REF. NO. F/14/74052

PLANNING APPLICATION REPORT

DESCRIPTION/ ADDRESS	-	Extension to Unit G, following demolition of Unit H and part Unit J. Lambert Brothers Haulage Ltd Woodside Avenue Eastleigh SO50 4ZR

SITE VISIT DATE – 26/03/14

ARE PLANS ACCURATE? - Yes

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? - Yes

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	Demolition of one corrugated industrial unit and part demolition of another. Replaced with extension to existing unit to create additional loading bays.
TOPOGRAPHY	Flat site
TREES	None
BOUNDARY TREATMENT	Palisade fencing
SITE CHARACTERISTICS	Well-established industrial site with a number of commercial buildings. Entrances on to Woodside Avenue and Woodside Road.
CHARACTER OF LOCALITY	Busy commercial/industrial area along Woodside Avenue, one of the principle routes into Eastleigh. Elevated railway line to the north. Residential block of flats north of the railway and residential properties to the north east.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
	Range of applications for buildings and structures within the site	1974-2002
Z/15015/004/00	ERECTION OF LOADING CANOPY	08/05/2002, permit

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
Flat 4, The Sidings, Judd Close	i would like to ensure that no more noise is created by a change on this premises. i belive this depot works 24 hours. we can often her the forklifts beep and the lorries turning ETC. if thee unit is to be extened can you please ensure sufficant nosise insulation is put in place so that we can still enjoy our garden without listing to an increased level of activity next door.
Applied Satellite Technology Systems Ltd	We have no objection to the form factor and size of the proposed extension detailed in this proposal, however we are concerned as to what the proposed use for this structure will be.

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REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
	Woodside Road already suffers from significant congestion issues at some times of the day (often outside normnal office hours), owing to the large number of vehicles needing to access the Lambert brothers site. If the purpose of the extension is to increase the volumes of HGV traffic using the site then we are concerned about the potential impact on Woodside Road. There is also the issue of HGV's waiting to access the Lambert Brothers site, not only does this cause congestion but it has damaged the pavements, which has resulted in pedestrians having to walk on the road. We have already had problems with access to our premises being blocked by HGV's parked on the roadside, and the rear emergency access route to the James Hardie site behind us is often blocked in the same way. During the day there are parked cars on Woodside Road, which means that is often impossible for traffic to be able to pass in both directions simultaneously. The situation now is already too congested. If there is to be an increase in HGV traffic then perhaps parking restrictions may need to be put in place. Our major worry is that if the road becomes even more congested with HGV's waiting to access the site, when this is combined with Ambulances from the Resource center further down responding to a call out then the chances of an accident are greatly increased.

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Hants Fire and Rescue	Access and facilities should be in accordance with Approved Document B5 of the current Building Regulations. Recommend sprinklers are installed.
Network Rail	Thank you very much for consulting with Network Rail in regards to planning application F/14/74052 - Lambert Brothers Haulage Ltd, Woodside Avenue, Eastleigh SO50 4ZR. Please see related comments below; As the application site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends that the developer contacts its Asset Protection Wessex team at AssetProtectionWessex@networkrail.co.uk prior to any works commencing on site. This will help to ensure that construction and demolition works associated with the proposed development do not affect the safety of the operational railway. More information can be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx. Construction Any scaffold, cranes or other mechanical plant must be constructed and operated in a "fail safe" manner that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

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CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	To avoid scaffold falling onto operational lines, netting around the scaffold may be required. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail's Outside Parties Engineer before any works begin. Demolition Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. Drainage Storm/surface water and effluent must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Within Built-up Area Boundary Within Established Employment Area

DEVELOPMENT PLAN SAVED POLICIES, EMERGING LOCAL PLAN POLICIES AND SPD'S

Eastleigh Borough Local Plan Review (2001-2011) 25.NC, 59.BE, 120.E
Revised Draft Eastleigh Borough Local Plan 2011-2029: DM1, DM12
Supplementary Planning Document: Quality Places

NATIONAL PLANNING POLICY GUIDANCE

National Planning Policy Framework:

The NPPF carried a presumption in favour of sustainable development (para. 14), which incorporates three elements: economic, social and environmental, (para. 7). Planning law requires applications to be determined in accordance with the development plan, unless material considerations indicate otherwise, (para. 11). Should a development proposal accord with the development plan, approval should be given without delay, (para.14).

The NPPF considers the need to, 'proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs', a core-principle underpinning decision-making (para.17).

The NPPF highlights that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people, (para. 56) and goes on to state that decisions should aim to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development (para. 58).

POLICY COMMENTARY

The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to impact on character and appearance, residential amenity and highway matters.

COMMENT ON CONSULTATION RESPONSES

A copy of the consultation response from Hants Fire and Rescue has been passed to the agent for his client's information. An informative can be included on the decision to ensure the applicant is aware of the advice from Network Rail.

COMMENT ON REPRESENTATIONS RECEIVED

The unit to be extended is located away from Judd Close, separated by the raised railway line. In addition, the works should reduce the number of vehicle movements on site due to the current work practice necessary because of the restricted space under cover.

There will not be additional lorry movements as a result of the proposed development. The scheme is intended to rationalise the existing facilities and current site operations.

PLANNING OBLIGATION/CONSIDERATIONS

n/a

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

Policy 59.BE of the Local Plan requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting. It also requires a high standard of landscape design, have a satisfactory means of access and layout for vehicles, cyclist and pedestrians, make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, noise and fumes.

Saved policy 120.E permits redevelopment within an existing employment site, provided there is no demonstrable harm to the amenities and environment of occupiers in nearby housing; and it does not result in unacceptable traffic levels.

Character and Appearance

The site is an existing industrial unit with a range of commercial/industrial structures in place. The demolition of existing structures and replacement with an extension of an existing canopy area to provide two additional loading bays for HGVs is in keeping with the use of the unit, rationalises the existing arrangements to improve efficiency and better site management. The proposed structure will match materials as closely as possible to the existing structure.

Highway Matters

The proposed development is not intended to increase the numbers of vehicle movements, or the

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

intensity of use of the site.

Residential Amenity

The site of the proposed structure is away from the closest residential properties, separated by a raised railway line and is in an existing employment site. The works are intended to rationalise site movements and should reduce the level of use of the forklifts, through a reduction in the need for unloading and loading HGVs.

Nature Conservation

The proposal is not considered to result in a likely significant impact on a European Protected site (SPA,SAC or Ramsar). HRA (Habitat Regulations Assessment) screening was not required for this development as it falls outside the designated zone of impact.

OTHER MATERIAL CONSIDERATIONS

Also of relevance is the Revised Draft Eastleigh Borough Local Plan 2011-2029. While not yet adopted it does carry weight by virtue of being intended as the current local plan's replacement. With regards to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

CONCLUSIONS

The proposed scheme is considered to be consistent with the saved and emerging local plan policies and the NPPF. As such, this application is recommended for permission.