timeframe identified above for the works at the general hospital.

8.9 Loss of Employment Land

Concern has been raised that the proposed development could lead to the long term loss of the site being developed for employment purposes as is required by Policy LE6. The applicants have confirmed that Oceanic Gateway Ltd purchased the land known as AP6 to carry out a B1 development, and have subsequently purchased two other sites (AP2, 3, 4 & 5) extending to approximately 50 acres of the allocated land at Adanac. The applicants have clearly stated their intention to develop the land for employment in part with phased speculative development and with pre-let interest. The first phase of the development is proposed to the north of the Ordnance Survey building. A current application (18/01543/OUTS) has been submitted for that development.

8.10 The applicants have further confirmed that the lease granted to UHS is outside of the landlord and tenant act, meaning there are no rights for renewal and that there is a specific clause within the lease that allows Oceanic Estates to apply for a B1 employment scheme and enter the site to dig footings to implement the consent during UHS occupation.

8.11 Conclusion on the Principle of Development

As is identified above the proposed development falls outside the scope of Policy LE6 and does not comprise an employment use (Policy LE10) for which the site is allocated and has an extant planning permission.

- 8.12 However the temporary period of four years will allow the University Hospital Southampton NHS Foundation Trust to consolidate its existing smaller park and ride sites, onto this one site, and to enable healthcare expansion on the Southampton General Hospital campus which represents a considerable social benefit. Furthermore there is a clear intention from the applicant to develop the land to the north of the Ordnance Survey building before the application site. Whilst the permanent loss of the allocated employment land would not be acceptable, given that the evidence submitted in support of the Local Plan Policy that indicates a need to provide suitable employment provision in the plan period temporary permission (restricted to UHS) on the grounds of an identified need for the facility is considered to represent an acceptable and justified departure from local plan policy.

**Highways**

8.13 Highways England

In response the application as originally submitted Highways England made a number of recommendations regarded as important but not critical to the acceptability of the application. In response the applicant has provided further technical information to address the points raised.

- 8.14 Subsequently Highways England has raised no objection subject to a condition to secure details of a robust and effective permit system, for both the car park and the bus service. Such a system to be implemented as the Park & Ride facility is brought into use. It is understood that the Trust already operates a similar permit system in conjunction with the smaller site to be replaced by the new facility, and a condition is recommended.

8.15 HCC Highways

HCC Highways raised a number of similar points to Highways England which have been addressed in the additional information. The principal concern was that vehicle movements associated with staff returning from the night shift had not been properly accounted.

- 8.16 However the applicant has confirmed that staff who always work night-shifts are not going to be using the park and ride facility as they are able to use cheaper off peak parking at the hospital site. It is understood that only employees whose shifts finish prior to 2130 will use the site in order to have sufficient time to return to the park and ride before it closes at 2200. Detailed comments from HCC are awaited but it is anticipated that a condition to restrict any overnight parking will be required. This position also means that the accompanying Transport Assessment does not quantify such vehicle movements. This justifies the imposition of a condition restricting night time use of the facility.



- 8.17 Members will be advised further at SAPC following receipt of the formal consultation response. In summary contributions secured from the previous permissions have been provided and the relevant infrastructure secured. Subject to the required restrictions the proposed use would generate less vehicle movements than the extant permissions and as a result would not have any additional unmitigated impact on the highway network.

### **Character and Appearance**

8.18 Landscape Character

Policy LE6 (Adanac Park) provides for development for office/research/manufacturing (Class B1) and exceptionally support facilities will be permitted provided that they are designed to a high standard to respect the characteristics of the site, including its existing development, and neighbouring land uses. The extent of the park and ride reflects the 'development zone' of Plot AP6 and will not encroach on the strategic landscaping/plating belt which surrounds the plot.

- 8.19 The site is an undeveloped plot which sits between the Holiday Inn Hotel (to the south) and Yew Tree Farm to the north, which is a grade II listed building. Beyond the farm are the Ordnance Survey offices which can be clearly seen from the site. A Public Right of Way is shown adjacent the site, however due to industrial construction, infrastructure and vegetation any public views are very limited.

- 8.20 Although the proposals are temporary, the car park will be in place for a period of 4 years. The application as submitted utilises the full extent of the development parcel and no landscaping has been proposed to help soften the appearance of the car park or integrate the site with the local or wider landscape. Outside of the development parcel landscape buffers have been applied and it is the advice of the Landscape Officer that there is potential around both the perimeter and within the site to establish a landscaping scheme to mitigate the impact. Whilst the proposed development is temporary it is across a large site and for a period of 4 years. As a result it is considered that some short term landscape mitigation should be provided. Such a scheme would not be as long term as that secured by a permanent use but would mitigate against the impact and assist the park and ride use to integrate within the landscape. In accordance with the Landscape Officers advice details of mitigation planting are to be secured.

8.21 Arboriculture

One of the very few landscape features on or adjacent to this site is a veteran Oak to the north east which is subject to a preservation order. The Arboricultural Officer has advised that the proposal includes parking bays sufficiently close to the tree, beneath its crown, to impacting upon its root protection area. The loss of the tree in the context of a temporary permission is not considered to be acceptable.

- 8.22 The applicants have proposed to utilise a 'no dig' form of construction in the area around the tree. The Arboricultural Officer has advised that such a solution is acceptable in principle but further details of the finished ground levels in relation to adjacent parking bays and access manoeuvring space is required. After further consideration the applicants have elected to omit the 11 bays from the scheme in the interests of the protected tree and submitted amended plans to that effect. As a result the proposed development would have no adverse impact on the protected tree and complies with Policy E2.
- 8.23 Setting of heritage assets  
The Conservation Officer has raised no objection in principle but has advised that the proposed development would be likely to result in harm (less than substantial) to the significance of the designated heritage asset.
- 8.24 The conservation concern relates to the potential for any harm to the significance of the listed Yew Tree Farmhouse, north of the site, particularly in respect of its setting. The Design and Access Statement asserts that the proposed development will not impact on the listed building, however this is not evidenced by a historic assessment.
- 8.25 The application site benefits from planning permission for office development and clearly such development will be likely to have an impact on the setting of the listed building. Given the proximity of the motorway and the OS building to the north of the listed building, as well as the road infrastructure and other planned developments, the former farmhouse no longer has a rural setting. Indeed this area has been the subject of Development Plan allocation for commercial development for some time and some degree of change to the character of the area was anticipated. The Conservation Officer has commented that the stretch of the former lane to the south of the house retains on its southern side an old field boundary hedge with trees. This is an historic feature which will serve to provide some screening between the development site and the listed building and that the planting on this hedge line should be reinforced and, if necessary, the depth of screening increased as the existing planting does not provide a complete screen between the two sites, particularly in the winter months.
- 8.26 In addition to the extant permission on the application site there is an extant permission for the redevelopment of the site including the listed building. That development would also have a permanent impact on its setting. As noted in the Conservation Officers comments there remains an existing hedgerow that would not be affected by the proposed park and ride use. Given that the proposed use is for a temporary period and does not propose any of the significant buildings that would result from the extant permissions for redevelopment the harm has been correctly identified as less than substantial. There is an existing boundary hedgerow between the sites that would not be impacted by the proposals. Any long term permanent landscape works to both sites are secured by the extant permissions for their redevelopment. As a result there is not considered to be justification for securing further landscape works in association with the proposed temporary use. The proposed development is considered to comply with Policy E9.

**8.27 Ecology & Protected Species**

The application is supported by an ecological appraisal (4Woods Ecology Ltd, January 2018). The Ecology Officer has advised that the construction phase of the development is unlikely to result in significant adverse impacts to biodiversity, and indeed much of the site has been subject to recent clearance and disturbance prior to and during its use as a construction compound. The development will clearly result in a net loss of biodiversity as it is essentially resulting in an expanse of tarmac with a fairly high degree of new lighting. It is difficult to conclude therefore that the development would not have an impact.

8.28 However, the proposed temporary nature of the development means that there is little opportunity to provide any measures that would offset this. The existing Outline permission for the site does incorporate a range of permanent biodiversity features, so provided this was a temporary development, the Ecology Officer has not raised any concerns. Any permanent development would require a comprehensive biodiversity-focussed landscape scheme.

8.29 The Ecology Officer has expressed concerned regarding the extent of the proposed lighting in the context of ongoing development in the area eroding the value of the area for wildlife, particularly nocturnal wildlife. While the current levels of bat use appear to be low, the area to the immediate south has been used periodically by rare Nathusius' pipistrelles, while Yew Tree Farm to the immediate north did support a bat roost. (The ecology report for Yew Tree Farm noted that the reduction in use of that site by bats was likely due to the intensification of development in the area).

8.30 The Ecology Officer has advised that, despite concerns regarding the overall decline in local biodiversity, there appears to be no real way of securing any measures to address this as a part of the application; any impacts from this development would be part of on-going wider development that is likely to be having an impact on local biodiversity (and if AP6 comes forward as proposed at the previous Outline and as a part of the wider strategic Adanac Park site, much of these wider impacts would be addressed through the site-wide biodiversity / GI network), but the impacts from this application on its own do not appear significant and there is no objection to permission being granted on a temporary basis.

**8.31 Flooding & Drainage**

HCC as the Lead Flood Authority requested the submission of details relating to the surface water drainage at the site. The applicants have subsequently submitted a surface water drainage strategy for the UHS Temporary Car Park and a further consultation sent to the LFA. Comments were awaited at the time of reporting and members will be updated at SAPC and the recommendation includes provision to conclude this process.

**8.32 Amenities of Neighbouring Properties**

The nearest residential properties within the new development at Bargain Farm and the properties fronting Yew Tree Lane are situated approximately 100m east/northeast of the proposed development at the nearest point. There are no nearby properties to the north, west or south of the site. Given the substantial distance to neighbouring properties the proposed temporary use is not considered to have any significant adverse impact on amenity and complies with policy LHW4.

**9.0 CONCLUSION**

9.1 The proposed temporary permission for restricted use of the site for park and ride serving the hospital is considered to be an appropriate departure from the local plan policies, would have no significant detrimental impact on the highways network or highways/pedestrian safety and is therefore considered acceptable.

**10.0 RECOMMENDATION**

**Delegate to the Head of Planning and Building for successful completion of consultations with the Lead Flood Authority then PERMISSION subject to:**

1. **The use hereby permitted shall be ceased and the land restored to its former condition on or before 31st August 2022 in accordance with a scheme of work submitted to and approved in writing by the Local Planning Authority prior to the expiry of the approved use. Reason: In order that the Local Planning Authority can exercise control in the locality in the interest of employment land protection and delivery of medical services at the University Hospital Trust site in accordance with Test Valley Borough Local Plan 2016 policy LE6.**
2. **The use hereby permitted shall be restricted to park and ride facilities directly related to University Hospital Southampton NHS Trust, unless otherwise agreed in writing by the Local Planning Authority. Reason: In order that car parking use is not established beyond any identified need and since the development would be permitted as an exemption to development plan policy only on the basis of an identified need, which is specific in nature and time limited in accordance with Test Valley Borough Revised Local Plan Policy LE6.**
3. **Prior to the laying of the final wearing course of the development hereby permitted full details of hard and soft landscape works shall be submitted and approved. Details shall include-where appropriate: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines etc. indicating lines, manholes, supports.); retained historic landscape features and proposals for restoration, where relevant.**

**Soft landscape works shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities. The landscape works shall be carried out in accordance with the implementation programme and in accordance with the management plan.**

**Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with Test Valley Borough Revised Local Plan (2016) Policy E1 and E2.**

- 4. The proposed Park & Ride car park shall not be brought into use unless and until details of a permit system that shall be operated at the site, for both the users of the car park and the bus service, have been submitted to and agreed in writing by the Local Planning Authority. Such a system shall be implemented as the Park & Ride facility is brought into use.**

**Reason: to minimize any potential impact to the Strategic Road Network (SRN), the M271 in accordance with Valley Borough Revised Local Plan (2016) Policy T1.**

**Notes to applicant:**

- 1. The development hereby permitted shall be carried out and completed strictly in accordance with the submitted plans, specifications and written particulars for which permission is hereby granted or which are subsequently submitted to, and approved in writing by, the Local Planning Authority and in compliance with any conditions imposed by the Local Planning Authority.**
  - 2. In reaching this decision Test Valley Borough Council (TVBC) has had regard to the National Planning Policy Framework and takes a positive and proactive approach to development proposals focused on solutions. TVBC work with applicants and their agents in a positive and proactive manner offering a pre-application advice service and updating applicants/agents of issues that may arise in dealing with the application and where possible suggesting solutions.**
-