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ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Notwithstanding the significant projection of this single storey proposal some 13 metres, it is to be located at the rear of the application building. Accordingly from the general public realm this proposal will not have any impact on the general character and appearance of the wider street-scene. Neighbours who utilise the rear vehicular access arrangements will be aware of the development, however taking account of the design approach adopted, the finishing materials and the relationship with existing development it will not cause any unacceptable harm to the host property or the amenities of the area.

Residential Amenity

Due to the site circumstances namely, the three metre width vehicular access track that runs along the north boundary with the adjoining house number 141 Passfield Avenue. In addition to the other half of this semi-detached property being commercial at ground floor with first floor flat, this will not result in any unacceptable harm to the occupiers of the residential accommodation. In view of the existing significant boundary treatment along the application sites north boundary. The replacement with a brick wall forming the side elevation of the proposed extension and the pitched roof. Whilst there will be an impact on the adjacent neighbours amenities number 141 Passfield Avenue, it is not considered to be material to warrant rejection of this development. Indeed this application has not generated a formal response from the occupiers of the house. Furthermore there exists an issue of vehicle movements in close proximity to the flank wall of number 141 Passfield. Again, these additional four parking spaces and the limited vehicle movements will not undermine the current amenities enjoyed by the occupiers.

Accordingly, on balance it is considered the proposal accords with the provisions of the new development policies of the current and emerging local plan in terms of respecting the host environment and not conflicting with occupiers of adjacent properties.

Transport Matters

In general highway terms the Head of Transportation and Engineering has no objection to the proposal. Vehicular access arrangements are acceptable and there is sufficient space at the top of the access track to allow vehicles manoeuvre and leave the site in a forward gear for reasons of highway safety.

The proposal is considered to comply/conflict with relevant Development Plan policies.

OTHER MATERIAL CONSIDERATIONS

Also of relevance is the Revised Pre-submission 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

For the reasons outlined in this report the recommendation is to permit.

COMMENT ON REPRESENTATIONS RECEIVED

The principle grounds of objections from neighbours revolve around the maintenance of the access track to the north of the application site. This is simply a civil matter between all the parties that retain a right of way along the track.

PLANNING OBLIGATION/CONSIDERATIONS

In accordance with the requirements of the National Planning Policy Framework and the guidance contained within saved policies 101.T and 191.IN of the Eastleigh Borough Local Plan Review (2001-2011) and emerging policies DM23 and DM37 of the Revised Pre-submission Eastleigh Borough Local Plan 2011-2029, as well as Supplementary Planning Document "Planning Obligations, this application is subject to transport developer's contributions in accordance with Hampshire County Council Transport Contributions Policy.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Proposal

The planning application submission is for a single storey rear extension to an existing hair and beauty salon. The application site provides a ground floor commercial (A1 use) space which is currently occupied by the Bella hair and Beauty Salon. A separate residential apartment is located at first floor with independent access via a side shared driveway. The driveway also provides access to rear garages and gardens to other neighbouring properties.

The proposal is for a new single storey extension to provide a separate beauty salon linked to the main building which will continue to provide hair dressing services. The proposed extension will provide an additional 66 square metres of floor space, and will enable the applicant to create a new dedicated beauty suite, acoustically isolated from the hair dressing activities. It is anticipated the employment of an additional 3-4 staff members and therefore an additional car parking for these extra staff members is provided in the rear garden area.

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."*

Principle

In planning policy terms the application site lies within the Urban Edge and within an established residential area, where the basic principle of development is acceptable. However, any formal planning approval is based upon the exact nature, design and impact of the proposal being considered appropriate and to be in accordance with the relevant local plan policies, supplementary planning guidance and national planning guidance.

In this instance the most relevant provisions of the current local plan are saved policies 59.BE (new development), 101.T (Transport and New Development) 191.IN (Funding Infrastructure).

Saved 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, and loss of outlook, noise and fumes.

Layout/Design

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CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	development which, according to the Design and Access Statement are only for staff. • The Design and Access Statement confirms that there is an existing residential property above the existing business. This arrangement is matched in the adjacent property. Accordingly, the following conditions are recommended to be imposed for amenity protection reasons of the existing residential properties. These suggested conditions relate to hours construction, allocating parking, details of external plant and informative highlighting application sites proximity to petrol filling station and former gas holder.

POLICY CONTEXT

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

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

Eastleigh Borough Local Plan Review (2001-2011): Saved Policies 59.BE(New Development) 101.T(Transport and New Development) 191.IN(Funding Infrastructure)
Revised Pre-submission Eastleigh Borough Local Plan 2011-2029: Policies DM1(General criteria for new development) DM23(General development criteria – transport) DM24(Parking) DM37(Funding Infrastructure)
Supplementary Planning Document: Quality Places
Supplementary Planning Document: Planning Obligations
Supplementary Planning Document: Character Area Appraisal – Eastleigh ELAC 16

NATIONAL PLANNING POLICY GUIDANCE

The National Planning Policy framework advocates proactively driving and supporting sustainable economic development to deliver homes business and industrial units, paragraph 17.
Furthermore the National Planning Policy Framework highlights that good design is a key aspect of sustainable development, it is indivisible from good planning, and should contribute positively to making places better for people, paragraph 56) and goes onto 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 (paragraph 58).

POLICY COMMENTARY

The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the intensification of the business use, amenity matters, impact on the host premises and the character and appearance of the surrounding area and transport implications.

COMMENT ON CONSULTATION RESPONSES

If a positive recommendation is forthcoming, then the requested conditions covering highway matters and public amenity measures would be imposed.

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REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
	If Council minded to accept the scheme requests: 1. Due to intensification of alley way, the developer will resurface the whole impacted area with tarmac or better. 2. Requests the developer gives up a portion of the back of the application property for manoeuvring purposes, allowing two cars to fit side by side. 3. This additional parking being only available for staff members and residents only

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Head of Transportation & Engineering	No objection. The proposals will add parking facilities, taking pressure off the Passfield Avenue frontage. Slight concerns to the potential for vehicles to try and reverse the length of the side access track, which would not be welcomed for potential safety reasons. However there is adequate space at the top of the track where a turning manoeuvre could be achieved enabling forward gear access and egress. Suggest review lighting arrangements alongside the building and the surface to the track is provided with a better finish. Failure to implement either of these suggestions would not result in an objection but are requests due to the increase in traffic using the track both vehicles and pedestrians. It should also be pointed out that he access appears narrow only just wide enough for a car. Whilst this is a movement made by residents and is achievable. It is suspected this is via an element of “practice”. As such users of this new parking area will not be used to the movement and there is a potential for collision. This is a private issue however, and not a reason for highway objection – just an observation of private risk. The car park is shown as macadam surface, but no details drainage of surface water are shown for car park or the extension, request conditions be impose to cover the issues of drainage (DO3) and provision of car parking (EO5). Finally, in terms of developer’s contributions, as an increase in multimodal trips will be a result of the additional services on-site transport contributions will be required. If the developer wishes to supply specific information in regard to trip rates, that are justified and reasonable, the re-assessment of required transport contributions can be undertaken.
Head of Housing & Environmental Health	Reviewed the information provided and note the following: • The application site is located in proximity to a petrol filling station and a former gas holder. • Access to the development site is via the track between the business and an existing residential property. • The application states that the opening hours do not change and there will be no additional air conditioning units required. • The plans show four car parking spaces to the rear of the

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RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
Z/24765/000	Single storey rear extension 143 Passfield Avenue	Permit STCs 15th September 1980
Z/24765/005	Replacement shop front 143 Passfield Avenue	Permit 10th September 1981
05/54185	Change of use from Post Office (A1) to hot food takeaway (A5) with disabled front access ramp and rear external stair case 143 Passfield Avenue	Withdrawn 28th July 2005
05/55080	Change of use from Post Office (A1) to hot food takeaway (A5) with disabled front access ramp and rear external stair case 143 Passfield Avenue	Refused 22nd November 2005
09/66351	Outline: Erection of 1 and 2 storey rear extension to provide 2 No. studio apartments together with 1 No. I bedroom flat and associated parking 143 Passfield Avenue	Refused 12th March 2010
Z/35906/000/00	Number 145 Passfield Avenue Single storey rear extension with balcony over served by external stair case 145 Passfield Avenue	Permit STCs 30th April 1999

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
Occupier 139 Passfield Avenue	No objection but offer two comments; 1. Will require access to garage at the rear at al times, as practical as possible during construction work. 2. The shared driveway has received no maintenance in at least seven years and has a very uneven and jarring surface. Can some repair work or renewal of track surface be considered? Otherwise further deterioration with more useage from staff vehicles.
Occupier 135 Passfield Avenue	Several grounds of objection raised: 1. Not directly consulted on the planning application. 2. Current deeds indicate that the narrow alley way is to give rear access to residents of properties numbers 135, 137, 141 and 143 and occasionally for any tradesmen that residents contract to conduct work. 3. Private alley can not be used for the regular business purposes. 4. A further additional four spaces will put strain on to the alley way and the associated reversing area creating potential bottle-necks.

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PLANNING APPLICATION REPORT

DESCRIPTION/ ADDRESS	-	Single storey rear extension, internal alterations & associated parking to the rear following demolition of existing outbuilding 143 Passfield Avenue Eastleigh SO50 9NH

SITE VISIT DATE – Application site inspected 4th November and 2nd December 2013.

ARE PLANS ACCURATE? – Well presented set of drawings and associated supporting information thereby allowing a comprehensive assessment of the development proposed.

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? – In accordance with the Local Planning Authority's pubilicity of planning proposals all relevant occupiers of adjacent properties and premises have been consulted. In addition a site notice has been displayed in close vicinity to the application site.

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	This application comprise three elements; • Single storey dual pitched roof extension projecting just over 13 metres. • Internal alterations to improve the facilities and services provided by this hair and beauty salon. • Provision of 4 associated spaces in the current rear garden area.
SITE AREA	The application site has an area of 0.05 hectares.
RESIDENTIAL DEVELOPMENT DENSITY (NET)	Not applicable.
TOPOGRAPHY	The application site is flat and level.
TREES	Deciduous tree located mid way down the rear garden, in close proximity to the common boundary with number 145 Passsfield Avenue.
BOUNDARY TREATMENT	The northern boundary to the rear vehicular access track comprises a 1.8 metre high close boarded fence along its full length to the predominately open rear boundary. This screening being supplemented by a 1.5 metre high close board fence that runs the length of the rear garden to number 141 Passfield Avenue. The southern boundary forming the common boundary with number 145 Passfield Avenue is defined by a 2 metre hedgerow.
SITE CHARACTERISTICS	Semi-detached pair of 1950's dwellings that have been converted to retail units with ground floor shop windows and open forecourt parking for about 4- 5 vehicles.
CHARACTER OF LOCALITY	Predominately residential area on the east side of Passfield Avenue and Fleming Park sports fields on the west side.