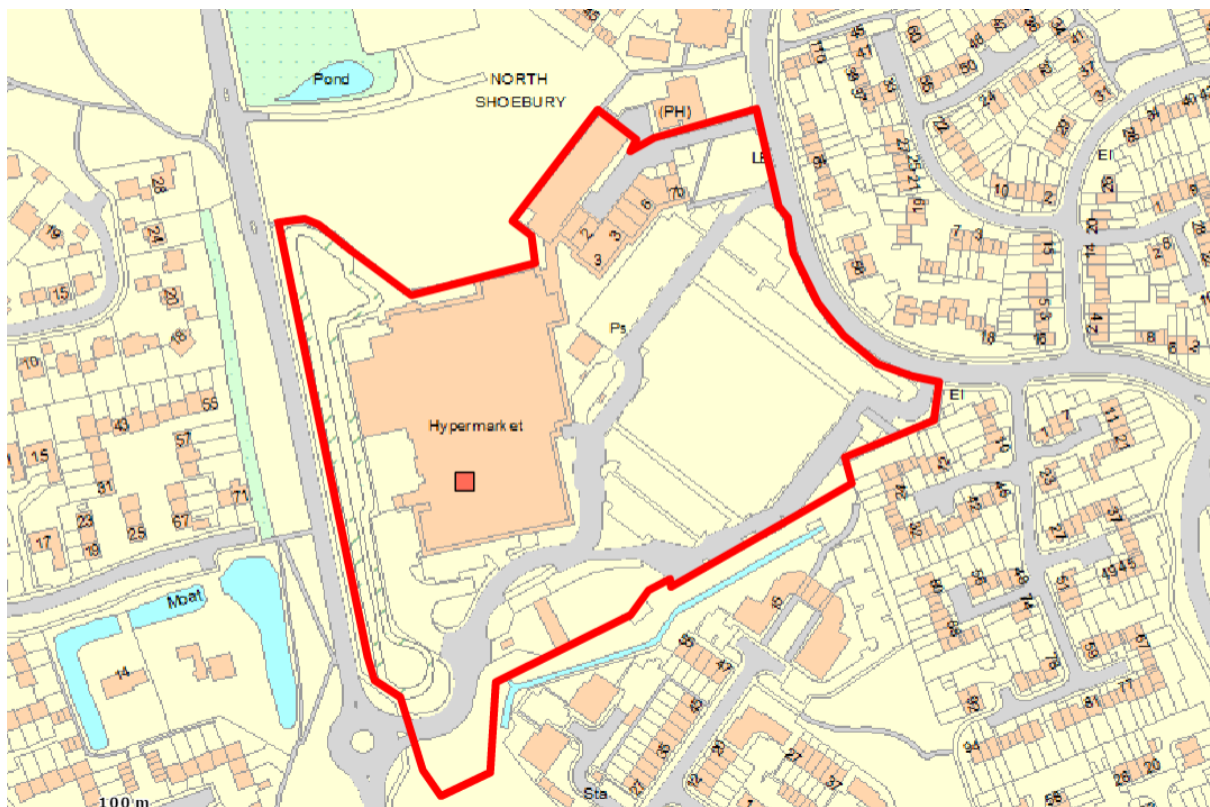


Reference:	17/00446/FULM
Ward:	Shoeburyness
Proposal:	Car park alterations, relocation of lighting columns and associated works
Address:	Asda, North Shoebury Road, Shoeburyness, Southend on Sea, Essex
Applicant:	Asda Superstores Limited
Agent:	Gleneagles Project Services Limited
Consultation Expiry:	21.04.2017
Expiry Date:	20.06.2017
Case Officer:	Janine Rowley
Plan Nos:	1953 4606 LP01 Revision A Location Plan; 1953 4606 Proposed Layout (PL01)
Recommendation:	GRANT PLANNING PERMISSION



The Proposal

- 1.1 Planning permission is sought to alter the existing car parking layout and reduce the number of car parking spaces from 513 to 464 spaces together with the repair and repositioning of existing lighting columns. Associated works are also proposed to the existing car parking bays, including a reduction in the number of pedestrian walkways from 4 to 2 and the repositioning of lighting columns which are 8m in height.
- 1.2 The supporting information accompanying this application states that following consultation with store customers, it has been determined that the current parking bay dimensions are too narrow and customers find it difficult to park. The applicant is therefore seeking to increase the existing bay widths from 2.4m wide to 2.6m wide and the length of the spaces are to be increased from 4m to 4.8m.
- 1.3 The proposed revised layout reduces the number of standard car parking spaces by 70, but the number of disabled car parking spaces will increase from 20 to 28 and parent and child spaces from 17 to 30. Overall 49 parking spaces would be lost on site. The access to the store will remain as existing both from North Shoebury Road to the west and Frobisher Way to the east.
- 1.4 The application is accompanied by a Design and Access Statement and Car Park Capacity Survey.

2 Site and Surroundings

- 2.1 The site contains a supermarket and parking located to the northeast of North Shoebury Road. North Shoebury Road runs through the site linking to Frobisher Way to the east. The surrounding area is residential in character. To the north of the existing car park is a mix of commercial units including retail, beauty salon, public house and church.

3 Planning Considerations

- 3.1 The main considerations in relation to this application are the principle of the development, design and impact on the character of the area, parking and impact on residential amenity.

4 Appraisal

Principle of Development

National Planning Policy Framework; Development Plan Document 1 (Core Strategy) 2007 policies KP1, KP2, CP2, CP3, CP4; Development Plan Document 2 (Development Management) 2015 policies DM1, DM3, DM13 and DM15 and the Design and Townscape Guide SPD1 (2009)

- 4.1 The proposal is considered in the context of the National Planning Policy Framework, Core Strategy policies KP2 and CP4, Development Management policies DM1 and DM13 and the Design and Townscape Guide.

These policies and guidance generally support new development but require that any new development respect the existing character and appearance of the surrounding area and ensure the highway network and highway safety are protected. This is dealt with in more detail below.

- 4.2 No objections are raised in principle to the reconfiguration of the existing car parking layout and resiting of lighting columns subject to all other relevant planning considerations detailed below.

Design and impact on the character of the area

National Planning Policy Framework; Development Plan Document 1: (Core Strategy) 2007 policies KP1, KP2, CP4; Development Plan Document 2 (Development Management) 2015 policies DM1 and the Design and Townscape Guide SPD1 (2009)

- 4.3 It is not considered the alterations to the car parking layout will harm the existing character of the site or wider area including resiting of the lighting columns. The columns are no more prominent than existing situation and they are only being resited due to the reconfiguration of the parking bays.

Traffic and transportation

National Planning Policy Framework; Development Plan Document 1 (Core Strategy) 2007 policy CP3; Development Plan Document 2 (Development Management) 2015 policy DM15 and the Design and Townscape Guide SPD1 (2009)

- 4.4 The existing access to the supermarket is from the east via North Shoebury Road and Frobisher Way to the west. The existing disabled and parent and child parking spaces are located to the northeast of the main entrance to the store. The existing layout benefits from 476 standard parking spaces, 20 disabled spaces and 17 parent and child parking spaces therefore an overall total of 513.
- 4.5 The proposed layout reduces the number of standard car parking spaces by 70. Disabled car parking spaces will increase from 20 to 28. Parent and child spaces from 17 to 30. The net overall loss of parking at the site equates to 49. The access to the store will remain from North Shoebury Road to the west and Frobisher Way to the east.
- 4.6 The application is accompanied by a 'Car Park Accumulation Survey' dated February 2-17 (reference GPS 2044). The survey on the existing car park capacity was carried out on the following dates between the hours of 00:00-23:00 hours:
- Thursday 12.01.2017- Sunday 15.01.2017;
 - Thursday 19.01.2017- Sunday 22.01.2017;
 - Thursday 26.01.2017- Sunday 29.01.2017;
 - Thursday 02.02.2017- Sunday 05.02.2017

4.7 The supporting information for car park survey results are as follows:

- Thursday 12.01.2017- Sunday 15.01.2017 the peak times occurred at 13:00 hours and 14:00 hours with 217-293 spaces where available equating to 58.5% and 43.9% usage of the existing car park;
- Thursday 19.01.2017- Sunday 22.01.2017 the peaks times occurred at 13:00 hours and 15:00 hours, with 205-245 spaces available equating to 60.8% and 53.15% usage of the existing car park;
- Thursday 26.01.2017- Sunday 29.01.2017 the peak times occurred at 10:00, 14:00 and 15:00 hours, with 160-237 spaces available equating to 69.4% and 54.68% usage of the existing car park;
- Thursday 02.02.2017- Sunday 05.02.2017 the peak times occurred at 13:00, 14:00 and 15:00 hours, with 139-249 spaces available equating to 73.4% and 52.3% usage of the existing car park

4.8 As stated above in paragraphs 4.7 and 4.8 above, the car parking survey was carried out over a 4 week period on the peak days of Thursday to Sunday. The findings as detailed in paragraph 4.8 above clearly demonstrates the existing car park never reaches full capacity, with a significant number of empty spaces during peak times. Even during the highest usage 139 parking spaces were still available for potential customers visiting the supermarket remained vacant.

4.9 Thus it is clear that there is sufficient capacity during peak hours to allow the redesign of the car park to accommodate additional disabled and parent parking and the resulting loss of 49 car parking spaces and that this reduction will not result in a detrimental impact on parking provision, safety or the surrounding highway network.

4.10 In light of the above, it is not considered the reconfiguration of existing car park, with the loss of 49 spaces, will result in additional parking demand within the surrounding streets. Furthermore, the increase of disabled and parent child parking spaces and increased size of general parking bay are welcomed.

Impact on residential amenity

National Planning Policy Framework; DPD1 Core Strategy policies KP2 and CP4; Development Plan Document 2 (Development Management) 2015 policy DM1 and the Design and Townscape Guide SPD1 (2009)

4.11 It is not considered the proposed changes to the existing parking layout or the repositioning of lighting columns will harm the amenities of residential properties given the separation distances to the east and south of between 43m and 73m. The proposal is found to be acceptable and compliant with the development plan policies and guidance on the protection of the amenities of neighbouring occupiers.

Community Infrastructure Levy

4.12 Given the proposal is for the reconfiguration of the existing car park the application is not CIL liable.

Conclusion

- 4.13 The number of parking spaces on site will reduce from 513 to 464 with a net loss of 49 parking spaces. However, the proposed works will increase disabled car parking spaces and parent child spaces near to the main entrance of the store available for customers. The car park accumulation survey carried out by Gleneagles Project Services Limited demonstrates the existing car park does not reach full capacity even in peak hours and therefore no objections are raised on parking or highway grounds. The repositioning of the existing lighting columns and other works will not harm the amenities of nearby residential occupiers given the overall separation distance.
- 4.14 Having taken all material planning considerations into account, it is found that subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant development plan policies and guidance. The proposal would have an acceptable impact on the amenities of neighbouring occupiers, the character and appearance of the application site, the street scene and the locality more widely and the highways network. This application is therefore recommended for approval subject to conditions.

5 Planning Policy Summary

- 5.1 National Planning Policy Framework
- 5.2 Development Plan Document 1: Core Strategy (2007) Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP2 (Town Centre and Retail Development), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance)
- 5.3 Development Plan Document 2: Development Management (2015) policies DM1 (Design Quality), DM3 (Efficient and Effective Use of Land), DM13 (Shopping Frontage Management outside the town centre), DM15 (Sustainable Transport Management)
- 5.4 SPD1 Design & Townscape Guide (2009)

6 Representation Summary

Design and Regeneration

- 6.1 No objections to the proposed reorientation of the spaces.

Traffic and Transportation

- 6.2 The applicant has provided a comprehensive capacity survey of the existing car park which has included date timed photographs, over a 4 week, 24hr per day period.

The peak vehicle volumes during the survey period and calculated the capacity percentage usage are summarised below:

12th Jan – 15th Jan the average percentage usage is 52%

19th Jan – 22nd Jan the average percentage usage is 60%

26th Jan – 29th Jan the average percentage usage is 62%

2nd Feb – 5th Feb the average percentage usage is 63%

Within the applicants survey using the worst case scenario being Thursday 2nd February 3pm, 73.42% usage occurred however 139 car spaces were still available.

This demonstrates that there is sufficient capacity during peak hours to justify the redesign of the car park to accommodate additional disabled and parent parking including the loss of 49 car parking spaces can be accommodated within the site.

Having considered the information supplied by the applicant within the design and access statement and the comprehensive survey report it is considered that the re-configuration of the car park will not have a detrimental impact upon the surrounding highway network.

7 Public Consultation

- 7.1 Two site notices have been displayed on the 31.03.2017 and no letters of representation have been received in relation to this proposal.
- 7.2 Councillor Hadley has requested this application be dealt with by Development Control Committee.

8 Relevant Planning History

There is an extensive history relating to this site, the most relevant applications include:

- 8.1 Install three non-illuminated panel signs- Pending consideration (17/00368/ADV)
- 8.2 Erect canopy and cabin to North of car park to be used for car valeting- Refused (15/01711/FUL).
- 8.3 Erect external refrigeration and freezer units to South elevation with associated works- Granted (15/00755/FUL).

- 8.4 Erect detached single storey building to front of existing store (Retrospective)-
Granted (14/00642/FUL)
- 8.5 Erect four externally illuminated fascia signs, one non-illuminated hoarding sign and
four non-illuminated signs to proposed canopy area- Granted (13/00572/ADV)
- 8.6 Erect canopy to be used in association with waiting and loading area for customer
grocery collection to south elevation- Granted (13/00571/FUL)

9 Recommendation

9.1 Members are recommended to GRANT PLANNING PERMISSION subject to the following conditions:

- 1 The development hereby permitted shall be begun not later than 3 years beginning with the date of this permission.**

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the approved plans 1953 4606 LP01 Revision A Location Plan; 1953 4606 Proposed Layout (PL01).**

Reason: To ensure that the development is carried out in accordance with the policies within the Development Plan.

- 3 Prior to commencement of the development hereby approved details of design, height and level of illumination of the lighting columns shall be submitted and approved and built in accordance with the approved details before lighting columns are used.**

Reason: To protect residential amenity and general environmental quality in accordance with DPD1 (Core Strategy) 2007 policy KP2 and CP4, and policy DM1 of the Development Management Document.

Informative

- 1 You are advised that as the proposed works will not result in the creation of internal floorspace in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and as such no charge is payable. See www.southend.gov.uk/cil for further details about CIL.**
- 2 The applicant is reminded that this permission does not bestow compliance with other regulatory frameworks. In particular your attention is drawn to the statutory nuisance provisions within the Environmental Protection Act 1990 (as amended) and also to the relevant sections of the Control of Pollution Act 1974. The provisions apply to the construction phase and not solely to the operation of the completed development. Contact 01702 215005 for more information.**

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.