MINOR DEVELOPMENT PLANNING APPLICATION REPORT REF. NO. F/15/75909

DESCRIPTION	Provision of secure cycle store, following removal of landscaping and associated alterations to car park layout
ADDRESS	Hedge End Police Station St Johns Road Hedge End Southampton SO50 4AF

SITE VISIT DATE	10 March 2015
ARE PLANS ACCURATE?	It is considered that sufficient information has been provided to allow for a full and proper assessment of the development proposed.
HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED?	Yes

THE SITE AND ITS SURROUNDINGS

DETAILED DESCRIPTION OF APPLICATION	The application proposes the provision of a secure cycle store to be positioned in the south-eastern corner of the police station site. The proposals also include some minor reconfiguration works to the existing car parking layout which will result in an increase of the available spaces from 15 to 16.
SITE AREA	1337sqm
RESIDENTIAL DEVELOPMENT DENSITY (NET)	n/a
TOPOGRAPHY	The site slopes down to the east as well as to the north in line with the general gradient of this section of Bursledon Road.
TREES	The proposed cycle store is to be positioned on what is an existing area of landscaping, with this being removed in order to facilitate the development. There are no mature or protected trees within this area.
BOUNDARY TREATMENT	The police station car park is surrounded by a high-level brick wall which ranges between approximately 2.7 and 2.8m in height immediately adjacent to the area in which the proposed cycle store is to be sited.
SITE CHARACTERISTICS	Existing police station facility formed of a two-storey building of red brick construction and being part rendered with blue fenestration. There is a gated access to the premises from Allotment Road to the southern side of the site which leads into an area of predominantly hardstanding providing for secure parking for police vehicles.
CHARACTER OF LOCALITY	The site falls within a mixed use area with residential properties to the east and west with community uses situated to the northern and southern sides of the site.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
Z/33480/000/00	COUNTY COUNCIL CONSULTATION: CONSTRUCTION OF LOCAL POLICE STATION	RAISE NO OBJECTION – 16/12/1994

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
	AND PUBLIC CAR PARK WITH NEW VEHICLE ACCESS OFF BURSLEDON ROAD.	
F/06/58603	Erection of 2.7m high wall around car parking spaces and re-roofing of store building, following demolition of former vehicle workshop	PERMIT – 13/02/2007

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
Ann Arbor, Rustan Close, Hedge End	Objection to the proposals on the grounds that the cycle store will be visually intrusive and affect the views from their kitchen window. Requested that the cycle store be moved to the opposing side of the car park adjacent to St John's Road.

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Hedge End Town Council	No objection.
Head of Transportation and Engineering	No objection.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Within Built-up Area Boundary Existing Police Station Facility

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

Eastleigh Borough Local Plan Review (2001-2011), Saved Policies 59.BE, 100.T, 104.T.
Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014, (the Submitted Local Plan) comprising: Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014, Policies DM1, DM23, DM24.
Supplementary Planning Guidance: Quality Places

CHARACTER APPRAISAL AREA

n/a

SPECIAL POLICY AREA

The site does not fall within a designated special policy area.

NATIONAL PLANNING POLICY GUIDANCE

National Planning Policy Framework:

Of particular relevance to this application are both paragraph 17 which *inter alia* states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings, as well as *Section 7: Requiring good design* which stipulates

NATIONAL PLANNING POLICY GUIDANCE

that good design is a key aspect of sustainable development and is indivisible from good planning; that planning decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment; and that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

POLICY COMMENTARY

The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the principle of the development proposed, layout and design, highway matters, residential amenity, and the impact of the proposals on the street scene and area character.

COMMENT ON CONSULTATION RESPONSES

The comments made are noted.

COMMENT ON REPRESENTATIONS RECEIVED

The matter of the impact of the development on neighbouring residential amenity is considered in the below assessment of the proposals.

PLANNING OBLIGATION/CONSIDERATIONS

There are no planning obligations requirements associated with this application.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

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."

Development Plan Policies:

Saved Policy 59.BE of the Eastleigh Borough Local Plan Review (2001-2011) 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 100.T states that development which accords with other relevant policies in the Plan will be permitted provided it *inter alia* could be well served by public transport, cycling and walking, and it includes measures that minimize its impact on the existing transport network.

Saved Policy 104.T requires that development provides an appropriate level of car parking to

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

accord with the Council's adopted standards.

MATERIAL CONSIDERATIONS

Principle:

The application site lies within the urban edge where the basic principle of development is considered to be acceptable, with any formal planning approval being based upon the exact nature, design and impact of that proposed being considered appropriate and in accordance with the relevant Local Plan policies and supplementary planning documents and guidance.

Layout, design and impact of the proposals of the street scene and area character:

The development is considered to be acceptable and to accord with the requirements of Saved Policy 59.BE of the adopted Local Plan in this respect. The cycle shelter is appropriate for its proposed purpose in terms of its visual appearance as well as its scale and owing to its overall height (2.161m) not exceeding that of the adjacent boundary walls which mark the perimeter of the police station site, it will not be visible from the surrounding street scene. Whilst the works will involve the loss of some on-site landscaping, again this is largely currently obscured from the public realm by the boundary wall and is as a result not considered to make a significant contribution to the overall character of the area such that its removal would be deemed to be unacceptable in planning terms. There are no concerns in this regard in respect of the associated minor reconfiguration works to the car parking layout.

Residential amenity:

Saved Policy 59.BE (vii.) of the adopted Local Plan requires that development avoids unduly interfering, disturbing or conflicting with adjoining or nearby uses. Whilst the comments of the occupiers of the property 'Ann Arbor' are noted, there is considered to be no conflict with these requirements in respect of this application. The proposed cycle shelter is set an acceptable distance from any neighbouring residential properties with those closest to the site being situated on the opposing side of Bursledon Road. As the cycle shelter will not exceed the height of the current boundary wall which is to be retained, it will also be well screened from these dwellings and as a result it is not considered that it will be any way visually intrusive.

Highway matters:

The proposals are considered to be acceptable and to accord with the requirements of Saved Policies 59.BE, 100.T and 104.T in this respect. The car park reconfiguration works will not reduce the overall number of available spaces nor will they unduly compromise their usability. The cycle shelter will in addition provide for secure storage for bicycles serving to promote and encourage the usage of sustainable modes of transport at the police station facility.

Conclusions:

Overall, for the reasons as outlined above, the application is considered to comply with the requirements of the relevant development plan policies, associated supplementary planning guidance, and national planning policy.

OTHER MATERIAL CONSIDERATIONS

Also of relevance Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014. 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 application is recommended for approval.