REF. NO. F/17/80029

PLANNING APPLICATION REPORT

DESCRIPTION	Part demolition of the existing workshop to the west and east. Erect two storey extension to existing workshop to provide reception area and office space to west. Extend existing workshop to east (rear). Removal of existing filling station forecourt, shop and associated equipment to provide addition display parking. Single storey extension to existing showroom
ADDRESS	95 - 101 Bournemouth Road, Chandler's Ford, Eastleigh, SO53 3AQ

SITE VISIT DATE -

ARE PLANS ACCURATE? - it is considered that sufficient information has been provided to allow for the consideration of the planning application.

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? – Yes. Furthermore a site notice has been erected advertising the proposal.

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	The application seeks to demolish the existing petrol station and convenience store. In its place the area will become a sales forecourt for the existing car sale business. In order to facilitate the car sales the existing single storey sales office at the south of the site is to be extended at the rear. The existing workshop and valet premises at the north end of the site are to be extended and updated. The building will be remodelled in a design that reflects the existing car sales unit and other car sales offices in the area.
SITE AREA	4,530 Square Metres
RESIDENTIAL DEVELOPMENT DENSITY (NET)	N/A
TOPOGRAPHY	Flat
TREES	None
BOUNDARY TREATMENT	Open site frontage Facing Bournemouth Road. The Boundary with Leigh Road is formed of a low brick wall. The boundaries around the rear of the site are formed of timber fences and brick walls approximately 1.8 to 2m in height.
SITE CHARACTERISTICS	The application site is located on the north east corner of the junction of Bournemouth Road and Leigh Road.

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THE SITE AND ITS SURROUNDINGS

	The site is currently used a petrol station with an associated shop located centrally in the site. To the south and east of the site the site is predominately laid out for vehicle sales with an irregular shaped sales office in the south west corner of the site. On the north side of the side there is currently a two storey pitched roof building with office accommodation at first floor, a reception area at ground and service, repair and car cleaning areas behind.
CHARACTER OF LOCALITY	The vicinity around the proposal site is predominately residential in character formed primarily of two storey semi-detached dwellings. However the site is located within a row of commercial units including a dry cleaners, and a children's nursery. The latter is located directly north of the application site.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
Z/05559/008/00	Temporary building in rear yard	Refuse 1975
Z/05559/009/00	Single storey building for use as tyre bay/store/wash-down with office and car sales display area	Permit 1979
Z/05559/010/00	Side extension and new canopy	Permit 1982
A/05559/011/00	Illuminated canopy sign, illuminated shop fascia sign, and illuminated shop wall mounted sign	Consent 1982
Z/05559/013/00	Change of use of dwelling to offices with alterations and extensions, alterations and extension to workshop and erection of car showroom (following demolition of 298 leigh road and shop)	Permit 1986
A/05559/015/00	Display of illuminated signs	Consent 1991
Z/05559/016/00	Use of first floor roof void above showroom as offices	Permit 1994
Z/06018/017/00	Change of use to car repairs, with associated office and car parking and the erection of workshop	Permit 1995
Z/05559/018/00	Retention of carport on east elevation of garage and relief of condition no. 8 of 6018/017 to allow outside work.	Refuse 1999

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RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
A/05559/019/00	Display of internally illuminated free standing monolith sign (4 metres high) on Bournemouth Road frontage - internally illuminated fascia signs to all elevations of showroom at junction of leigh road and Bournemouth Road - internally illuminated wall mounted sign on south elevation of garage - internally illuminated fascia signs on s and w elevations of 97 Bournemouth Road - internally illuminated wall mounted sign on north elevation of 95 Bournemouth Road	Consent 1999
Z/05559/020/00	Erection of carport to facilitate car cleaning on the north elevation of 95 bournemouth road and relief of condition no. 8 of 6018/17 to allow car cleaning to be carried out in areas adjacent to the car port.	Permit 1999
Z/05559/021/00	Demolition of wall on leigh road boundary	Permit 1999
Z/05559/022/00	Insertion of larger door on s. Elevation of existing building	Temp Consent 2000
Z/05559/023/00	Installation of a.t.m. (cash point) on garage forecourt elevation	Permit 2001
Z/05559/024/00	Creation of storage compound at rear	Permit 2001
A/05/54451	Display of 7No. Internally illuminated fascia signs to show room, 2No. Free standing totem signs (4M high), 1No. Free standing totem sign (2.25M high) and 9No. Internally illuminated wall mounted signs to workshop building	Consent 2005

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
188 Bournemouth Road	Raised the following concerns: • Concerns regarding noise during construction • Cars transporters are known to block the driveways of Bournemouth Road. More sales vehicles would result in more deliveries • Will the workshop result in noise and disturbance? • Will the area be lit and night creating a disturbance for

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REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
	neighbouring properties? • Asbestos during demolition • The site does not currently result in traffic queueing onto the highway as stated in the application documentation. Car Transporters have aa greater impact on the main road.
93 Bournemouth Road	• The health and safety of the children and staff be considered during works. The above address is attached to the rear garden of the nursery and dust, fumes, noise and heavy machinery usage would need to be taken into account during works.

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Hampshire County Council Highways	**No objection** raised on highway grounds, subject to a Delivery Vehicle Strategy Document being provided and approved (with a condition applied).
Head of Housing & Environmental Health	**No objection** raised subject to conditions relating to Land contamination Construction noise Hours of work

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

29.ES Noise Sensitive Uses
35.ES Contaminated Land
36.ES Lighting
59.BE Design
104.T Highways
182.LB Bournemouth Road

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

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

- Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014'

Supplementary Planning Document: Quality Places
Supplementary Planning Document: Environmentally Sustainable Development
Supplementary Planning Document: Planning Obligations

CHARACTER APPRAISAL AREA

N/A

SPECIAL POLICY AREA

Bournemouth Road Special Policy Area

The purpose of the S.P.A is to ensure that the area remains predominantly residential in character.

The function of this S.P.A. is different from the other areas in this document in that it is not the quality of the environment which it is desirable to retain but the residential land use.

This is considered to be an area where appropriate regeneration would be supported, particularly if it would result in improvements to the quality of the environment.

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 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

COMMENT ON CONSULTATION RESPONSES

The matters raised are discussed in the report below

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COMMENT ON REPRESENTATIONS RECEIVED

The matters raised are discussed in the report below

PLANNING OBLIGATION/CONSIDERATIONS

Saved policy 101.T states that:

'Development which results in additional traffic on the local road network greater than the levels of growth permitted by the RTRA targets for the Borough of Eastleigh will:

i. only be permitted if the Council is satisfied that there is a proven need for the development in the location proposed and;
ii. be subject to the provision of contributions towards the implementation of the Local Transport Plan and/or other transport proposals set out in this local plan. Any such contributions will be set at a level appropriate to the scale and impact of the development.

Due to the loss of the petrol station and the convenience store the number of vehicle trips to the site can be expected to reduce. As such no financial mitigation is required.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Pre-application

The opportunity for the Council's ability to look for solutions rather that problems has been restricted by the applicant as they did not take advantage of the opportunity to undertake pre-application advice. The Council consider that the opportunity for the discussion of amendments to a proposal in order to make it acceptable are solely restricted to the application.

There is a greater chance that an application can be successful if the Council are able to work with the applicant before an application is submitted. Continuing from the principles outlined in paragraph 187 of the NPPF paragraphs 188 to 195 of the NPPF outline the importance of Pre-application engagement and the front Loading of applications.

Paragraph 188 advises that such discussions offer the opportunity to improve the efficiency and effectiveness of the planning system. Paragraph 189 advises that Local Planning Authorities should encourage the other parties to take maximum advantage of the pre application stage.

Eastleigh Borough Council do offer a pre-application service. Details of this service can be found on the link below:

https://www.eastleigh.gov.uk/planning-building/planning/planning-advice.aspx

The applicant did not undertake any pre application advice prior to the submission of the proposal. Paragraph 189 of the NPPF advises that LPA's cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they do offer.

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DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Paragraph 190 identifies that the more issues that can be resolved at pre-application stage, the greater the benefits.

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.

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.

The application site is positioned on prominent corner plot at the junction of Bournemouth Road and Leigh Road. At present the existing flat roof canopy of the forecourt and convenience store pose a prominent feature in the street scene. The removal of these features and the associated equipment serving those facilities will provide a more open site.

The extensions to the existing sales office at the south of the site will be of single storey only and located to the rear of the existing building. Furthermore the proposed extension replicates the design and symmetry of the host building. The proposed extension will be visible when travelling south along Bournemouth Road and glimpses of the extension will be available from Leigh Road. However, the proposed extension is not considered to be a prominent feature in the street scene.

The proposed alterations and extensions to the building at the north of the site will be set back further from the highways that the existing ‘dwelling’ style premises that are to be replaced. Furthermore the flat roof two storey extension will be of a height lower that the ridge and projecting gables of the building that is to be replaced.

The proposed extensions reduce the sprawl of the previous additions to the premises and provide a more ‘squared off’ footprint.

The design of the new service reception is typical to the design of the showroom brand and would provide a stronger sense of place as a vehicle sales and service centre that currently

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

exists.

Neighbour Amenity:

Saved Policy 59.BE (vii.) requires that development avoids unduly impacting upon the amenity of the occupiers of neighbouring dwellings, in particular by way of overbearing impact, loss of light or outlook, and overlooking.

The south and west boundaries of the site abut the busy distributor routes of Bournemouth Road and Leigh Road. The north boundary is shared with a children's nursery. The east boundaries abut the residential properties of Brook Close and Meadow Grove.

Saved policy 29.ES advises:

'Industrial or commercial development which would result in any noise-sensitive premises being subject to a loss of amenity by means of an excessive increase in noise and/or vibration exposure, will not be permitted'

It could be considered that once built the proposal could enhance the amenities of the neighbouring properties. The proposal will maintain the existing car sales use and service centre facilities, however, the proposal will result in the removal of the petrol forecourt and convenience store.

As such the number of visitor trips to the site can be considered to significantly reduce. The hours of operation and deliveries to the site can also expect to fall. The site can therefore be expected to be quieter on the whole and therefore of greater amenity to the neighbouring properties.

There is potential for the development to create noise and disturbance during demolition and construction.

Paragraph 3.15 of the adopted local plan advises where construction works associated with the development are likely to have a substantial impact in terms of noise and/or vibration on noise sensitive premises then, in order to reduce the impact, the Council will require the works to be carried out in accordance with BS5228 and other relevant best practice guidance. A suitable scheme of noise and/or vibration control measures may be required for approval prior to works commencing.

As such a condition has been recommended by Environmental Health Officers that requires a noise and vibration assessment which takes into account the impact of site preparation and construction works on existing and proposed noise sensitive properties.

A condition can also be imposed that requires the submission of a construction method statement.

Furthermore a further condition is proposed to limit the hours of work during construction in order to minimise the level of disturbance to what could be considered to be normal working

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

hours.

Outlook:

Due to the separation distances between the proposal and the neighbouring residential properties the works are not considered to be detrimental to the outlook currently enjoyed by the occupiers of the neighbouring residential properties. The loss of the petrol station canopy and convenience store may enhance the outlook from the rear of a number of the residential properties within Meadow Grove.

Lighting:

Saved policy 36.ES advises that '*Permission will be refused for proposals which do not incorporate well designed lighting, where lighting is necessary. Lighting should be concentrated in those areas where it is required and spillage, either horizontally or vertically, should be minimised. The size and design of the lighting columns should not detract from the character of the locality.'*

In order to promote the vehicles on site for sale and in order to maintain some security lighting on site during the night it can be expected for the site to have some level of illumination at night and possibly some CCTV. To ensure that this level of illumination is not to the detriment of neighbouring dwellings or the character of the area, a lighting scheme can be secured by condition that will require the approval of the local planning authority.

Contaminated Land:

As there have previously been a number of commercial uses on the site including motor engineering works and a petrol station there is a significant chance that the land on the site could be contaminated.

Saved policy 35.ES advises '*Planning permission will only be granted on land which is known or suspected to be contaminated if the applicant can provide sufficient information to adequately demonstrate that the land can and will be remediated to a standard suitable for the proposed end use and will ensure that the risk of pollution of controlled waters is minimised.'*

The Head of Housing & Environmental Health has advised that '*the submitted Phase I and II Geo-Environmental Assessment; Ref 1CO103133/P2R0 Issue 1 was limited in its coverage. The site investigation work has confirmed that contamination is present on the site and in the ground water, but is insufficient to fully characterise the site. Further investigation work is therefore required.'*

It is considered appropriate for this further works to be secured by condition and two conditions have been provided.

Highway Matters:

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DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Saved Policy 104.T requires that adequate off-highway parking is provided to serve new development. Saved Policy 59.BE (v.) requires that development provides a satisfactory means of access and layout for vehicles which includes an appropriate level of parking provision.

The proposal will retain the existing access points to the site.

Due to the nature of the proposal the level of available space for vehicle parking can be expected to increase. However, it is understood that the applicant would wish this parking to be retained for vehicle sales and customer parking.

The site also has the potential to have an impact on the highway network when cars to be offered for sale are delivered on large transport vehicles. This can lead to congestion at peak times and the obstruction of the vehicle access points for neighbouring properties.

As such it is considered reasonable for a condition to be imposed that requires the submission of a vehicle delivery strategy. This will allow for an appropriate delivery point for these large vehicles at off peak times.

Trees and Landscaping:

Saved Policy 59.BE (i) of the adopted Eastleigh Borough Local Plan 2001-2011 requires that development takes full and proper account of the context of the site including natural features and trees worthy of retention. The site does not contain any trees offered protection by a tree preservation order. Furthermore the proposal will not be in conflict with any trees or landscape features of particular amenity to the area.

The application does offer the opportunity for some landscaping to be introduced onto the site. In order to break up the areas of sales forecourt raised planters and some tree planting have been introduced on site as demonstrated on drawing 15 Rev B.

Bournemouth Road Special Policy Area:

Policy 182.LB relates to the Bournemouth Road Special Policy Area and states :

'Development in Bournemouth Road Special Policy Area will not be permitted if it:

i. results in the loss of residential units;

ii. detracts from the primarily residential character of the area;

iii. does not have satisfactory vehicle access and on-site car parking;

iv. results in the loss of residential amenity.

The Borough Council will support appropriate proposals which include environmental improvements.'

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DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

As a result of the development there will not be any loss of residential units and the proposal will not detract from the residential character of the area given the existing use of the site.

The matters relating to residential amenity and highways safety have been addressed in the report above.

OTHER MATERIAL CONSIDERATIONS

Reference needs to be made to the submitted Eastleigh Borough Local plan 2011-2029 July 2014. However, very little weight can be given to these policies as, although the Submission Local Plan has not been formally withdrawn, the Council has confirmed that it has decided to prepare a new local plan which will cover the period up to 2036. With regard 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 proposal accords with the saved policies of the adopted Eastleigh Borough Local Plan 2001-2011 and is therefore recommended for approval.