

PLANNING STATEMENT

**Land at Hanns Way and Wells
Place, Eastleigh Town Centre**

**Erection of 4 no. Two Bedroom and 2 no.
one Bedroom Apartments**

1.0 Introduction

1.1 This Planning Statement has been prepared in support of a planning application for the redevelopment of the Hanns Way Car Park, Eastleigh Town Centre.

1.2 The applicant, Doswell Projects Ltd, is a local SME housebuilder, based in Chandlers Ford.

1.3 The proposals are for the re-development of the site to provide 6 no. apartments, comprising;

- 4 no. two bedroom apartments;
- 2 no. one bedroom apartments.

1.4 The application is supported by the following Statements and Reports;

Report	Author
Application Forms/Certificates	Doswell Projects Ltd
Design and Access Statement	OSP Architecture
Planning Statement	Doswell Projects Ltd
Transport Statement	Odyssey
Phase 1 Ecology Survey & Enhancements	AEWC
Drainage Strategy	Odyssey
Site Investigation	Soils Ltd
Landscape Plans	Deacon Design
Draft Heads of Terms	Doswell Projects
Air Quality Assessment	Hawkins Environmental Ltd
Noise Assessment	Hawkins Environmental Ltd

Odour Assessment	Hawkins Environmental Ltd
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1.5 The application is also supported by the following drawings;

Drawing Title	Plan Number
Location Plan	S101
Coloured Site Layout	C101
Coloured Elevations	C102
Coloured Streetscenes	C103
Proposed Site Layout	P101a
Proposed Floor Plans	P110
Proposed Elevations	P111
Bin and Bike Store	P112
Existing Site Layout	S102
Existing Streetscene	S103
Drawing Issue Sheet	Project 22205
Schedule of Accommodation	Project 22205

2.0 The Site

2.1 The site, which is owned by Eastleigh Borough Council, comprises a hard surfaced car park in the heart of Eastleigh Town Centre.

2.2 It has a roughly rectangular shape, with an area of approximately 0.045 hectares.

Location Plan



2.3 At present, the site provides parking for 18 no. cars, including 6 no. disabled parking bays. The facility operates on a 'Pay & Display' basis.

2.4 Given the Town Centre location, there are a number of building types and architectural styles within the immediate vicinity of the site. Similarly, there are a variety of commercial and residential uses evident in the locality.

2.5 To the west of the site are the rear gardens of the residential properties in Desborough Road. The two storey rear elevations of these dwellings are located approximately 20 metres from the application boundary.

2.6 To the north of the site and beyond a service road, there is a substation, which is enclosed by metal palisade fencing.

2.7 To the east of the site, and on the opposite side of Hanns Way, are the rear elevations of the commercial properties fronting the High Street. These properties range in height between 2 and 2.5 storeys. There are a variety of uses along this section of the High Street, including offices, takeaways and a flower shop. There is also a parking area serving the High Street units.

2.8 To the south of the site, there are a number of commercial units on Wells Place, including the Swan Shopping Centre and the large Baptist Church. The buildings on this side of the road are, for the most part, taller and larger than others in the vicinity. There is a disabled parking bay for 4 no. vehicles in Wells Place, immediately opposite the application site. Further west along Wells Place, there is a Car Club parking bay.

2.9 In accordance with the adopted Local Plan, the site is located within the following designations;

- Secondary Zone of the Shopping Area
- Special Policy Area
- Urban Area of Eastleigh

2.10 The site is not located within Flood Zone 2 or 3.

2.11 There are no trees on the site.

2.12 A sewer easement crosses diagonally across the southern end of the site, as well as along the eastern boundary. This will, by necessity, influence the layout of any development at the site.

3.0 Planning History

3.1 The site was recently the subject of planning application reference F/22/92349.

3.2 The application, which was submitted by VIVID Homes, proposed 6 no. apartments (4 no. one bed and 2 no. two bed) set over 3 storeys. A single parking bay was shown at the rear of the building.

3.3 The proposals were considered at the Eastleigh Local Area Committee on 15 November 2022, at which time, Members resolved to refuse planning permission for the following reasons;

1. The proposed development, by reason of its close proximity to existing commercial uses would subject future residents of the development to unacceptable levels of noise and odour disturbance, including from associated plant, servicing and deliveries. Furthermore, the proposed mitigation would result in a poor quality living environment due to the need for mechanical ventilation and odour neutralisation equipment and closed/sealed windows. The development is therefore considered contrary to Policies DM1 and DM8 of the adopted Eastleigh Borough Local Plan 2016-2036, the 'Internal Space' section of the Council's 'Quality Spaces' Supplementary Planning Document, and Paragraphs 130(f), 185 and 187 of the National Planning Policy Framework.

2. The proposed development, by reason of the building's height, width, materials, appearance and proximity to the western site boundary would result in an unacceptable impact

upon the outlook from the rear of neighbouring Desborough Road properties, to the detriment of the amenity of occupiers of those properties. The development is therefore considered to be contrary to Policy DM1 of the adopted Eastleigh Borough Local Plan 2016-2036 and the Council's 'Quality Places' Supplementary Planning Document.

3. The proposed development, by reason of its form and appearance is not considered to address the street frontage or corner of Wells Place and Hanns Way and fails to enhance the character of the area, or provide a gateway feature into the town centre. The development is therefore considered to be contrary to Policies DM1, DM22 and E3 of the adopted Eastleigh Borough Local Plan 2016-2036, the Council's 'Quality Places' Supplementary Planning Document, and Section 12 of the National Planning Policy Framework (2021).

4. The proposed development would result in the loss of easily accessible disabled parking in close proximity to facilities and services which are used by vulnerable borough residents and groups, reducing their ability to access these services to the detriment of their amenity. The development is therefore considered to be contrary to Policies S10, DM1, DM14 and DM36 of the adopted Eastleigh Borough Local Plan 2016-2036, and Section 8 of the National Planning Policy Framework (2021).

5. The application fails to provide for the required mitigation to offset the impacts of the development on the European protected sites (i.e. The New Forest Special Area of Conservation, Special Protection Area and Ramsar Site and

the River Itchen Special Area of Conversation) from nutrient loading and recreational disturbance generated by the population increase resulting from the development. The application is therefore contrary to Policies S1, DM10 and DM11 of the Eastleigh Borough Local Plan 2016-2036, provision within the National Planning Policy Framework and The Conservation of Habitats and Species Regulations 2017.

The Refused Scheme

Site Layout



Refused Elevations



West Elevation



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Visuals of Previously Refused Scheme



4.0 The Proposals

4.1 The latest proposals have been formulated after a number of months of co-operative negotiation with Council Officers.

4.2 The new plans have expressly sought to positively address the concerns previously raised by Members.

4.3 The next section of this Planning Statement takes each of the reasons for refusal in turn and provides commentary on how the scheme has been fundamentally re-considered to overcome the previous concerns.

Reason for Refusal 1

4.4 The first reason for refusal related to the likely unacceptable living environment for prospective occupiers, principally with regard to noise and odour.

4.5 To address this issue, the internal layout of the building has been completely reconsidered. Unlike the refused scheme, all bedrooms have been deliberately positioned on the western side of the building, away from the noise and odour sources associated with the commercial uses in the High Street. The windows of the bedrooms can now be opened at the discretion of the owner, without worry of noise/odour issues. The stair core has also been moved to the eastern side of the building and this ensures that the majority of the most affected façade does not comprise living space.

4.6 The first iteration of the revised plans had balconies at the rear of the building. However, this has been reconsidered during the design process due to the location and proximity of

the adjacent electricity sub-station. The submitted plans now show solariums on the rear elevation. These will provide prospective occupiers with an attractive, pleasant and useable area of amenity space, which, at the discretion of the occupier, is capable of being fully closed. This has the added benefit of ensuring that the space can be used in cold or wet weather which, is unlikely with a traditional balcony.

4.7 Careful consideration has also been given to the siting of the proposed bin and cycle store. This has deliberately been sited on the northern side of the building to provide a buffer with the adjacent sub-station. The plans also show the provision of a screen wall. Not only will this help to enclose the amenity space for the ground floor apartment, but it will also help to attenuate any noise associated with the sub-station.

4.8 In addition to the above, the proposals also includes a tree on the northern side of the building. Not only will this help to screen the sub-station from view, but the addition of trees (and the associated rustling of leaves and branches) will help to lower the potential for noise disturbance from the substation.

4.9 The application is supported by a Noise Assessment, which is expanded upon within Section 4.94 – 4.100 of this Planning Statement.

4.10 The Noise Assessment concludes that, using the guidance and calculation methods contained within BS 8233: 2014 'Guidance on sound insulation and noise reduction for buildings', it has been shown that the recommended maximum internal noise levels for each room use under BS 8233 can be

achieved through the provision of suitable glazing and ventilation.

4.11 All prospective occupiers will have access to their own private and useable area of outside space, whether that be in the form of a small garden area for the ground floor apartments, or a solarium for the first and second floor apartments.

Reason for Refusal 2

4.12 The second reason for refusal related to the likely unacceptable impact of the previously refused scheme on the living conditions of the occupiers in Desborough Road.

4.13 The principal concerns related to the likely loss of outlook to these residents due to the combined impact of the height, width and appearance of the proposed building.

4.14 Under the refused scheme, the western elevation presented an unbroken mass on the application boundary and provide little in the way of visual interest.

4.15 Accordingly, the western elevation has been re-elevated to provide a greater degree of visual interest, including decorative areas of brickwork. Windows have been included to help 'break up' the elevation, but crucially, these are high level only to ensure that there is no harmful mutual overlooking between existing and prospective occupiers.

4.16 The building has also been designed with a stepped footprint on it's western side, so that the existing occupiers in Desborough Road are not presented with one long, unbroken façade at the rear of their garden.

4.17 Importantly, the top floor has been pushed back from the western boundary to provide relief at top floor level and to ensure that the building does not create an oppressive or overbearing structure at the rear of the Desborough Road gardens.

4.18 Taken in combination, it is considered that the proposals have positively addressed the previous reasons for refusal and will not have a harmful impact on the living environment of the residents in Desborough Road.

Reason for Refusal 3

4.19 The third reason for refusal related to the design of the building. Members considered that building, by reason of its form and appearance did not address the street frontage or corner of Wells Place and Hanns Way, failing to create a 'gateway' or enhance the appearance of the area.

4.20 The approach to the external appearance of the building has, therefore, been completely re-considered with a view to creating a high-quality, gateway building that makes a significant positive contribution to the character and appearance of this important part of the Town Centre site.

4.21 Given the prominent corner location, it is imperative that the proposed building creates a suitably high-quality focal point that addresses both Wells Place and Hanns Way.

4.22 The Wells Place frontage, which will be highly visible, has been designed with an attractive, curved front façade, complemented by large windows and inset balconies to create a visually interesting and well-articulated elevation, whilst also

respecting the constraint presented by the sewer easement on site. The building's main entrance is also included in this elevation, to create a focal point in this important façade.

4.23 Space has also been created at the front of the building (at the junction between Hanns Way/Wells Place), to create a dedicated area for the provision of some public art.

4.24 It is considered that this will complement the setting of the landmark building and enhance the public realm for pedestrian's when walking through this part of the Town Centre.

4.25 Whilst the eastern elevation (on to Wells Place) fronts the rear elevations of the properties in the High Street it will, nevertheless, create a very visible and important façade within the Town Centre.

4.26 Careful consideration has, therefore, been given to the design of this elevation and it will include large areas of decorative brick work, with large window openings to create a high level of visual interest.

4.27 No balconies have been included on the eastern elevation as a result of potential noise and odours issues. However, the careful positioning of windows and decorative brickwork creates a rhythm in the elevation to ensure that it won't present as an overbearing feature in the street. Importantly, the inclusion of windows will also help to create a good level of natural surveillance of this part of the High Street.

4.28 Despite not being as visually prominent as the southern or eastern elevations, the northern elevation of the building has also been sensitively designed.

4.29 The large windows, solariums and decorative brickwork help to break up the massing of the elevation, providing symmetry and visual interest.

4.30 The top floor of the building has been deliberately set back, to reduce its visual prominence and to ensure that the building does appear too dominant or overbearing in the streetscene.

4.31 Importantly, the building has been designed to ensure that there is sufficient space to provide meaningful areas of landscaping. Not only will this help to 'soften' the appearance of the development but, combined with the dedicated public art area, it will help to create a very high quality environment. The planting will also help to create defensible spaces in front of ground floor windows, which is important given the Town Centre location.

4.32 Taken as a whole, it is considered that the proposals will deliver a building of very high quality, that will make a very positive contribution to the character and appearance of the locality. The quality of the design will help to deliver a 'gateway' building at the heart of the Town Centre, enhancing the visual amenity of the area. The building will be complemented by soft landscaping and the provision of an area of public art will provide further public realm benefits.

Reason for Refusal 4

4.33 Reason for refusal relates to the loss of the existing parking bays in the Hanns Way car park, and the associated implications for users of these bays.

4.34 The site presently comprises of an 18 space pay and display car park, inclusive of six disabled parking spaces, accessed from Hanns Way.

4.35 It is however noted that prior to the Covid-19 pandemic Hanns Way car park was provided with three disabled parking spaces and 16 standard parking spaces (19 parking spaces in total). The increased provision of disabled parking spaces was supposed to be a temporary measure during the height of the Covid-19 pandemic owing to the need to allow for social distancing in the Town Centre, resulting in road closures. The road closures meant there was reduced parking in and near to the Town Centre, which is why four standard bays were converted into three additional disabled parking spaces.

4.36 Hanns Way car park is therefore accommodating three additional disabled parking spaces than originally allowed for, despite conditions returning to normal following the Covid-19 pandemic.

4.37 There are numerous other existing public parking opportunities in close proximity to the site which, cumulatively, would be able to accommodate any displaced parking arising from the proposed development.

4.38 There are on-street parking bays on Wells Place, High Street, Market Street, Leigh Road, and Blenheim Road all of which offer 30 minutes or one hour parking (pay and display) – with all the parking opportunities located within a 400m walk of the site.

4.39 Leigh Road Car Park is located to the north of the High Street (a 300m walk from the centre of site) and offers up to two-hour parking (similar to Hanns Way) and accommodates a total of 36 parking spaces. Romsey Road Car Park is located just to the north of Leigh Road Car Park and accommodates a total of 47 parking spaces.

350m to the east is Mitchell Road Multi-Storey Car Park which accommodates a total of 500 parking spaces offering up to 10 hours parking.

4.40 There are further parking opportunities in the ‘Swan Centre Car Parks’, in very close proximity to the site. These accommodate over 600 parking spaces and offer opportunities for all day parking.

4.41 It is therefore considered that there would be sufficient spare parking capacity within the existing 1,200 plus parking spaces in the vicinity of the development site and Town Centre to accommodate the parking demand resulting from the loss of Hanns Way Car Park.

4.42 It is noted that Hanns Way Car park provides for up to two hours (short stay) parking and therefore would be subject to a high turnover of parking. As such, it is more likely that the demand would be accommodated in the residual spare capacity of other parking opportunities locally.

4.43 It is further noted that the proposed loss of parking spaces is in accordance with EBC’s sustainable travel policy by reducing the prevalence of too easily accessible or convenient

parking, thereby helping to encourage the use of public transport or cycling.

Loss of Disabled Bays

4.44 It is noted from the previous application that there is understandable concern about the loss of the disabled parking spaces, particularly given the proximity of these disabled spaces to the 'Shopmobility' shop.

4.45 Hanns Way currently accommodates six disabled parking spaces, this as a result of measures put in place during the Covid-19 pandemic, whereby three additional disabled parking spaces have been 'temporarily' accommodated.

4.46 It is noted, however, that in close proximity to the site, and therefore the Shopmobility shop, there are a number of other disabled parking spaces including:

- A 21m long disabled parking layby (for up to four cars) on Wells Place between Desborough Road and Hanns Way.
- A 21m long disabled parking bay (for up to five cars) on Wells Place between Hanns Way and High Street.
- Three disabled bays on the High Street.

4.47 In the immediate vicinity of the site there are 12 no. disabled bays which are expected to accommodate any disabled parking demand as a result of the loss of Hanns Way Car Park. It is noted that the on-street disabled parking bays on Wells Place are located closer to Shopmobility, with easier and more direct access.

4.48 It is further noted that the disabled parking provision discussed above is in addition to the disabled parking bays provided within the other car parks around Eastleigh Town Centre as detailed above.

4.49 EBC are looking to provide additional disabled parking provision within the next nearest public car park to the Shopmobility Shop – Wells Place car park. These works are to form part of the '2023/24 continuous improvement works' and is likely to include additional wide access bays, increasing the disabled parking provision from the 10 disabled spaces currently provided in Wells Place Car Park.

4.50 There are currently enforcement issues with Hanns Way car park and the use of or obstruction the disabled parking bays by food delivery drivers. In addition to the loss of revenue from the car park as a result of the food delivery drivers, the unauthorised use of the car park detracts from the availability of the disabled spaces, further supporting the removal of these disabled parking spaces.

4.51 Users of Shopmobility also have the option to utilise the dial-a-ride service offered in Eastleigh, such that there is not an inherent need to own a private car to be able to use and access this service. Importantly, there are a number of other disabled bays in close proximity to the site, and there are plans in 2023/24 to increase the disabled parking provision further in the immediate area.

Reason for Refusal 5

4.52 The fifth reason for refusal related to the need to secure the requisite mitigation to offset the impacts of the development on the European protected sites (ie, The New Forest SAC, SPA and Ramsar Site and the River Itchen SAC) from recreational disturbance and nutrient loading.

4.53 The impact of the development with regard to nutrient loading will be off-set through the purchase of Nitrate Credits, via Eastleigh Borough Council's adopted mitigation scheme.

4.54 The impact of the development on the New Forest SAC, SPA and Ramsar site (through recreational disturbance), will be off-set by making a financial contribution, secured with the Council via a Section 106 legal agreement, as is common practice.

4.55 For the reasons outlined above, it is considered that this latest scheme addresses all the concerns raised by the previous submission.

4.56 The remainder of this Planning Statement focuses on the Planning considerations not covered by addressing the previous five reasons for refusal.

Transport and Highways

4.57 The site is located on the western edge of the Town Centre of Eastleigh, and as such is within a reasonable walk or cycle of a very wide range of amenities and services. The High Street is within a 300m (or approximately three minute) walk of

the site, and is host to banks, supermarkets, restaurants, fast food outlets, hairdressers and a wide range of other shops.

4.58 Within only a 100m walk of the site is the High Street access to the Swan Shopping Centre which is host to national chain shops, pharmacies, cafes and restaurants, together with a Tesco Express supermarket.

4.59 The site also benefits from its proximity to bus services with Eastleigh Bus Station located approximately 400m (five minute) to the north of the site. The closest bus stop to the site is slightly nearer, on the A335 Station Hill near Wells Place, serving northbound buses at 'The Swan Centre'.

4.60 Eastleigh Bus Station provides access to some 15 bus services connecting to Southampton, Winchester, Hedge End and the surroundings areas and villages. The 'Bluestar 2' service is the most frequent with a service in each direction every 15 minutes between Fair Oak and Southampton City Centre. In total Eastleigh Bus Station is typically served by 16 buses an hour.

4.61 In addition to the bus station, the site is also located within a 550m walk (or six minute walk) of Eastleigh Railway Station. The station is serviced by South Western Railway who provide direct trains to London Waterloo, Southampton, Portsmouth and Salisbury, together with a more limited Southern Railway service to Brighton and Great Western Railway service to Bristol. In total, Eastleigh is typically served by eight train services an hour.

4.62 Only 30m to the west of the site on Wells Place is a Co-Wheels car club car. The car is a Toyota Yaris Hybrid and can be hired from £5 an hour with £0.22 per mile (as of April 2023).

Refuse Collection

4.63 Refuse collection is proposed to occur in line with the existing refuse collections in the area, i.e. from on-street. As presented in Drawing 21-138-004 the proposed bin store is within a 25m trundle of the back of the refuse vehicle in accordance with Building Regulations Document H.

Fire Tender Access

4.64 Swept path analysis of a pumping appliance has been conducted, as presented in Drawing 21-138-005. Suitable access for a fire tenders can be achieved, in accordance with Building Regulations Approved Document B.

Car Parking Provision

4.65 The proposals provide a single parking bay at the rear of the site, which would be available for visitors and delivery drivers.

4.66 EBC's Parking Standards are prescribed within the 'Residential Parking Standards Supplementary Planning Document (SPD)' (January 2009).

4.67 The SPD states that one to three bedroom dwellings should be provided with two parking spaces each, and that four or more bedroom dwellings should be provided with three parking spaces each.

4.68 It is noted in Section 8 of the SPD, however, that sites which have a high level of accessibility, with regards to public transport services and local facilities, such as the Town Centre and adjoining Controlled Parking Zones (CPZ), a lower residential parking standard can be applied.

4.69 When the previous application was considered, it was advised that a car-free development could be considered appropriate.

4.70 The site is located within 'CPZ 2', with parking restrictions in place from 8am to 8pm Monday to Saturdays. Future residents would be exempt from being able to apply for a parking permit, and would therefore not be able to park on-street locally during these restricted times.

4.71 A car free development, within a Town Centre location, with an abundance of sustainable travel alternatives is, therefore, considered entirely appropriate.

Cycle Parking

4.72 EBC's Residential Parking Standards SPD requires that each dwelling is provided with a cycle parking space if provided in a communal store.

4.73 The development is being provided with a communal store capable of accommodating 12 cycles, which is a cycle parking provision in excess of the adopted standards.

Landscaping

4.74 The application is supported by detailed landscaping drawings that show shrub, hedge and tree planting around the perimeters of the site.

4.75 The native hedgerows which will be maintained at a height of 1 metre.

4.76 A 'Prunus Spire' (Cherry) tree is shown at the rear of the building.

4.77 A designated area for public art is shown at the front of the site, adjacent to the junction between Hanns Way and Wells Place. It is considered that this, coupled with the high quality hard and soft landscaping, will enhance the amenity of the area and provide an attractive public realm.

Ecology and Biodiversity

4.78 In order to enhance the habitat for wildlife, the planting scheme will use native species or species with known benefit to wildlife.

4.79 The proposed development includes hedgerow planting (corresponding to a biodiversity net gain for this linear habitat feature). In order to increase the value of the proposed hedging, 'Species Rich Mixed Native Instant Hedging' could be used.

4.80 A minimum of 2 integrated nest boxes will be installed on the proposed building to enhance the suitability of the site for nesting birds.

4.81 Bird boxes will comprise swift boxes, which are suitable for a range of species including swift, starling and sparrow terraces.

4.82 A minimum of 1 appropriate bat box will be integrated into the new residential building on the site.

Flooding and Drainage

4.83 The site is location in Flood Zone 1.

4.84 The application is supported by a Drainage Strategy Technical Note. This sets out the surface water and drainage strategy for the site.

4.85 It is proposed to implement a lined cellular storage tank to attenuate surface water, prior to discharge at a controlled rate of 2l/s using a vortex control device. Flows would be discharged to the existing Southern Water surface water network and connect to existing surface water manhole 4852 in Wells Place to the south-east of the site, subject to approval by Southern Water.

4.86 This proposed discharge rate would provide 30% betterment compared to the Q1 existing runoff rate, and greater betterment for the less frequent storm events.

4.87 The attenuation tank has been designed to accommodate a 1 in 100 year storm plus 45% rainfall to account for climate change.

4.88 It is proposed that foul flows would be conveyed by gravity to the foul sewer which runs along the eastern boundary of the site.

4.89 The drainage strategy demonstrates that the proposed development can be drained in a sustainable manner, commensurate with national and local policy.

Air Quality

4.90 An Air Quality Assessment has been undertaken in accordance with the Department of Environment, Food and Rural Affairs' (Defra) current Technical Guidance on Local Air Quality Management (LAQM) (TG22) and addresses the effects of air pollutant emissions from traffic using the adjacent roads, and emissions associated with the development of the site. In addition, a risk-based assessment of the likely impact of construction on the air quality of the local environment has been conducted in accordance with the Institute of Air Quality Management's 2014 edition of the Guidance on the assessment of dust from demolition and construction.

4.91 Baseline pollutant concentrations on site have been investigated using both existing monitoring data and through predictions using the ADMS-Roads Detailed Dispersion Model methodology. At present, and in the opening year of the proposed development (2024), concentrations of all pollutants are below the Air Quality Objectives.

4.92 With regards to the impacts of construction on air quality, dust and other pollutant emissions from the construction and demolition phases of the construction of the proposed development, the site is designated as a "Medium Risk Site". However, with risk-appropriate mitigation, residual effects will not be considered significant.

4.93 Since it has been shown that the proposed development meets the guidance contained within Technical Guidance on Local Air Quality Management (LAQM) (TG22), IAQM/EPUK's Land-Use Planning & Development Control: Planning for Air Quality and IAQM's Guidance on the assessment of dust from demolition and construction, it is considered that the proposed development adheres to the principles of the National Planning Policy Framework since the new development will not be "put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution". Since it has been shown that in terms of air quality, the proposals adhere to local and national planning policy, it is considered that air pollution should not be a constraint on the proposed residential development.

Noise

4.94 The application is supported by a Noise Assessment.

4.95 In order to determine the extent to which the site is affected by noise, two detailed noise measurement studies have been carried out on the proposed development site.

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Figure 4.1: Noise Measurement Location & Proposed Site Layout Plan

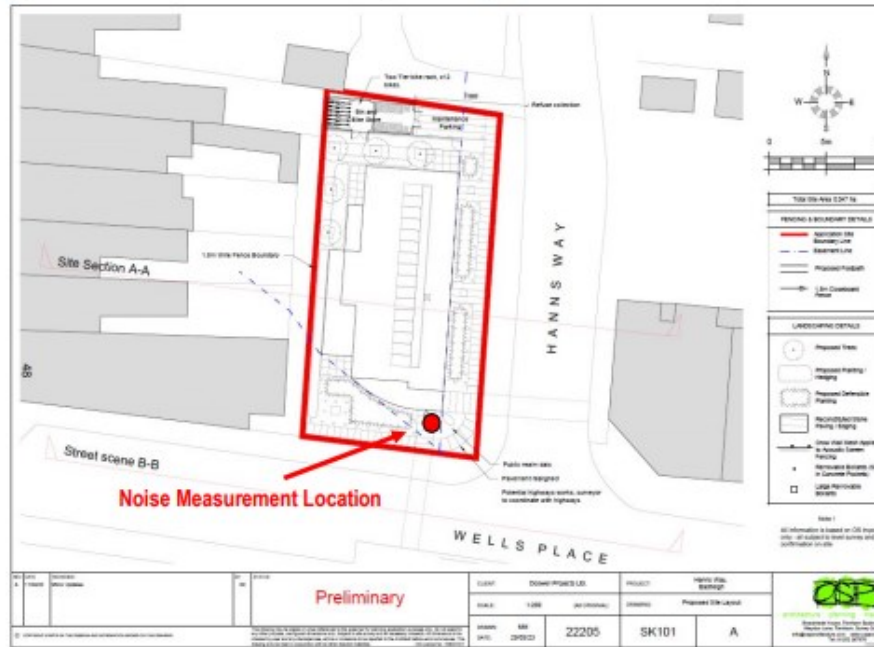
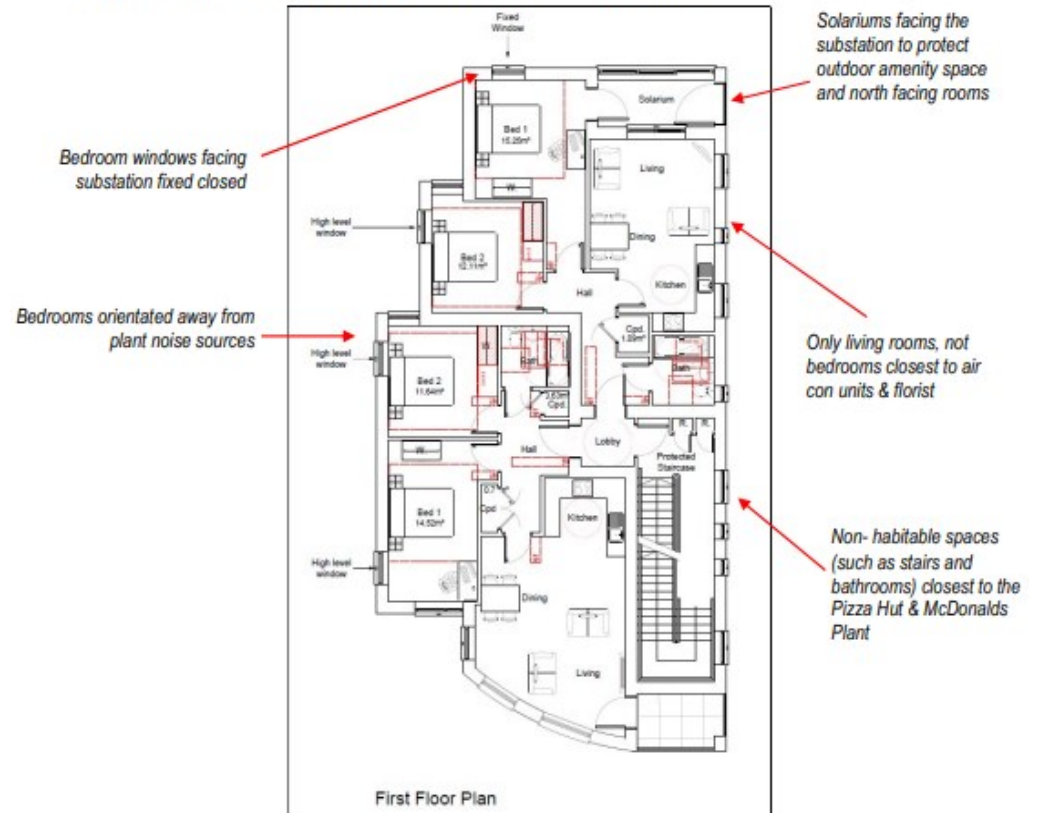


Figure 6.1 notes the acoustic features incorporated into the design.

Figure 6.1: Typical Floor Layout Noting Good Acoustic Design Elements



4.96 A detailed noise measurement study has been carried out at the site in order to determine whether as a result of noise, there are any significant constraints on developing the site for residential purposes. The two surveys have shown that due to noise from surrounding roads and the wider environment, the site is considered a “Medium” risk site under the Pro-PG, with noise levels between the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL); therefore, if the site is to come forward for residential development, noise must be considered and it must be mitigated and reduced to a minimum.

4.97 The noise surveys have determined that during the day the ambient noise levels from all noise sources would be 59 dB LAeq.16hours during the day and 53 LAeq.8hours at night. Noise on site is primarily affected by road traffic noise, plus less frequent rail, pedestrian and aircraft noise. In addition, the site is affected by some plant noise, specifically from the Pizza Hut and McDonalds takeaways close to the development site, air conditioning units in relation to the Flower Shop and A-Plan Insurance, plus noise from the adjacent electricity substation.

4.98 However, the cumulative noise levels from all plant is significantly below the ambient noise levels when considering the cumulative noise levels from all noise sources (traffic, rail, aircraft and plant), with daytime plant noise levels on site less than 44 dB and night-time plant noise levels less than 40 dB.

4.99 Using the guidance and calculation methods contained within BS 8233: 2014 ‘Guidance on sound insulation and noise reduction for buildings’, it has been shown that the

recommended maximum internal noise levels for each room use under BS 8233 can be achieved through the provision of suitable glazing and ventilation.

4.100 The full details of the assessment and subsequent recommendations can be read in the accompanying Noise Assessment.

Odour

4.101 The application is supported by an Odour Assessment to determine whether odour emanating from local restaurants will be a constraint upon the development of the proposed site.

4.102 Using the guidance contained within Defra’s “Odour Guidance for Local Authorities” (2010), and The Institute of Air Quality Management’s “Guidance on the assessment of odour for planning” (2014), it has been observed via onsite field observations that odour specifically from the Pizza Hut premises, located immediately adjacent to the proposed development site on the other side of Hanns Way, can be observed on the proposed development site; however, odour is very infrequently observed at intensities at which the odour is recognisable (i.e. intensities of 4 or more).

4.103 The odour often has a hedonic tone which could be described as mildly to moderately pleasant, although is also often neutral, or at worst, mildly unpleasant. However, given its location, the low offensiveness of the odour, the normal low intensity and relatively short duration and intermittency of the odour, it is difficult to conclude that the odour would be considered to cause complaints.

4.104 However, to adopt a precautionary approach and to ensure that the existing commercial premises are protected from any potential future odour complaints from the proposed residents (however unlikely), it is proposed via a MVHR system to ensure that ventilation is sufficient such that residents should not have to rely on opening the windows to ensure that conditions in the rooms are comfortable.

4.105 This is considered to be in line with the Agent of Change Principle from the NPPF and is in line with recommendations to deal with sources of pollution within Eastleigh Borough's Quality Places Supplementary Planning Document and the Local Plan.

4.106 Therefore, overall, whilst odour does need to be considered in the design of the building, odour is not considered to be a constraint upon the development of the site.

Sustainability

4.107 The proposed dwellings will follow the best practice hierarchical approach to sustainability through;

- 1) using good levels of thermal performance and detailing to minimise heat loss and overall energy demand;
- 2) specifying efficient forms of heat and power within the apartments and;
- 3) incorporating microgeneration through photovoltaic panels to further enhance performance.

4.108 This approach, in addition to encouraging sustainable modes of transport through the accommodation of cycle storage facilities, is in accordance with the requirements of

Section 106 and Legal Matters

4.109 It is proposed to enter into a legal agreement with Eastleigh Borough Council to secure the necessary credits to off-set the impact of the development on nutrient loading in the River Itchen SAC, SPA and Ramsar site.

4.110 To address the recreational impact upon New Forest Designated sites it is proposed that the application will make the requisite payments to the Council to off-set the identified impacts.

The payment is proposed to be secured through a legal agreement with the Council.

5.0 Planning Policy

5.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise.

5.2 The Development Plan comprises the Eastleigh Borough Local Plan 2016- 2036 and the Hampshire Minerals and Waste Plan 2013 (which is not applicable in this case). The NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

5.3 The following Policies are relevant to the consideration of an application on this site;

Eastleigh Borough Local Plan 2016-2036

Strategic Policies

- S1 (Sustainable Development);
- S2 (Promotion of New Development);
- S3 (Housing Locations).

Development Management Policies

- DM1 (General Development Criteria);
- DM2 (Environmentally Sustainable Development);
- DM3 (Adapting to Climate Change);

- DM6 (Sustainable Surface Water Management and Watercourse • Management);
- DM8 (Pollution);
- DM10 (Water and Waste Water);
- DM11 (Nature Conservation);
- DM13 (Transport);
- DM14 (Car Parking);
- DM23 (Residential Development in Urban Areas);
- DM29 (Dwellings with Higher Access Standards);
- DM30 (Internal Space Standards).

Area Specific Policies

- E10 (Aviary Estate) Supplementary Planning Documents
- Trees and Development (April 2022)
- Quality Places (November 2011);
- Residential Parking Standards (January 2009);
- Environmentally Sustainable Development (March 2009);
- Biodiversity (December 2009);

National Planning Policy Framework

5.4 At national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications.

The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development unless material considerations indicate otherwise.

5.5 A deliverable 5 year supply of housing within each local authority area is required, and if this is not demonstrated a tilted balance in favour of the development applies. A recent appeal decision in the Borough (Land at Satchell Lane, Hamble) confirmed that the Council cannot currently demonstrate a five year supply of housing.

5.6 Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so that development responds to the different opportunities for achieving sustainable development in different areas.

National Planning Practice Guidance

5.7 Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.

5.8 For the reasons set out in the proceeding paragraphs, it is considered that the development proposals comply with all local and national planning policies.

6.0 Conclusion

6.1 The site represents 'brownfield' land in a sustainable, Town Centre location, where the principle of residential development is acceptable and should be supported.

6.2 When compared to the previously refused scheme, the proposals have been fundamentally altered to ensure the creation of a high-quality landmark building at the gateway to the High Street.

6.3 Due to the carefully considered design, there will be no impact on the amenity of existing or prospective occupiers in terms of loss of light, outlook or privacy, or with regard to noise and odour.

6.4 The loss of parking bays (including disabled bays) is acknowledged. However, Eastleigh Borough Council are looking to provide additional disabled parking provision within the next nearest public car park to the Shopmobility Shop – Wells Place car park. These works are to form part of the '2023/24 continuous improvement works' and is likely to include additional wide access bays, increasing the disabled parking provision from the 10 disabled spaces currently provided in Wells Place Car Park.

6.5 The applicant will enter into a legal agreement to secure the necessary mitigation to off-set the impact of the development on the New Forest Designated sites and the River Itchen SAC, SPA and Ramsar site.

6.6 For the above reasons, it is considered that the proposals comply with all relevant Local and National Policy.

6.7 The scheme will introduce a high quality development at the heart of Eastleigh Town Centre, enhancing the visual amenity of this important site.