MINOR DEVELOPMENT PLANNING APPLICATION REPORT REF. NO. F/14/74775

DESCRIPTION/ ADDRESS	Change of use to include a trade counter (A1), alterations to fenestration to include canopy, recladding and pitched roof to workshop (amended description). M G Metals Ltd Unit B1 Millbrook Close Chandler's Ford Eastleigh SO53 4BZ

SITE VISIT DATE	09/07/2014			
ARE PLANS ACCURATE?	x	Yes		No. If not why not…….
HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED?	x	Yes		No. If not why not…….

THE SITE AND ITS SURROUNDINGS

DETAILED DESCRIPTION OF APPLICATION	Change of use of 15% of the existing unit to provide A1 trade counter use at ground floor. Alterations to fenestration to provide improved windows and a more defined front elevation onto School Lane, with front door and canopy. Recladding of elevations and pitched roof to workshop.					
SITE AREA	1801.3 sq metres					
TOPOGRAPHY	x	Level		Sloping …..		Other …
TREES	x	No		Yes, …..		
BOUNDARY TREATMENT		Palisade fencing between B1 and B2, open along boundary with Millbrook Close and School Lane.				
SITE CHARACTERISTICS	End unit of block of four, two-storey, industrial units, constructed around 1960s and largely in its original form. Frontage access from School Lane to staff/customer parking area; additional access from Millbrook Close to service yard area.					
CHARACTER OF LOCALITY	Chandler's Ford Industrial Estate – range of industrial units of a variety of sizes and built form. A number of units have been refurbished in recent years. There are a range of typical industrial uses in the area, together with some less traditional uses. The larger industrial estate is bounded on all sides by residential properties.					

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION

EAB0803800000	Unit 2 - Warehouse, storage and distribution depot	10/04/1973, permit
Z/19584/000/00	internal alterations and minor alterations to front elevations	18/06/1979, permit
Z/10892/005/00	CHANGE OF USE FROM LIGHT INDUSTRIAL (CLASS B1) TO DISTRIBUTION (CLASS B8)	19/12/1988, permit
Z/10892/006/00	Unit B1 - USE FOR B1 OR B2 OR B8 OF THE 1987 USE CLASSES ORDER	16/10/1996, permit
F/10/66861	Units B2, B3 and B4 - External refurbishment to include new cladding and altered fenestration	17/05/2010, permit
F/12/71323	Unit 5-8 - External refurbishment of existing factory/warehouse block to include new cladding and altered fenestration, additional parking and 2.0 metre high palisade fencing	12/10/2012, permit
F/12/71861	Units B5 & B6 - Partial change of use to allow B8 (wholesale/warehousing) with ancillary office accommodation and new trade counters	31/01/2013, permit

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
	No representations received

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
CFD	No comments received
ENG	No objection. In regard to access to the highway, the proposals remain unchanged, and there appears to be adequate parking on-site to cater for the use anticipated in regard to the trade counter, with the site located on a private road (so any issues would be a private matter) and the local highway being well covered by parking restrictions to prevent any obstructive overspill parking occurring. In regard to developer contributions, the proposals will bring an increase in multimodal trip rates to the site, and so in accordance to the HCC Transport Contributions Policy (HCC TCP), developer contributions are requested accordingly. It is my understanding that the proposals essentially involve the conversion of 110sqm of current B8 into A1 trade counter. As such, contributions have been calculated as follows: Gain of 110sqm of A1 at 10.41 multimodal trips per 100sqm (taken from TRICS database) = 11.5mm trips; less Loss of existing 110sqm of B8 at 9.4 multimodal trips per 100sqm (taken from HCC TCP) = 10.4 mm trips This equates to an increase in multimodal trips of 1.1

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	multimodal trips anticipated, which at a tarrif cost of £230 per trip, equates to a required contribution of £253 (+ indexation). These funds would be allocated to schemes in the local vicinity which are either of benefit to the uses of the proposed development, or go to mitigate against issues caused by the development (i.e. increased levels of traffic). Full details of identified transport schemes can be provided if required, and can be seen in the Eastleigh Borough Transport Statement - http://www3.hants.gov.uk/eastleigh-transport-statement-final-2012.pdf. No highway objection, Millbrook Close is a private road , any changes to road would need to be agreed with whoever is street manager.
Env Health	This Service has identified the above application on a recent planning list. I have reviewed the information provided / that held by this Service and note the following: The development site is located on the site of a former brick works and current industrial estate The proposals include the removal of existing WC's and the construction of new ones in another part of the unit, these may need new services that require the excavation of the existing floor slab It is proposed to install a new internal staircase, again this may require the excavation of the existing floor slab Considering the above I wish to make the following comments: This Service does not object to above proposed development and nor do we wish to recommend any conditions. However, we recommend that the applicant is advised that: The application site lies on the site of a former brick works and a current industrial estate. The presence of 'made ground' and / or contaminants in the ground cannot be ruled out and therefore we would recommend that the risks to the development be considered; including requirement to excavate the existing floor slab. Should any information come to light during the demolition or construction works that indicates the presence, or the possible presence of, ‘made ground’ or of contaminated soils, then this should be brought to the attention of the Environmental Health Service. Any excavated material is to be disposed in the appropriate manner and not to be reused on site, unless proven to be 'free' from chemical contamination.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Within Built-up Area Boundary Within Established Industrial Area/Existing Employment Site

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

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Eastleigh Borough Local Plan Review (2001-2011) : 59.BE & 118.E
Pre submission Eastleigh Borough Local Plan 2011-2029 : DM1 & DM12
Supplementary Planning Document : Quality Places

CHARACTER APPRAISAL AREA

n/a

SPECIAL POLICY AREA

n/a

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 highway matters, street scene and character of the area

COMMENT ON CONSULTATION RESPONSES

	See below		Other……

COMMENT ON REPRESENTATIONS RECEIVED

	See below	x	Other……None

PLANNING OBLIGATION/CONSIDERATIONS

Technically the introduction of the trade counters, with the loss of some B1 industrial floor space does require contributions towards sustainable transport measures to be considered. However, the resulting figure is a matter of a few pounds and it is considered that is unnecessary to require these

in this instance and that it would be unreasonable to consider refusing the application for such a small figure, particularly as this view has been taken with the earlier application for a similar scheme at units B5 and B6.

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."

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 guidance. The most relevant policies in this case being saved Policy 59.BE and 118.E of the Local Plan.

Policy 59.BE 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.

Policy 118.E relates to the redevelopment or change of use of existing employment sites. This allows for uses other than B1, B2 and B8 provided that the proposed use by itself or cumulatively with others does not adversely affect the employment base or significantly reduce the range and variety of premises available for employment purposes.

Layout and design

The proposed alterations to the exterior of the building will improve the rather tired appearance of the building and improve its visual appearance. The creation of an entrance onto School Lane improves the legibility of the building, creating a better relation with the main road in the area and reducing the potential for conflict between visitors and use of the service area of the unit.

Parking

No objection on parking grounds has been raised by the Head of Transportation and Engineering and will be sufficient to serve the units even with the proposed addition of trade counters.

Amenity

The proposals are unlikely to result in any amenity issues for neighbouring units or the surrounding area in general.

Character

The refurbishment of the units is welcomed and will bring the units up to the same standard as others in the close that have been refurbished in the last four years.

In considering the introduction of the trade counter, a similar application was submitted for units B5 and B6 (F/12/71861). For this application, concern has been raised that the

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

introduction of trade counters will alter the nature and character of the industrial estate, making the units more attractive to retail type uses. This scheme was negotiated to reduce the level of trade counter to 15% to ensure that the units remain in a more suitable industrial type use.

It was considered appropriate to take the same approach with this application and the scheme has therefore been amended from 20% to 15%. Conditions can be imposed, in line with the earlier application, to ensure a consistency of approach.

If the permission is implemented the main use of the unit will stay a B8 use, which is acceptable for this industrial area. It also needs to be taken into consideration that the National Planning Policy Framework encourages local authorities to support local business and create jobs. If by allowing the proposed trade counters will make the units easier to let, then the jobs associated with whatever use is undertaken will be created more quickly.

This being the case it is felt that the application does comply with the requirements of saved Policy 118.E of the current local plan in that it will not result in any adverse impact to the general character or employment base within the estate. It is also the case that a number of other units in and around the industrial estate do have trade counters. It would therefore be hard to argue that it would introduce a feature not found in the area or that it on its own will have any unacceptable 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

It is felt that the application does conform to the requirements of saved Policies 59.BE and 118.E of the current local plan and is therefore recommended for approval subject to appropriate conditions.