

Conversion of Boat Storage Building to form Self-Contained 1 Bedroom Dwelling with Amenity Area; Construction of 1.7m Brick Built Boundary Wall; Retention of Boundary Hedge at 2.0m in Height; Provision of Secure Cycle Parking and Refuse Storage Facilities with Vehicle Parking & Landscaping (Revision of F/22/93701)

At

Barncroft Corner, Farm Close,
Hamble-Le-Rice, SO31 4RZ

Planning, Design & Access Statement



Figure 1 Existing Building on Corner of Farm Close & Meadow Lane

Applicants:
Mr Magnus Leask & Miss Cailah Leask

1.0 Introduction & Background

1.1 This application seeks a grant of planning permission for the conversion of the existing single storey building to form a one-bedroom dwelling. Over the past 15 years the building has been the subject of several planning applications seeking its conversion to residential use, as well as an application for a lawful development certificate which sought to demonstrate that the building had a lawful use as a boat and boat equipment store. All applications have been refused by the Local Planning Authority (LPA).

1.2 The building the subject of the application was originally constructed during the early 2000s with an intended use as a refuse and bicycle store. Since its construction the building has not been used for these purposes. The applicants purchased the building on 15th March 2010 and have used it continuously, ever since this date, for the storage of their boats together with boat equipment.

1.3 In 2007 the first of six planning applications was submitted to the LPA proposing the conversion of the building to a dwelling. All six applications have been refused, with two schemes being dismissed at appeal. A detailed summary of the site's planning history is provided at section 3.0 of this statement. The first five applications were refused via the Planning Officers delegated authority to determine applications. However, the sixth planning application was supported by the LPAs Planning Officers but then, following a meeting of the Council's Local Area Committee, refused by the LPA contrary its Officers recommendation.

1.4 The decision notice (LPA Ref: F/22/93701) was issued on 30th January 2023 stating that the application had been refused for the following reasons: -

- "1 The proposed residential development located within a parking area would be harmful to the living conditions of future occupiers, by reason of noise, disturbance and vehicle emissions. As such the proposal would be contrary to Policy DM1 of the Eastleigh Borough Local Plan (2016-2036) and Quality Places SPD.*
- 2 The application fails to provide for the required mitigation to offset the impacts of the development on European protected sites from nitrogen loading and recreational disturbance generated by the population increase resulting from the development. As such the proposals are contrary to Policy DM11 of the Eastleigh Borough Local Plan (2016-2036), The National Planning Policy Framework and the Conservation of Natural Habitats and Species Regulations 2017."*

1.5 Following the refusal of application F/22/93701 the applicant's father met a local neighbour who had, in the past, consistently opposed the proposed use of the building as a dwelling. The neighbour expressed concerns about increased vehicle movements and additional noise generated by the development. It was suggested that the proposals might be improved with the removal of both a vehicle parking space and the mechanically operated security barrier at the entrance to the parking court. It was thought that the reduction in the number of formal parking spaces to one would reduce the likelihood of vehicle ownership (by future occupants) and that the removal of the mechanical barrier would reduce noise (both from vehicles having to stop/start at the gate and the actual sound of the gate sliding back and forth).

1.6 The applicants have agreed to these revisions which have now been incorporated into this revised planning application. The proposal development, therefore, seeks permission for a one bedroom dwelling with all habitable accommodation being provided at ground floor level. The single bedroom would be located centrally within the building in the same location as was previously supported by the Councils Pollution Control Officer. The development would be provided with a single

‘formal’ parking space and the entrance barrier would be permanently removed.

1.7 This statement describes our client’s proposal and places it in a context with relevant national and development plan policy, guidance and advice. It will be concluded that our client’s application should receive support and be granted planning permission.

2.0 Application Site Description

2.1 The application site is located on the corner formed by the east side of Farm Close and the south side of Meadow Lane in Hamble-Le-Rice. The single storey building, which was originally constructed as a refuse storage building, to be used in association with the Admiralty Row residential development. The building has never been used as a refuse store and is considered to have a lawful use as a boat and boat equipment store. The site falls within the designated ‘Urban Edge’ and is within the Hamble Conservation Area.



Figure 2 *Application Site and Surrounding Area*

2.2 The application building is constructed with brick elevations beneath a clay tiled, ridged roof. Areas of amenity land are located to the west (within the application site) and south (outside the application site) of the building which are currently enclosed by black painted metal railings behind which are hedges. To the north of the building is a vehicular access which allows entry, via an ‘underpass’, into a small garage court. Entry to the parking court is controlled by a mechanically operated security gate. Beyond the access to the north are three further garages which are accessed directly from Farm Close. Adjoining the building to the east are two garages which are accessed via the entrance from Farm Close. These garages are owned by a single household who are able to manoeuvre, but not park, vehicles within the parking court.

2.3 The red line of the application site includes the application building and enclosed amenity space to the west, the site access (together with the roof space above the ‘undercroft’ access) from Farm Close, the turning and manoeuvring area within the garage court, as well as a gated footpath link running adjacent the sites northern boundary.

2.4 It is apparent that housing within the immediate vicinity of the site consists of high-density residential development with many dwellings being located adjacent vehicle parking areas (Admiralty Row, Liberty Row) or over garages or parking/garage court accessways (48 Meadow Lane). Many of these dwellings have little by way of private amenity space. Satchell Lane, which is to the east of

Admiralty Row, comprises a mix of both bungalow and two storey housing with frontages facing towards a busy road. The site is also within walking distance of Hambledon High Street with all its associated shops and services.

3.0 Planning History

3.1 The following planning history is considered relevant to the determination of this planning application.

F/07/59787 Conversion of storage building to form 1no. two bed dwelling

3.2 This application sought permission for the use of the building as a two-bedroom dwelling. This was refused by the LPA and then dismissed at appeal (Planning Inspectorate Ref: APP/W1715/A/07/2053636). The submitted drawings showed that one bedroom would have a party wall with a garage under separate ownership; one bedroom window and one lounge window that would open over a public open space, and; a rear door that would have opened directly into the parking court. When dismissing the appeal, the Inspector stated that the surroundings of the dwelling would not be conducive to good living conditions. He also noted that the 2-bed dwelling was likely to be occupied by a small family and that its garden would have a *"lack of security and privacy"*. The Inspector determined that the appeal should also fail on the grounds that the scheme had not made provision for local infrastructure (Proposed Layout at Fig. 3).

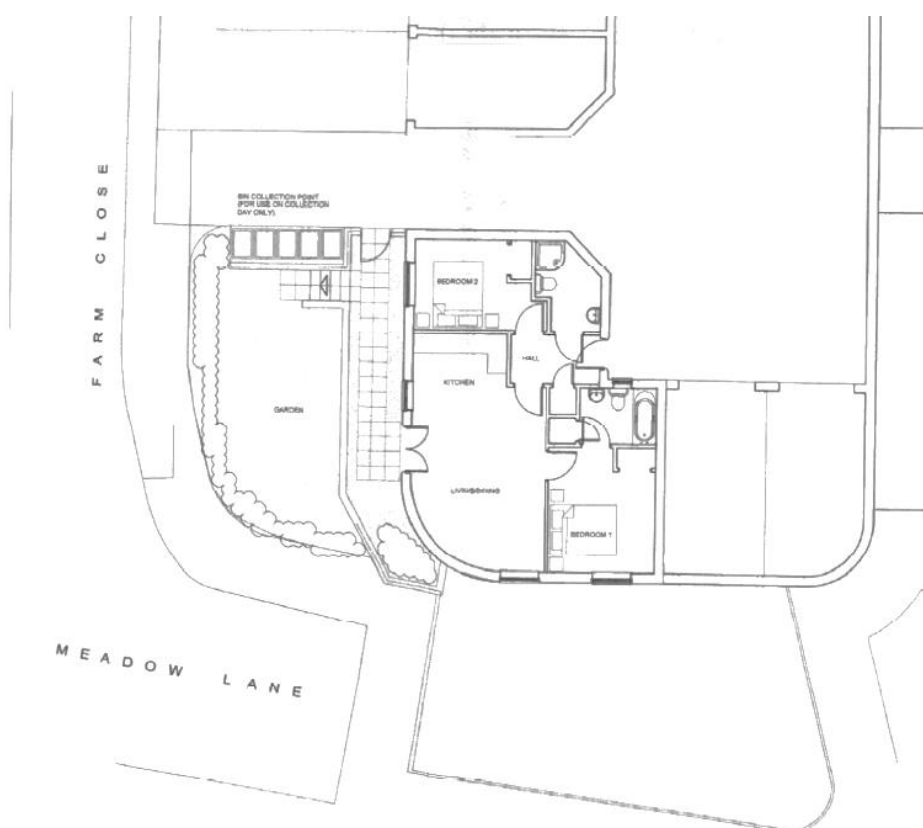


Figure 3 *Proposed Layout for F/07/59787 - Conversion of storage building to form 1no. two bed dwelling*

F/18/84270 **Change of use from storage to two bedroom dwelling with associated parking and amenity space**

F/20/88507 **Change of use from storage building to 1no. one bedroom dwelling with associated vehicle parking, bin and cycle storage, amenity area and landscaping**

3.5 This decision was the subject of a planning appeal (Planning Inspectorate Ref: APP/W1715/W/20/3265825 – Proposed Layout at Fig. 4). Whilst the Inspector was of the view that “...noise disturbance associated with vehicular movements entering and leaving the courtyard and the opening and closing of the sliding security gate ... would... likely disturb the sleep of future occupiers of the proposed development...” he also observed that “The proposed development would not, however, result in the loss of the use of the appeal building as a bin and cycle store...” and, with regards to the surrounding area he opined “...considering its modest size and simple design it would not cause harm to the character and appearance of the area...” The appellant provided mitigation in relation to habitat disturbance and nitrate pollution, however, the Planning Inspector concluded that “...given my overall conclusion on the living conditions main issue it has not been necessary for me to pursue this matter any further.”

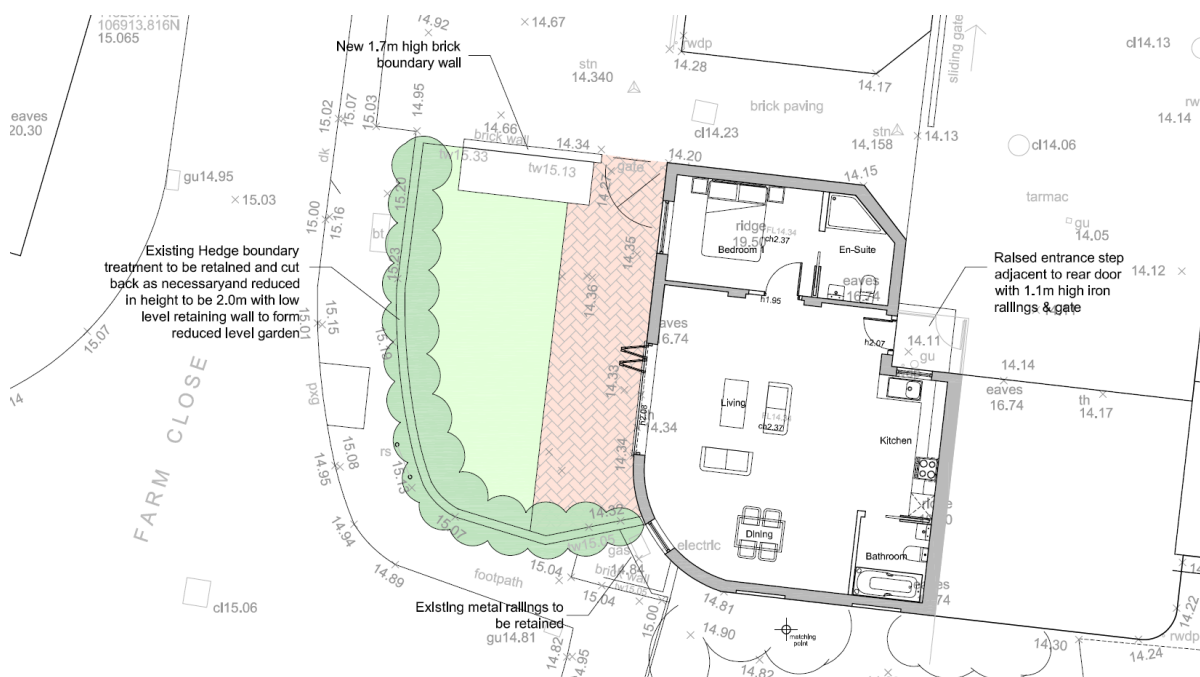


Figure 4 *Proposed Layout for F/20/88507- Change of use from storage building to 1no. one*

F/21/91243	Conversion of boat equipment storage building to form self-contained 1 bedroom dwelling with amenity area; construction of 1.7m brick built boundary wall; retention of 2m boundary hedge; provision of secure cycle parking and refuse storage facilities with vehicle parking and landscaping (Revision of refused planning application F/20/88507).
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3.6 Following the issue of the Inspector's decision on F/20/88507 the applicants submitted a fourth planning application (LPA Ref: F/21/91243) for the use of the building as a one-bedroom dwelling. This application positioned the dwellings one bedroom at its south-west corner – meaning that the bedroom had no 'party wall' with either a garage or with the sites garage court access (see Fig.5 below). On 23rd September 2021 the LPA refused application as it was considered: (i) that the siting of the bedroom next to the Farm Close turning head would be harmful to the living conditions of future occupiers, by reason of noise, fumes and headlights from vehicles, and; (ii) the proposal failed to provide mitigation against increased recreational pressure and nitrate pollution of the Solent and Southampton Water Special Protection Area.



Figure 5 *Proposed Layout for F/21/91243 - Change of use from storage building to 1no. one bedroom dwelling – Window Sited on the Curves South-West Corner Wall*

F/22/92654	Conversion of boat equipment storage building to form self-contained 1 bedroom dwelling with addition of 2no. dormer windows on western elevation; amenity area; construction of 1.7m brick built boundary wall; retention of 2m boundary hedge; provision of secure cycle parking and refuse storage facilities with vehicle parking and landscaping (Revision of refused planning application F/21/91243)
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3.7 The applicants once again reassessed their options for converting the building to form a one-

bedroom dwelling. On 16th March 2022 a fifth application F/22/92654 was submitted to the LPA. This scheme proposed a revised layout providing a bedroom within the building's roof space. This proposal was facilitated by the addition of two small hipped roofed dormers to its west facing roof plane. The bedroom would not have shared a party wall with the adjoining garages or be located immediately next to the access into the garage court from Farm Close. Being at first floor level the bedroom windows were positioned in an elevated position well above the level of the adjacent Farm Close carriageway and out of the direct line of sight of vehicle headlights resulting in a significant reduction in the harm caused by noise, fumes and headlights.

3.8 Despite being designed with acoustically insulated end walls, which were set in from the buildings northern and eastern boundaries, the LPA refused the application on 4th May 2022 on the basis that the *"first floor bedroom would result in a poor-quality living environment in term of its lack of useable space and lack of noise insulation and temperature controls..."* Additionally the application was refused for a second reason stating that the *"... application fails to provide for the required mitigation to offset the impacts of the development on the European protected site (SPA, SAC and Ramsar) from nitrogen loading and recreational disturbance generated by the population increase resulting from the development..."*

F/22/93701 Conversion of boat storage building to form 1no. one bedroom dwelling with car parking, amenity space, cycle and bin storage, landscaping and boundary treatment (revision of refused planning application F/22/92654)

3.9 Having considered the LPAs reasons for refusal the applicants submitted a sixth application (LPA Ref: F/22/93701) on 25th August 2022. The application indicated the retention of the dormer windows at first floor level with the space being annotated for use as a study (not a bedroom). The application was also submitted with a noise assessment report, which recommended the use of noise mitigation measures together with a whole house ventilation and cooling system. The dwellings one bedroom was shown to be repositioned on the ground floor, in a central position, that did not have a 'party wall' with either a garage or the undercroft vehicular access serving the garage court; would not be next to Farm Close turning head (i.e. future occupiers of the bedroom would not be subjected to noise, fumes and headlights from vehicles turning on the public highway), and; which would provide a bedroom that was compliant with the nationally described space standards.

3.10 Having reviewed the revised details the Council's Pollution Control Officer confirmed that he now accepted the principle of the proposed noise mitigation measures and use of a whole house ventilation and cooling system, however, required the submission of further detailed information. In an email to the applicants dated 21st September 2022 the application case officer suggested that the applicants should convert only the ground floor of the building which would negate the need to provide additional information in relation to the cooling system. Revised drawings, which removed the first-floor accommodation and staircase and also deleted the proposed dormer roof extensions, were submitted to the LPA on 4th October 2022. On 5th October 2022 the Council's Pollution Control Officer provided the Environmental Health Service's formal consultation response which stated *"Our comment is this layout is acceptable because the bedroom has been moved to the centre of the property and less sensitive rooms are next to the access and turning head."* The revised drawings also showed the provision of a tree within the garden following a request from Council's Built Heritage Officer.

3.11 The planning application was due to be presented to the meeting of the Borough Council's Local Area Committee on 1st December 2022 with an Officer recommendation that planning permission should be granted. However, following receipt of an objection in late November 2022 (claiming that bats may potentially use the building as a roost) the LPA requested that a preliminary ecological assessment (PEA) be submitted with the application. A PEA was undertaken in December 2022 by consultants Ecosupport which concluded the site had a low potential for roosting bats and

nesting birds. It also commented that it was unlikely that hedgehogs would use the site.

3.12 The application was presented to the Borough Council's Local Area Committee on 26th January 2023, with an officer recommendation that planning permission should be granted (subject to conditions and the provision of mitigation for both habitat disturbance and nitrate pollution). Members of the Committee resolved to refuse the application. The decision issued by the LPA on 30th January 2023 stated that the application had been refused for the following reasons: -

- "1 The proposed residential development located within a parking area would be harmful to the living conditions of future occupiers, by reason of noise, disturbance and vehicle emissions. As such the proposal would be contrary to Policy DM1 of the Eastleigh Borough Local Plan (2016-2036) and Quality Places SPD.*
- 2 The application fails to provide for the required mitigation to offset the impacts of the development on European protected sites from nitrogen loading and recreational disturbance generated by the population increase resulting from the development. As such the proposals are contrary to Policy DM11 of the Eastleigh Borough Local Plan (2016-2036), The National Planning Policy Framework and the Conservation of Natural Habitats and Species Regulations 2017."*

4.0 Proposed Development

4.1 This revised application seeks a grant of planning permission for the conversion of the existing boat and boat equipment store to a 1-bedroom dwelling. The proposed change of use would be facilitated by:

- (i) The provision of ground floor of accommodation comprising an entrance hall, kitchen/dining room, bedroom, living room and bathroom;
- (ii) the installation of noise insulation and attenuation features recommended by consultants Airtight Noisecheck;
- (iii) the enclosure of the front (west facing) amenity space with a 1.7m high brick boundary wall to the garden's northern boundary together with the provision of a tree;
- (iv) provision of refuse and cycle store within amenity space;
- (v) the retention of the existing black painted metal railings and existing boundary hedge to the sites west, south-west and south boundaries. The hedge would be maintained at a height of 2.0m along the site boundaries;
- (vi) the provision of a raised step outside the dwelling rear entrance door with 1.1m high iron railings and gate;
- (vii) provision of a single marked out parking spaces on the north side of the parking court for the dwellings future occupiers, and;
- (viii) The permanent removal of the sliding mechanical security gate at the entrance to the parking court.

4.2 Internally, the building would comprise one double bedroom, a combined kitchen/diner, a living space and a bathroom. It will be seen from the extract of the developments "Proposed Site Layout & Context Elevation" drawing at Fig. 6 that the proposed double bedroom would be sited centrally, on the western side of the ground floor layout, well away from both the buildings party walls with the vehicular access (to the north) and privately owned garage (to the east). Entry to the dwelling

would be either through a door in the east elevation from the rear parking court (across an enclosed and gated step) or from folding patio doors in the building's west elevation.



Figure 6 Extract from Proposed Site Layout & Context Elevation Drawing

4.3 Externally, the building would be altered to provide window openings to its west elevation (timber double glazed sash to kitchen and bedroom; timber folding doors to living space) and rounded south-west corner facade (timber double glazed sash). A further timber double glazed sash window would allow light from the parking court to the circulatory space between the bathroom, living space and bedroom.

4.4 The front amenity space would have an area some 6.0m deep and 9.0m long would be secured by the existing mature hedge which would be retained and maintained at a height of 2.0m. The submitted drawings also show the provision of a tree within the garden following a request from Council's Built Heritage Officer in relation to application F/22/93701. Pedestrian access into the front amenity space and the dwelling would be through a gate located in the site's north boundary wall. Cycle and refuse storage facilities would also be provided in a purpose-built 1.5m high structure set against the amenity space's northern boundary.

4.5 Access from the parking area would be through a back door in the building's east elevation. This door would open onto a wide, raised step which would be enclosed by metal railings. A gate in the railings would allow access onto the parking court. The amenity space to the south-east of the building does not fall within the appeal site. As has been stated at points 4.1 vii and viii the proposals would reduce the number of vehicle parking spaces to 1 (from 2) and would also result in the permanent removal of the sliding mechanical security gate at the entrance to the parking court.

5.0 **Planning Policy**

5.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised July, 2021 (NPPF) and the Eastleigh Borough Local Plan 2016 – 2036, Adopted April 2022. Additionally, there are several adopted Supplementary Planning Documents which are relevant to the proposed development.

National Planning Policy Framework

Relevant Parts of the NPPF

5.2 Paragraph 7 of the Framework states that *“...The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...”*

Environment

5.3 The NPPF states (at para.8) that *“... Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...”* The economic objective is described as helping to *“...build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*; The social objective requires planning to support *“...strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being...”* The environmental objective relates to the protection and enhancement of *“...our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

Housing

5.4 At paragraph 60 the Government comments that *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Paragraph 62 goes on to say *“Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”*

5.5 With regards to the delivery of housing paragraph 69 states *“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly...”*

Highways

5.6 With particular regard to transportation and highways matters paragraph 111 of the revised NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Making effective use of land

5.7 Paragraph 119 of the NPPF opines “Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions...” Furthermore paragraph 120 states that planning decisions should: *“d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).”*

Design

5.8 Section 12 of the NPPF relates to “Achieving well-designed places.” Paragraph 126. states *“The creation of high quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”* Paragraph 130 sets out 6 design criteria. It states that *“Planning policies and decisions should ensure that developments:*

- a) 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;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

5.9 Paragraph 134 goes on to state *“Development that is not well designed should be refused especially where it fails to reflect local design policies and government guidance on design...”*

Biodiversity

5.10 Section 15 of the NPPF concerns “Conserving and enhancing the natural environment”. Paragraph 180 states that *“When determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused...; d) ... opportunities to improve biodiversity in and around developments should be integrated as part of their design...”*

Conservation

5.11 When making decisions paragraph 197 advises LPAs *“...should take account of:*

- a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) *the desirability of new development making a positive contribution to local character and distinctiveness..."*

5.12 At paragraph 199 the NPPF advises *"...When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance..."* Paragraph 200 continues *"...Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification..."* Paragraph 202 sets out that *"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use..."*

Local plan Policy

Eastleigh Borough Local Plan 2016 – 2036, Adopted April 2022

5.13 Policy S1 of the Local Plan (Sustainable Development) advocates that new development should *"g. seek opportunities to optimise density of new development..."* with policy S2 promotes the delivery of 14,580 dwellings across the Borough between 2016-2036 and states there *"is a presumption in favour"* of new development within the Boroughs *"main built-up areas"*. Strategic policy S3 (Location of new housing) states that *"The Borough Council will focus as much new housing development as possible within the existing urban areas..."*

5.14 Policy DM1 is a general development management policy states that new development should *"a. not have an unacceptable impact on, and where possible should enhance: i. residential amenities of both new and existing residents; the character and appearance of urban areas..."* *"b. ...make efficient use of the site, maximise opportunities to increase density..."* and *"c ... take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area ..."*

5.15 Policy DM2 (Environmentally sustainable development) requires new residential development to achieve *"a 19% improvement in predicted carbon emissions, compared with the building regulations standard current at the time, through increased energy efficiency of the building fabric"* and *"a predicted mains water consumption of no more than 110 litres/person/day"*.

5.16 Policy DM11 concerns 'Nature Conservation'. The general approach of this policy is that development should *"protect, conserve and enhance all ... i... international, national and local nature conservation designations... c. seek a net gain of biodiversity on all development sites..."* With regards to 'International Designations' the LPA will not permit development that would *"adversely affect the integrity of an international or European nature conservation site ..."*

5.17 Part 3 of this policy states:

"The Council will work with PFSH, Natural England, the Environment Agency and other wildlife organisations to develop and implement with developers a strategic approach to the protection and enhancement of international and European sites from the direct and indirect

effects of development. Within Eastleigh Borough this will include:

a. implementing:

- i. the Solent Recreation Mitigation Strategy (requiring contributions from residential developments within 5.6 kilometres of the Solent Special Protection Area to the Strategy); and*
- ii. the interim and any future New Forest Recreation Mitigation Strategy if required; or alternative agreed site specific measures to address recreational disturbance;*
- b. preserving the water quality and flows within the Itchen and Hamble, Southampton Water and Solent;*
- c. protecting the River Itchen SAC, in particular the maintenance and where appropriate restoration of habitats and qualifying species to favourable conservation status (as defined by article 1 of the Habitats Directive); and*
- d. seek contributions towards measures set out in the Southern Damselfly Conservation Strategy (or other strategy) specifically to deliver biodiversity net gain."*

5.18 DM12 relates to heritage assets. This states "... Development of a heritage asset or within their setting will be permitted provided it does not harm or detract from the significance or special interest of the asset, and sustains and enhances its special character and qualities..."

5.19 Policy DM13 concerns "General development criteria – transport". This states that "All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate..."

5.20 Policy DM14 relates to "Parking". This states "New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision..."

5.21 Policy DM23 relates to "Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this Local Plan..."

5.22 Finally, policy DM30, "Internal space standards for new residential development" requires "...that all new dwellings meet as a minimum the Nationally Described Space Standards (or future equivalent)."

Relevant Supplementary Planning Documents

Residential Parking Standards Supplementary Planning Document, January 2009

5.23 On site car parking for residential development is guided by the above SPD. The provision of one on-site parking has been calculated on the basis of the table copied below together with feedback received from a local resident.

Quality Places Supplementary Planning Document, November 2011

5.24 This SPD provides guidance in relation to the delivery of high quality development by following several key design principles. These include:- Analysis of Context; Residential Density; Legibility; External Space; Public Open Space; Residential Amenity; Access within the Site; Parking; Waste, Recycling and Cycle Storage, and; Design of Buildings and Materials.

Eastleigh Borough Council, Five Year Housing Land Supply Position Statement, May 2021 (Strategic Planning, Hampshire County Council)

5.25 In May 2021 Eastleigh Borough Council published their latest position with regards to the Five Year Housing Land Supply. The statement confirms, at point ii of the 'Executive Summary' that *"On the basis of the information as presented in this document it is concluded that Eastleigh Borough Council can comfortably demonstrate a five-year supply of housing, with 5.9 years' worth of housing using the Local Housing Need figure and a 5% buffer"*

Property Size	Car Ownership		Car Parking Standard			Long Term Cycle Storage	
	2001 (Census)	2026 (TEMPRO growth)	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on-plot' allocation	Individual storage	Communal storage
	cars per household		parking spaces per dwelling				
GENERAL RESIDENTIAL							
1 bed	0.96	1.00	1.00	1.25	2	1	1
2/3 bed	1.37	1.44	1.50	1.75	2	2	1
4+ bed	1.69	1.77	2.00	2.25	3	2	1
OLDER PEOPLE'S HOUSING							
Active elderly with Warden Control	0.39	0.41	0.50	0.60	1	1	1
Nursing and rest homes	1 space per 6 bedrooms plus 1 space per staff member					1 per 6 staff	

Notes

1. A minimum of 20% unallocated parking is required to provide for casual and overspill parking.
2. All proportions to be rounded up to the next whole number.
3. Garages less than 6m x 3m internally will not count towards parking provision.
4. A minimum of 5% of residential spaces should be designated for use by disabled people.

Housing Needs Study, Final Report – June 2015 (JG Consulting)

5.26 The LPA published a Housing Needs study in 2015. Paragraph 6.17 states *"...The data suggests that housing requirements reinforce around the existing profile of stock, but with a slight shift towards a requirement for smaller dwellings relative to the distribution of existing housing. This is understandable given the fact that household sizes are expected to fall slightly in the future (which itself is partly due to the ageing of the population)..."* With regards to housing mix the statement comments *"It is considered that it is appropriate through the planning system to seek to influence the balance of types and sizes of market housing through the mix of sites allocated for development, rather than specific policies relating to the proportion of homes of different sizes which are then applied to specific sites..."* (para. 6.21).

Solent Recreation Mitigation Strategy, December 2017¹

5.27 This document acknowledges that development with a residential character has the potential to have a significant effect on the Special Protection Areas (SPAs) along the Solent Coast. The Strategy provides a mechanism to mitigate this harm by providing a raft of measures to remove harmful impacts and enable a development to be implemented in compliance with the Habitats Regulations.

5.28 The Solent Recreation Mitigation Partnership was set up to coordinate efforts from local authorities to ensure that the SPAs continue to be protected. SPAs are internationally recognised for their habitat value, particularly for overwintering coastal birds, which need to be able to feed and rest undisturbed. Research has shown that new homes in proximity to these areas lead to more people visiting the coastline for recreation, potentially causing additional disturbance to the birds.

5.29 The Partnership's final Solent Recreation Mitigation Strategy contains measures to protect the

¹ [Solent Recreation Mitigation Strategy, December 2017](#) approved by EBC Cabinet 15th February 2018

SPAs from recreation disturbance from proposed new housing up to 2034. The mitigation measures are to be funded by developer contributions for each net additional dwelling within a 5.6km radius of the SPAs. There will remain an option for developers to put forward alternative mitigation packages, which would need to be agreed with Natural England. The Strategy details what constitutes a 'new dwelling'. Contributions are on a sliding scale according to the number of bedrooms in a dwelling.

5.30 The applicants have already made the requisite financial contribution (i.e. circa. £390.00 + index linked RPI from April 2022) to the LPA in order to mitigate the potential recreational disturbance caused by future residents of the dwelling to wildlife within the New Forest in respect of refused application F/22/93701. They will take guidance from the LPA as to whether this can be transferred across to cover the mitigation for this application also.

New Forest Recreational Disturbance: Interim Strategy, March 2022 (Revised December 2022)²

5.31 It is explained on the planning pages of the Eastleigh Borough Council website that:

"Increased development leads to a number of environmental and other impacts which need to be mitigated to minimise harm. One of these impacts is from recreation causing erosion and disturbance on the internationally protected New Forest Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar sites.

While Eastleigh Borough Council does not border the New Forest National Park, technical research commissioned by Councils in and around the New Forest shows that residents of the Borough choose to visit the area from time to time. This risks contributing towards erosion of the habitats and disturbance of the species they support.

New development cannot be approved where it could harm the integrity of specific designated sites including Special Area of Conservation (SAC) and Special Protection Area (SPA). Mitigation is therefore required to avoid significant adverse effects on the protected sites and species and to enable planning permissions to be granted.

The proposed development is within the 13.8km catchment zone for the New Forest, across the Solent. A New Forest Recreation Mitigation strategy has been adopted by the Council on 24th March. This strategy in association with the Eastleigh Borough Local Plan 2016-2036 recognises that the delivery of approximately 14,580 dwellings within c.13.8km of the New Forest is likely to have an adverse effect on the New Forest, through the increase in the number of visitors to the New Forest SPA/SAC/Ramsar in the presence of ground nesting birds which can easily be disturbed by people and dogs.

In March 2022, Cabinet approved an interim strategy based on providing Suitable Alternative Natural Greenspace (SANG) in the borough, contributions to measures within the New Forest National Park and monitoring. SANG are greenspaces that provide an attractive local alternative to some of the visits to the New Forest.

Following the approval of the interim strategy, the Council has further investigated the suitability of the proposed SANG site and reviewed the costs to deliver the strategy. In December 2022 Cabinet approved a revised interim charge of £2,220 per dwelling for the mitigation of recreation impacts on the New Forest using projects on Council-owned land. Work is now ongoing to implement the proposals in the interim strategy."

5.32 The applicants have already made the requisite financial contribution (i.e. circa. £2,220) to the LPA in order to mitigate the potential recreational disturbance caused by future residents of the dwelling to wildlife within the New Forest in respect of refused application F/22/93701. They will take

² [New Forest Recreational Disturbance: Interim Strategy, March 2022](#) (Revised December 2022)

guidance from the LPA as to whether this can be transferred across to cover the mitigation for this application also.

Nitrate Pollution Mitigation Interim Strategy, March 2020 (Revised March 2021)³

5.33 It is explained on the planning pages of the Eastleigh Borough Council website that:

“The Solent has recognised problems from nitrate enrichment; high levels of nitrogen from human activity and agricultural sources in the catchment have caused excessive growth of green algae (a process called eutrophication) which is having a detrimental impact upon protected habitats and bird species. Since mid-April 2019 Natural England (NE) has required developers in south Hampshire including the Borough of Eastleigh to quantify the nitrate level of their development and mitigate any increase in nitrates compared to the existing land use. A development must demonstrate how it will ensure for at least 80 years there will be no nitrate loading from the development within the Solent.

Ultimately this issue needs to be dealt with at a Government level and the Council will continue to lobby government and work with other Councils, Partnership for South Hampshire (PfSH) and other outside bodies to find a long term solution to this issue. Whilst this is progressing, at a strategic level, PfSH continues to develop a coordinated strategy to mitigate the impact of additional residents in new housing.

Council planners have agreed with Natural England a short-term interim strategy to enable planning decisions to continue to be issued (whilst meeting our obligations under the Habitat's Regulations) while a more comprehensive and strategic solution is determined. With mitigation measures in place, the Council will be able to continue to grant planning permissions to ensure we continue to deliver much-needed new homes.

For all current and new planning applications, planning staff have asked developers to undertake a nutrient budgeting assessment using Natural England's methodology. A nitrate neutral development can be achieved in a number of ways, one of which is working with the Council to seek to remove land that the Council owns from an agricultural use to offset any increase in nitrates as a result of the development.

In March 2020 Cabinet agreed an initial charging policy for nitrate credits offered by the Borough to developers as a mechanism to mitigate any increase in nitrates arising from development. The Council has successfully acquired 194 acres of land with the primary purpose of offsetting the nitrate impact of development. As information develops on the impact of nitrates and mitigation methodologies it is appropriate to review charges.

In March 2021 Cabinet agreed to charge £3,000 per nitrate credit (1 credit equates to 1 kilogramme of nitrate per year), rather than a charge per dwelling as per the previous approval.”

5.34 Prior to the submission of this application the applicants calculated the nutrient budget for the proposed development in respect of refused application F/22/93701. This indicated that mitigation would be required to offset 0.8 Kg/N/year that would be generated by the development. Having completed Eastleigh Borough Council's "Nutrient Neutrality Offset Scheme Expression of Interest" form in respect of refused application F/22/93701 the applicants were advised that they would need to make a financial contribution of £2,400.00 plus VAT (plus legal and administration costs £500 plus VAT) to secure the 'nitrate credit'. As such, the applicants are in the process of making a

³ [Nitrate Pollution Mitigation Interim Strategy, March 2020](#) (Revised March 2021)

financial contribution of £3,480 to the LPA in order to offset the nitrate pollution created by the development.

6.0 Planning Considerations

6.1 This application seeks a grant of planning permission for the conversion of the existing boat and boat equipment store to a 1-bedroom dwelling. The scheme has been revised, very slightly, from the development that was refused under application F/22/93701 (on 30th January 2023) following discussions with a local neighbour.

6.2 As is described within the introduction to this statement, following the refusal of application F/22/93701 the applicant's father met a local neighbour who had, in the past, consistently opposed the proposed use of the building as a dwelling. The neighbour expressed concerns about increased vehicle movements and additional noise generated by the development. It was suggested that the proposals might be improved with the removal of both a vehicle parking space and the mechanically operated security barrier at the entrance to the parking court. It was thought that the reduction in the number of formal parking spaces to one would reduce the likelihood of vehicle ownership (by future occupants) and that the removal of the mechanical barrier would also reduce noise (both from vehicles having to stop/start at the gate and the actual sound of the gate sliding back and forth).

6.3 The applicants have agreed to these revisions which have now been incorporated into this revised planning application. The proposal development, therefore, seeks permission for a one bedroom dwelling with all habitable accommodation being provided at ground floor level. The single bedroom would be located centrally within the building in the same location as was previously supported by the Council's Pollution Control Officer under application F/22/93701. The development would be provided with a single 'formal' parking space and the entrance barrier would be permanently removed.

6.4 Despite Officers recommending that planning permission should be granted for application F/22/93701 the application was refused by the Members of the Bursledon, Hamble-le-Rice and Hound Local Area Committee LPA for the following summarised reasons:

- "1 *The proposed residential development located within a parking area would be harmful to the living conditions of future occupiers, by reason of noise, disturbance and vehicle emissions...*
- 2 *The application fails to provide for the required mitigation to offset the impacts of the development on European protected sites from nitrogen loading and recreational disturbance generated by the population increase resulting from the development..."*

6.5 The applicants are of the view that the application building is, essentially, located within a quiet residential area and, contrary to the opinion of the Members of the Bursledon, Hamble-le-Rice and Hound Local Area Committee, is not necessarily within an area which experiences a great deal of vehicular or other types of noise.

Noise and Disturbance

6.6 In support of application F/22/93701 the applicants appointed consultants Airtight Noisecheck to undertake a noise assessment of the site. The resultant report, which accompanies this application, observes that *"The immediate area is very quiet with the noisiest events comprising of people talking whilst walking past the site & a ladder being moved at the front of the neighbouring property."* It continues by stating *"The vehicle movements apparent at the site did not cause an adverse impact and were not intrusive. All vehicles move at a slow pace as is expected within a*

residential area and there are obviously numerous dwellings in a similar location to the proposed. The vehicle movements should not lead to an adverse impact for the proposed residents."

6.7 As was proposed previously under F/22/93701 the proposed habitable accommodation of the dwelling would all be located at ground floor level. The proposed bedroom would be sited centrally at a mid-point on the buildings west side (see Fig.3) with a window looking over the adjacent amenity space. The bedroom would, therefore, be sandwiched between the kitchen/dining room (which would be to the north) and the living room (to the south). The bedroom window would be between 4.0m and 6.0m from any adjacent site boundary and would not have an external wall immediately next to an access used by vehicles, or be served by windows which would be next to a part of the highway used by vehicles manoeuvring to turn around. Neither would the bedroom have a party wall with one of the garages within the garage court.

6.8 Objections to earlier iterations of a scheme to use this building as a dwelling concerned noise transference from both an adjacent garage and the garage court. This proposal ensures that the bedroom would be sited well away from the buildings north and east walls. Additionally, having assessed the LPAs first reason for refusing application F/21/91243, together with the Planning Officers Report and the Council's Environmental Health Officer's consultation response, it was apparent that the LPA also had concerns about the relationship between a proposed bedroom window being located adjacent vehicle turning head at the eastern end of Meadow Lane. The siting of the bedroom, as is now proposed, would ensure that the future occupiers of the bedroom would not be directly next to the Farm Close turning head, and so would not be subjected to adverse vehicular noise, fumes or headlights.

6.9 When consulted on refused application F/22/93701 the Council's Pollution Control Officer responded on 5th October 2022 by stating *"Our comment is this layout is acceptable because the bedroom has been moved to the centre of the property and less sensitive rooms are next to the access and turning head."*

6.10 Notwithstanding the opinions of the schemes Noise Consultants or the Council's Pollution Control Officer it is clear that the Members of the Local Area Committee remain concerned about harmful noise levels being created by the proposed development. As such, following discussions with a local neighbour, this revised scheme has been amended again in order to reduce any potential adverse noise impacts that might be caused by the development. It will be seen from revised drawing 20.3198.112 P7 (Proposed Site Layout) that one of the previously proposed parking spaces has been deleted and that an annotation has been added stating "Existing sliding security gate to be removed". It is considered that the reduction in the number of parking spaces to one would reduce the likelihood of vehicle ownership (by future occupants) and that the removal of the mechanical barrier would also reduce noise (both from vehicles having to stop/start at the gate and the actual sound of the gate sliding back and forth). This would, therefore address the issue raised in the first reason for refusal of application F/22/93701 which alleged the *"living conditions of future occupiers [would be harmed] by reason of noise, disturbance."*

6.11 The first of the LPAs reasons for refusal of application F/22/93701 also states that future occupiers of the dwelling would be harmed by "vehicle emissions". It is not fully understood how the occupiers of the proposed dwelling would be harmed by vehicle emissions. It can only be assumed that the Members of the Local Area Committee were referring to the possibility of some cars stopping on the double yellow lines either in the Farm Close/Meadow Lane turning head or on Farm Close immediately adjacent the western boundary of the proposed dwelling. The allegation of the LPA that future residents would be the subject of unacceptable amounts of "vehicle emissions" appears to be speculation. It is apparent that none of the LPAs application consultees raised this as a potential harmful impact of the proposed F/22/93701 development. The applicants therefore consider it to be very disappointing that the LPA refused application F/22/93701 for this reason when there appears to

be no evidence to substantiate such a decision. The applicants would like to state that the government intends to restrict the sale of motor vehicles to electric or hybrid electric motor vehicles only from 2030 onwards. Consequently, it is envisaged that vehicular noise and emissions from vehicles using the roads adjacent the application site will reduce considerably over the coming years with motorists choosing to replace the existing petrol and diesel powered vehicles with much quieter electric vehicles.

6.12 As was previously proposed it is also intended to construct a 1.7m high brick boundary wall along the garden's northern boundary and retain the existing metal railings and hedge to the sites west and south-west boundaries. The hedge would, thereafter, be maintained at a height of 2.0m. A cycle and refuse storage building would be provided within the garden along with the single vehicle parking space being made available for future occupiers within the parking court.

6.13 It is therefore considered that the proposed development would be compliant with to policy DM1 of the Eastleigh Borough Local Plan (2016-2036) and Quality Places SPD.



Figure 7 *Turning Head at the Eastern End of Meadow Lane with Application Building Beyond*



Figure 8 *Residential Development located to the South of the Application Site*



Figure 9 *View West of Residential Development on Southern Side of Meadow Lane*



Figure 10 *View West of Residential Development on Northern Side of Meadow Lane*

6.14 The LPAs second reason for refusal of application F/22/93701 alleges that the applicants have failed to provide mitigation for harm caused by the proposed development to offset the impacts of the development on European protected sites from nitrogen loading and recreational disturbance generated by the population increase resulting from the development.

Solent Recreation Mitigation Strategy

6.15 The application site is located within the 5.6km buffer of the Solent & Southampton Water Special Protection Area, which is an internationally designated conservation site and is protected for its overwintering birds. It is recognised that new house building places increased recreational pressure on these overwintering birds. As such the Council requires all housing developments within the buffer

to make a financial contribution towards the Solent Recreation Mitigation Strategy, which aims to limit recreational disturbance to the coastline through careful management. The amount of the contribution is dependent upon the number of bedrooms within each dwelling. In the case of the appeal application proposal the required contribution is £390 plus linked Retail Price Index charge from 1st April 2022. Prior to submitting this application the applicants made the requisite financial contribution (i.e. circa. £390.00 + index linked RPI from April 2022) to the LPA in relation to refused application F/22/93701 in order to mitigate the potential recreational disturbance caused by future residents of the dwelling to wildlife within the Solent SPA. Having made the requisite financial contribution for the provision of a 1-bedroom dwelling at this site the proposed development is compliant with policy DM11 of the Eastleigh Borough Local Plan (2016-2036) and National Planning Guidance within the NPPF. Please refer to paragraphs 5.27 to 5.30 of this statement for details of the Solent Recreation Mitigation Strategy, December 2017.

New Forest Recreational Disturbance: Interim Strategy, March 2022 (Revised December 2022)

6.16 Similarly, the LPA has to consider the potential impacts the application proposal would have upon the internationally protected New Forest Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar sites from recreation causing erosion and disturbance. The proposed development is within the 13.8km catchment zone for the New Forest.

6.17 In March 2022, Cabinet approved an interim strategy based on providing Suitable Alternative Natural Greenspace (SANG) in the borough, contributions to measures within the New Forest National Park and monitoring. SANG are greenspaces that provide an attractive local alternative to some of the visits to the New Forest. The Council adopted a “New Forest Recreation Mitigation Strategy” on 24th March 2022. This strategy recognises that the delivery of approximately 14,580 dwellings within c.13.8km of the New Forest is likely to have an adverse effect on the New Forest, through the increase in the number of visitors to the New Forest SPA/SAC/Ramsar in the presence of ground nesting birds which can easily be disturbed by people and dogs. The LPA will seek financial contributions from new housing schemes so that they can provide a SANG as well as help provide measures within the New Forest National Park and monitoring.

6.18 Following the approval of the interim strategy, the Council has further investigated the suitability of the proposed SANG site and reviewed the costs to deliver the strategy. In December 2022 Cabinet approved a revised interim charge of £2,220 per dwelling for the mitigation of recreation impacts on the New Forest using projects on Council-owned land. Work is now ongoing to implement the proposals in the interim strategy.”

6.19 Prior to submitting this application the applicants made the requisite financial contribution (£2,226.19) to the LPA in relation to refused application F/22/93701 to mitigate the potential recreational disturbance caused by future residents of the proposed dwelling to wildlife within the New Forest. The applicants consider, therefore, that the proposed development is compliant with policy DM11 of the Eastleigh Borough Local Plan (2016-2036) and National Planning Guidance within the NPPF. Please refer to paragraphs 5.31 and 5.32 of this statement for details of the New Forest Recreational Disturbance: Interim Strategy, March 2022 (Revised December 2022).

Nitrate Pollution Mitigation Interim Strategy, March 2020 (Revised March 2021)

6.20 Prior to the submission of the application the applicants calculated the nutrient budget for the proposed development. This indicated that mitigation would be required to offset 0.8 Kg/N/year that would be generated by the development. Having completed Eastleigh Borough Council’s “Nutrient Neutrality Offset Scheme Expression of Interest” form in relation to refused application F/22/93701 the applicants were advised that they would need to make a financial contribution of £2,400.00 plus VAT (plus legal and administration costs £500 plus VAT) to secure the ‘nitrate credit’ (i.e. a financial contribution of some £3,480 in total).

6.21 The applicants confirm that they are in the process of making the requisite financial contribution to Eastleigh Borough Council's Nitrate Pollution Mitigation Interim to provide appropriate nitrate pollution mitigation through the Council's Nutrient Offset Scheme that has been approved by Eastleigh Borough Council (please refer to paras 5.33 and 5.34 of this statement. When this financial contribution has been made it is considered that the proposed development will be compliant with policy DM11 of the Eastleigh Borough Local Plan (2016-2036) and National Planning Guidance within the NPPF.

Other Matters

Principle of Development

6.22 The site is within the designated Urban Edge where there is a presumption in favour of development. Guidance within the NPPF states at paragraph 60 that the Government's objective is to *"...significantly boosting the supply of homes..."* Paragraph 62 goes on to say *"Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies ..."*

6.23 This application seeks consent for a small, 1-bedroom dwelling. In this respect the applicants consider that the proposed development would be compliant with policy DM1 of the Eastleigh Borough Local Plan 2016 – 2036. This policy seeks to maintain and enhance existing levels of residential amenity and ensure that *proposals "a. not have an unacceptable impact on, and where possible should enhance: i. residential amenities of both new and existing residents; the character and appearance of urban areas... b. ...make efficient use of the site, maximise opportunities to increase density..."*

6.24 This policy also requires development to be of an appropriate character, appearance and land use and should be well integrated with existing development in the area. It is considered that the principle of the scale, character and appearance of the proposed development has effectively been established by the fact that the building is an existing structure that would be reused. The proposed scheme would require the provision of a boundary wall, parking spaces, a separate refuse/recyclable and secure cycle store together with two small dormers and other minor external alterations. It is considered that the occupancy of the proposed 1-bedroom dwelling, which would have a floor area of some 80 sq.m., would be almost indistinguishable from its use as a boat store. As such, it is considered that the proposed use of the building as a 1-bedroom dwelling, together with the facilitating development, would not result in a significant or harmful intensification of the use of the site – or change the character of Farm Close. It is, therefore, considered that the application proposal is compliant with Local Plan policy DM1.

6.25 Another relevant policy of the new Local Plan is DM23. This relates to *"Residential development in urban areas"* and states *"Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this Local Plan..."* Given the foregoing, it is apparent that the proposed development would be also compliant with policy DM23.

Design, Scale & Historic Environment

6.26 Given that the application is for the conversion and minor alteration of an existing building the resultant building would be almost identical to the existing building. Consequently, it is considered that the application proposal is compliant with paragraph 130 of the NPPF and Local Plan policy DM12.

Residential Amenity

6.27 The proposed development would result in the conversion of an existing boat and boat equipment store with only minor alterations to the building itself along with the construction of a brick

boundary wall. The proposed means of enclosure, would, it is considered ensure that the resultant amenity space would be private and secure. The proposed development, being the conversion of an underused existing building, would have little if any impact upon the amenities of the occupiers of existing dwellings. Furthermore, it is considered that the provision of the bedroom at ground floor level, in a location where it would not have a party wall with the undercroft access or a garage, and would be well away from the Farm Close turning head, would address the previous concerns of the LPA relating to the possibility of future occupiers being disturbed by excessive vehicle noise and exhaust fumes together with headlights. The development would, therefore, be compliant with NPPF paragraph 130(f) as well as Local Plan policy DM1.

Highways and Parking

6.28 The submitted planning application would provide future occupiers with a single vehicle parking space within the garage court. The provision of a single space, whilst slightly below the standard set out on the Council's Residential Parking Standards SPD, is a figure that has been arrived at following discussions between the applicants father and a local resident. It is felt that the reduction of the number of parking spaces to one would result in less vehicle movements which, on balance, would result in potentially less noise being generated by the development. It is also recognised that the site is very close to the centre of Hamble-le-Rice in a sustainable location where residents are less reliant on the private motor car. The site is also very close to the Square Car Park where visitors would be able to find parking facilities. The application proposals would also result in the provision of separate refuse and recyclable and secure bicycle storage facilities. Consequently, the proposed development is considered to be compliant with Local Plan policy DM14 and The Council's Residential Parking Standards Supplementary Planning Document, January 2009.

Ecology

6.29 During the course of the consideration of application F/22/93701 it was noted that the building the subject of the application had a few loose tiles. The Council's Ecology Officer was consulted who recommended that the application should be supported by a Preliminary Ecological Appraisal (PEA). The application site was surveyed in early December 2022 by ecological consultants Ecosupport. The PEA dated 15th December 2022 accompanies the submission of this application. This report confirms that the site had a low potential for roosting bats and nesting birds. It also commented that it was unlikely that hedgehogs would use the site. The report also makes recommendations for the ecological enhancement of the site.

7.0 Conclusions

7.1 The proposals which form this revised planning application have been carefully considered by the applicants following the refusal of application F/22/93701. It is considered that:

- The reduction in the number of parking spaces to one, as agreed with a local resident, would reduce the potential for adverse levels of noise and disturbance caused by vehicles entering and leaving the parking court;
- The permanent removal of the mechanically operated security barrier to the parking court, as agreed with a local resident, would reduce the potential for adverse levels of noise and disturbance caused by persons and vehicles entering and leaving the parking court.
- The proposed siting of the bedroom in a location where it would not have a party wall with the undercroft access or a garage, and would be well away from the Farm Close turning head, would address the previous concerns of the LPA relating to the possibility of future occupiers being disturbed by excessive vehicle noise and exhaust fumes together with headlights;

- This revised application shows the provision of a tree within the front amenity area which is a direct response to a request from the Councils Built Heritage Officer;
- The application is accompanied by a Preliminary Ecological Appraisal by Consultants Ecosupport. This report concludes by stating that the site had a low potential for roosting bats and nesting birds. It also notes that it was unlikely that hedgehogs would use the site;
- The noise report by Airtight Noisecheck states that *“future residents of the scheme should not be adversely affected by the noise sources apparent at the site and noise should certainly not be a reason for refusal of the conversion of the boat store into a residential dwelling”*;
- The use of the building as a dwelling would not result in the loss of an existing refuse and bicycle store;
- If the applicants have made and are in the process of making financial contributions towards mitigation schemes approved by the LPA concerning habitat disturbance in the Solent SPA and the New Forest as well as nitrate pollution of the Solent and Southampton Water Special Protection Area. As such, the development would sufficiently mitigate any harm to these important ecological interests.

7.2 It is concluded, in terms of current planning policy, that the proposed development would be of a high-quality design, representing a ‘sustainable development’ that would be compliant with both the NPPF, 2021, and the Development Plan which comprises policies of the Eastleigh Borough Local Plan 2016 – 2036. It is respectfully requested, therefore, that both Officers and Members of the Borough Council look favourably on this scheme and grant planning permission.