

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA 4 June 2007

*Winchester City  
Council*  
Planning Department  
Development Control

## Committee Decision

**TEAM MANAGER  
SIGN OFF SHEET**

<b>Case No:</b>	07/00997/HCS	<b>Valid Date</b>	19 April 2007
<b>W No:</b>	20607	<b>Recommendation Date</b>	4 June 2007
<b>Case Officer:</b>	Lorna Hutchings	<b>8 Week Date</b>	<b>17 May 2007</b>
		<b>Committee date</b>	<b>3 July 2007</b>
<b>Recommendation:</b>	<b>That no objection be raised</b>	<b>Decision:</b>	<b>Committee Decision</b>

<b>Proposal:</b>	Construction of 864 space Park and Ride car park with central amenities building, landscaping, planting and earth bunds at Itchen Farm site (also known locally as the Tarmac site) adjacent to junction 11 of M3 motorway, main vehicle access via fourth arm off the Hockley Link roundabout with secondary bus only access off Otterbourne Road (THIS APPLICATION WILL BE DETERMINED BY HAMPSHIRE COUNTY COUNCIL)
------------------	--

<b>Site:</b>	South Winchester Park And Ride Site Otterbourne Road Compton Hampshire
--------------	--

Open Space Y/N	Legal Agreement	S.O.S	Objections	EIA Development	Monitoring Code	Previous Developed Land
<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>N</b>

Committee ITEM SIGN OFF		
<b>APPROVE</b> Subject to the condition(s) listed	<b>REFUSE</b> for the reason(s) listed	
	<b>Signature</b>	<b>Date</b>
<b>CASE OFFICER</b>		
<b>TEAM MANAGER</b>		

---

**AMENDED PLANS DATE:-**

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA 4 June 2007

**Item No:** 11  
**Case No:** 07/00997/HCS / W20607  
**Proposal Description:** Construction of 864 space Park and Ride car park with central amenities building, landscaping, planting and earth bunds at Itchen Farm site (also known locally as the Tarmac site) adjacent to Junction 11 of M3 motorway, main vehicle access via fourth arm off the Hockley Link roundabout with secondary bus-only access off Otterbourne Road (THIS APPLICATION WILL BE DETERMINED BY HAMPSHIRE COUNTY COUNCIL)  
**Address:** South Winchester Park And Ride Site Otterbourne Road Compton Hampshire  
**Parish/Ward:** Compton And Shawford  
**Applicants Name:** Hampshire County Council  
**Case Officer:** Lorna Hutchings  
**Date Valid:** 19 April 2007  
**Site Factors:** None  
**Recommendation:** That no objection be raised

**General Comments**

This consultation is reported to Committee in the public interest.  
Councillors should note that this is not a planning application but a consultation. The application will be determined in due course by Hampshire County Council.

**Site Description**

This is a 13.17ha site owned by HCC which forms part of a larger agricultural tenancy based at Itchen Farm.  
The site is situated off M3 J11 slip road Hockley Link and Otterbourne Road and is mainly grassed and slopes down generally from the west to the east across the site.  
Compton House lies to the south, with Compton itself to the west, and farmland and fields around the area and the motorway to the east.  
The western boundary to Otterbourne Road and that to the south comprises a mature line of beech trees. The eastern boundary is more open and a hedgerow bisects the site.

**Proposal**

Construction of 864 space Park and Ride car park with central amenities building, landscaping, planting and earth bunds at Itchen Farm site adjacent to Junction 11 of M3 motorway, main vehicle access via fourth arm off the Hockley Link roundabout with secondary bus-only access off Otterbourne Road.

**Relevant Planning History**

None

**Consultations**

Environmental Protection:

No adverse comments but subject to conditions regarding hours of operating machinery, construction method statement and details of external lighting to be approved.

Landscape:

No adverse comments, visual impact is well mitigated, various recommendations made regarding specific detail of planting proposals, beech avenue, grassed areas, earth bund, CCTV & lighting

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA 4 June 2007

and preventing unauthorised access.

Archaeology:

No objections, a programme of archaeological works can be secured through condition.

Access and Infrastructure:

No objections – The Access and Infrastructure team have been involved with the development of the proposed Park and Ride site for a number of years. Park and Ride has been a cornerstone of Transport Policy for Winchester as part of the Winchester Movement and Access Plan (WMAP). This plan is being replaced by the emerging Winchester Town Access Plan (WTAP) and it is considered that the provision of Park and Ride sites around the city will continue to feature in the replacement Access Plan. Satisfied that the County Council as Highway Authority has considered the development using appropriate appraisal methods.

**Representations:**

Advertisement is carried out and dealt with by HCC although the following representations have been made to WCC which are summarised below:

City of Winchester Trust – Presentation given, accept that Site 3 is the best location despite visibility from across valley. Landscaping will provide screening and level of luminance acceptable. Hoped informal character retained, question why less discreet lighting used near amenity building. No consultations with bus companies, important that viability maintained. Closure of central car parking areas should be planned.

The Winchester Preservation Trust (Resident of Twyford) – Policy not fully addressed and WDLPR identified Bushfield Camp as preferred option. Settings of AONB and National Park are affected, focus of ES on mitigation of harm, not protection of natural beauty. Engineered, mounted and excavated surface with bund and heavily planted will change existing farmland landscape character of area and will be seen from many public viewpoints (St Catherines Hill, Twyford Downs, Hockley Golf Course, Watley Lane, M3). 15yrs before landscaping mitigation will take effect. The visual impact including luminance for 24hrs and harm is accepted in ES as significant. Is also contrary to policies relating to development adjacent to major transport routes. Justification & long term goal is not clearly identified in ES and lack of information on urgency of need. Lacking a comprehensive approach and commitment to bus priority measures; phased relocation of long stay parking is overstated. Method and matrix of choosing preferred option is flawed. Preferred option has greatest visual impact. There appears to be a better alternative that meets policy objections with less visual harm where traffic issues could be resolved.

**Relevant Planning Policy:**

Hampshire County Structure Plan Review:

T1, T3, T15, C1, C2, C3, E6, E7, E8, E9, E13, E14, E18, E19.

Winchester District Local Plan Review

CE5, CE6, CE7, CE8, CE9, CE10, CE11, CE12, DP6, DP8, DP10, DP12, DP13, HE1, HE2, W3, W4.

National Planning Policy Guidance/Statements:

PPS 1 Delivering Sustainable Development

PPS 7 Sustainable Development in Rural Areas

PPS 9 Biodiversity and Geological Conservation

PPG 13 Transport

PPG 15 Planning and the historic environment

PPG 16 Archaeology and planning

PPG 24 Planning and Noise

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA 4 June 2007

Supplementary Planning Guidance

The Hampshire Local Transport Plan (March 2006).

Other Planning Guidance

None.

**Planning Considerations**

Principle of development

The need for the scheme is based on analysis of travel patterns into Winchester identifying the potential demand for approx. 850 Park and Ride spaces in this area. This facility would also serve the hospital, university and other main employers in the western side of the City.

The main aims are to reduce city centre traffic and congestion, improve the city centre environment, contribute to the Air Quality Management Plan and maintain the economic viability of the city.

Policy W.4 allows for the provision of Park and Ride schemes in or around Winchester and specifically refers to a site at Bushfield Camp. The identification of Bushfield Camp does not mean that other sites should not be used for Park and Ride.

In the explanatory text to this policy reference is made to the Local Transport Plan which identifies a need for an 800 space Park and Ride site to the South of Winchester. The need for additional Park and Ride facilities is not therefore disputed.

Alternatives

Seven sites in the vicinity of M3 J11 were identified and appraised with regard to a range of environmental, planning and technical disciplines. Following public consultation, the proposed site scored highest in appraisal, with a matrix system being applied, particularly in respect of its positive impact on local congestion, road safety and public support, immediately linking up to the M3 via the sliproad.

There were capacity problems associated with Bushfield Roundabout and the Bushfield Camp site identified in the Local Plan for a Park & Ride. These problems were identified after the Local Plan Review was adopted and so local policy still specifies this as the preferred site.

The content of the Environmental Statement (ES) was agreed before submission under the EIA scoping process. The detailed assessment and mitigation measures in the ES have been considered at length and, in conclusion, your officers concur with the findings and raise no objection to the HCC application.

It is considered that the detailed assessments regarding material planning issues of transport, agriculture, water quality & drainage, air quality, noise, nature conservation and archaeology have been addressed. HCC will make the decision on the proposal and they will need to consider and address issues raised by third parties regarding the context and scope of the ES.

Visual Impact

A key issue is the visual impact of the scheme which is noted as being one of the main concerns of residents in the Twyford area.

It is accepted that the proposal will result in a degree of adverse visual impact but the design of the scheme, i.e. layout of the hardstanding in sections, broken up by tree lines and high density planting, in addition to the bund created to the east side and extensive tree planting, will mitigate harm to an acceptable level, particularly when considered in the context of other material considerations, notably transport issues as considered above.

The site is considered to achieve the objectives noted above of Park & Ride and it is considered that the proposal accords with adopted policy.

The recommendation is therefore to raise no objection, with comments to follow from the Landscape Team regarding the detailed scheme design which will further improve landscape mitigation measures to further minimise visual impact.

WINCHESTER CITY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE AGENDA 4 June 2007

**Recommendation**

That no objection be raised subject to the following condition(s):

**Conditions**

1. Immediate and long term retention and management proposals required for beech tree avenue alongside Otterbourne Road including clarification regarding intended tree works and treatment of area beneath the tree canopies.
2. Advise reinstating the hedgerow, mainly thorn, along the entire length of the western boundary.
3. Planting proposals: Shrub planting to rear of amenity building (K) and trees may need to be replaced with low groundcover only or grass to maintain visibility at rear of building both for individuals using facility and for CCTV coverage.
4. Rabbit proof protection required for all main planting areas and trees. Spindle may not be appropriate in car park area as seeds are toxic.
5. CCTV and lighting: Locations of columns and extent of visibility required needs to be coordinated with planting scheme to ensure there is no conflict, especially as planting matures, resulting in cutting back or removal of planting. This applies to location of specimen trees and shrub underplanting within car park (G,H,I,J,K and L).
6. Main bund: a level area along the top of bund would ensure a more natural profile and better establishment of planting. More gradual marrying in of slopes with surrounds at end of bund would also help.
7. Grassed areas: a two tier grass cutting regime may be necessary to encourage a natural appearance and higher biodiversity. This may be achieved by high frequency cutting within the main parking area and as a margin to adjacent roads/paths with a yearly cut elsewhere (as with St Catherines Park and Ride).
8. Preventing unauthorised access to the site needs to be designed-in to the proposals.