

PLANNING COMMITTEE: 17th December 2019
DEPARTMENT: Planning Service
HEAD OF PLANNING: Peter Baguley

APPLICATION REF: N/2019/0704

LOCATION: Car park rear of 38 to 54 Market Street

DESCRIPTION: Installation of car park barrier to existing car park

WARD: Castle Ward

APPLICANT: Northampton Partnership Homes
AGENT: N/A

REFERRED BY: Head of Planning
REASON: Council owned land

DEPARTURE: No

APPLICATION FOR DETERMINATION:

1 RECOMMENDATION

1.1 **APPROVAL** subject to the conditions as set out below and for the following reason:

The proposed development would have no adverse impact on the street scene, on the amenities of adjoining occupiers or on highway safety, whilst providing enhanced security. The development is therefore in conformity with the requirements of Policy S10 of the West Northamptonshire Joint Core Strategy, Policy E20 of the Northampton Local Plan and the National Planning Policy Framework.

2 THE PROPOSAL

2.1 The proposal relates to the installation of a hydraulic single arm security barrier to control access to the existing car park.

3 SITE DESCRIPTION

3.1 The site consists of the existing car park serving flats under the control of Northampton Partnership Homes.

4 PLANNING HISTORY

4.1 None relevant.

5 PLANNING POLICY

5.1 Statutory Duty

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted West Northamptonshire Joint Core Strategy (2014) and Northampton Local Plan (1997) saved policies.

5.2 National Policies

The National Planning Policy Framework (NPPF) sets out the current aims and objectives for the planning system and how these should be applied. In delivering sustainable development, decisions should have regard to the mutually dependent social, economic and environmental roles of the planning system. The NPPF should be read as one complete document. However, the following sections are of particular relevance to this application:

Section 8 – Promoting healthy and safe communities
Section 12 – Achieving well-designed places

5.3 West Northamptonshire Joint Core Strategy (2014)

The West Northamptonshire Joint Core Strategy (JCS) provides an up to date evidence base and considers the current Government requirements for plan making as it has been prepared in full conformity with the NPPF. Policy of particular relevance is:

Policy S10: Sustainable Development Principles.

5.4 Northampton Local Plan 1997 (Saved Policies)

Due to the age of the plan, the amount of weight that can be attributed to the aims and objectives of this document are diminished, however, the following policy is material to this application:

Policy E20 – New Development (Design)

5.5 Supplementary Planning Documents

Planning out Crime in Northamptonshire SPG 2004

6 CONSULTATIONS/ REPRESENTATIONS

Comments received are summarised as follows:

6.1 Local Highway Authority – request that the barrier be situated a minimum of 5.5m back from the edge of the highway boundary, to ensure vehicles do not block the highway whilst waiting for the barrier to open.

Following the comments from the LHA, the barrier is now proposed to be set back by 5.69m. The LHA has confirmed that the revised position is acceptable.

6.2 One objection received from a resident of the area making the following points in summary:

- Object to the barrier as preventing parking will exacerbate the appalling parking situation that residents of the street have to put up with.
- If barrier is to allow a selected few rather than all residents into the car park this is not fair.
- There should be a residents parking scheme for the whole estate.

7 APPRAISAL

- 7.1 The issues to consider are the visual impact of the proposal and any impact on highway safety.
- 7.2 In respect of the visual impact, the barrier is of a conventional design and would not, therefore, appear out of character with the area.
- 7.3 The barrier would prevent unauthorised access to the car park which would be beneficial to the security of residents of the flats.
- 7.4 In terms of the impact on highway safety, the barrier would now be set back 5.69m from the highway boundary, meaning the highway would not be obstructed by waiting vehicles. The LHA has confirmed that the proposed barrier is acceptable on highway safety grounds.
- 7.5 Comments from a neighbouring occupier as reported above argue that the barrier would only deflect unauthorised parking onto the streets. Whilst there may be truth in this, this would not be a reason to refuse permission for the barrier. The issue of on street parking by non-residents is matter which would have to be considered by the Local Highway Authority in respect of any potential residents parking scheme.

8 CONCLUSION

- 8.1 The proposed development would have no adverse impact on the street scene or on highway safety and would provide enhanced security for residents. The proposal would be in line with Development Plan Policy and the application is recommended for approval.

9 CONDITIONS

(1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(2) The development hereby permitted shall be carried out in accordance with the following approved plans: STJ-001, 640 Hydraulic Barrier System.

Reason: For the avoidance of doubt and to accord with the terms of the planning application.

10 BACKGROUND PAPERS

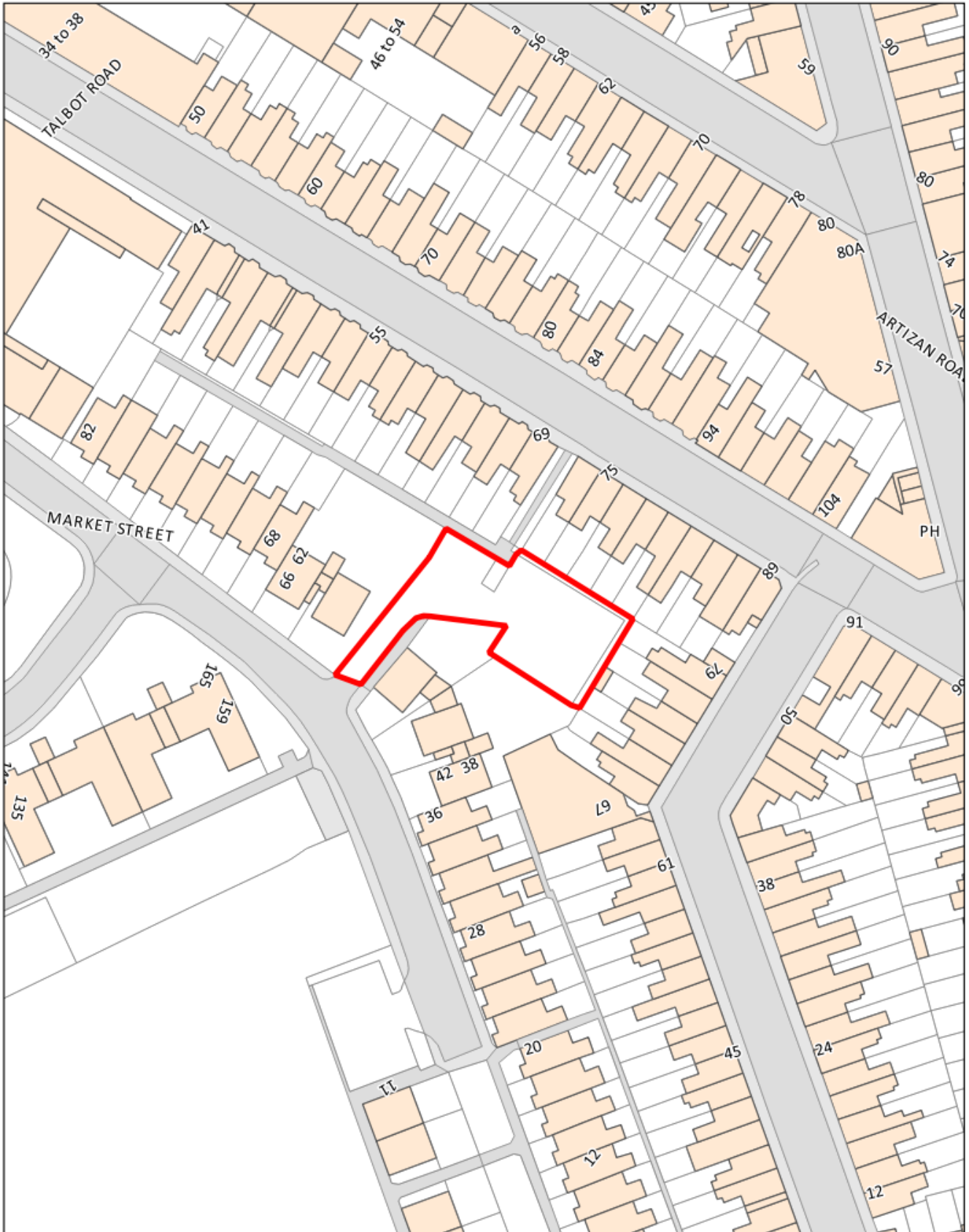
- 10.1 N/2019/0704.

11 LEGAL IMPLICATIONS

- 11.1 The development is not CIL liable.

12 SUMMARY AND LINKS TO CORPORATE PLAN

- 12.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.



Title: **Car park rear of 38 - 54 Market Street**

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Date: 02-12-2019

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