

Our ref: 51594/SY
PP ref: PP-13370325

Development Control Services
Eastleigh Borough Council,
Eastleigh House,
Upper Market Street,
Eastleigh,
SO50 9YN

18 September 2024

Dear Sir/Madam,

67 CRANBURY ROAD, EASTLEIGH. SO50 5HB

Pro Vision have been instructed by Tim Davies to prepare and submit an application to determine whether Prior Approval is required for the change of use of a commercial building to dwellinghouses under rights established by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) at the above address.

This application comprises the following:

- Application form
- Site Location Plan 51594 XX-P1-01_v1
- Floorplans 51594 XX-E2-01_v4 – Existing
51594 XX-P2-01_v2 Proposed
- Elevations 51594 XX-E3-01_v2 Existing and Proposed

Other matters (including traffic, contamination, noise impacts, flood risk and natural light) are discussed in this covering letter/planning statement below.

The requisite application fee of £125, plus the Planning Portal service charge of £70, has been paid by the applicant via the Planning Portal (ref. PP-13370325).

Planning Statement

The Site and its Context

The site sits on the northwestern corner of the junction of Cranbury Road and Factory Road in Eastleigh. The National Grid Reference (NGR) of the site is SU 4528 1891. The ground floor was most recently in use by a mail order company (specialising in board games) of approximately 70sqm of Gross Internal Area (GIA) that was not open to visiting members of the public. A small 1-bed flat of approximately 46sqm GIA lies above, accessed via a narrow alleyway along the northern edge of the property along the boundary. The 1st floor flat is not part of the application.

The surrounding area, both along Cranbury Road to the North and South, and along Factory Road to the

East and West, is characterised by 2-storey brick terraces of largely residential premises. The site is the only non-residential unit at ground floor in the immediate vicinity with the former commercial unit on the opposite side of Cranbury Road (#66) now serving as a dwelling. Further to the West lies the site of the former Pirelli tyres factory which was redeveloped some years ago as a housing estate.

There is no private amenity area within the plot in question, though there is a service yard to the rear, used for parking and bin storage.

There are no planning constraints affecting the premises:

- It is not a listed building;
- It does not lie in a conservation area;
- There are no trees on site nor in the vicinity;
- There are no ecological designations on site nor in the vicinity; and
- It does not lie within a designated Flood Risk area, as defined by the Environment Agency

In July 1991 a permission (31293/000) was issued for the demolition of stores then present on the western part of the site (fronting Cranbury Road), and their replacement by the single-storey extension that now forms the majority of the ground floor, together with their conversion to a “ground floor shop”; ie a retail use. That scheme also included internal alterations to facilitate improved retail floor space in the unit subject of this application.

That permission did not place restrictions on the use of the premises, nor did it limit permitted development rights. As such the unit now subject of this proposal would have been an unrestricted Class A1 use, prior to The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 coming in to force on 1st September 2020. Following the September 2020 changes to the UCO, the ground floor would now be considered as Use Class E(a).

The Proposal

This application proposes the change of use of the existing commercial unit at ground floor (Use Class E) to a single 2-bed dwellinghouse (use class C3) under Class MA. No external alterations are proposed.

Planning Assessment

Schedule 2 Part 3 Class MA of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (the GPDO) permits development that consists of a change of use of a building and any land within its curtilage from a use falling within Class E to a use falling within Class C3 (dwellinghouses). For the reasons described above, the ground floor unit at 67 Cranbury Road is considered to be in Class E(a) Use.

MA.1 states that even where the criteria outlined in Class MA is applicable, development is not permitted:

- a) unless the building has been vacant for a continuous period of at least 3 months immediately prior to the date of the application for prior approval*

APPLICANT’S RESPONSE: This requirement was deleted by The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2024

- b) unless the use of the building fell within one or more of the classes specified in sub-paragraph (2) for a continuous period of at least 2 years prior to the date of the application for prior approval;*

APPLICANT'S RESPONSE: the building has been in Class E Use for a continuous period in excess of 2 years prior to the date of the application.

c) *if the cumulative floor space of the existing building changing use under Class MA exceeds 1,500 square metres;*

APPLICANT'S RESPONSE: This requirement was deleted by The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2024

d) *if land covered by, or within the curtilage of, the building—*

- i. *is or forms part of a site of special scientific interest;*
- ii. *is or forms part of a listed building or land within its curtilage;*
- iii. *is or forms part of a scheduled monument or land within its curtilage;*
- iv. *is or forms part of a safety hazard area; or*
- v. *is or forms part of a military explosives storage area;*

APPLICANT'S RESPONSE: The site is not part of a SSSI. It does not comprise a listed building or scheduled monument. It is not in a safety hazard area or a military explosives storage area.

e) *if the building is within—*

- i. *an Area of Outstanding Natural Beauty;*
- ii. *an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981;*
- iii. *the Broads;*
- iv. *a National Park; or*
- v. *a World Heritage Site;*

APPLICANT'S RESPONSE: The building is not within an AONB; an area specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981; the Broads; a National Park; or a World Heritage Site.

f) *if the site is occupied under an agricultural tenancy, unless the express consent of both the landlord and the tenant has been obtained;*

APPLICANT'S RESPONSE: the site is not occupied under an agricultural tenancy

or

g) *before 1 August 2022, if—*

- i. *the proposed development is of a description falling within Class O of this Part as that Class had effect immediately before 1st August 2021; and*
- ii. *the development would not have been permitted under Class O immediately before 1st August 2021 by virtue of the operation of a direction under article 4(1) of this Order which has not since been cancelled in accordance with the provisions of Schedule 3.*

APPLICANT'S RESPONSE: not applicable

According to MA.2, before a Class MA development can be pursued, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to *inter alia* –

- a) Transport and highways impacts of the development;
- b) Contamination risks in relation to the building;
- c) Flooding risks in relation to the building;
- d) Impacts of noise from commercial premises on the intended occupiers; and
- f) The provision of adequate natural light in all habitable rooms.

Transport:

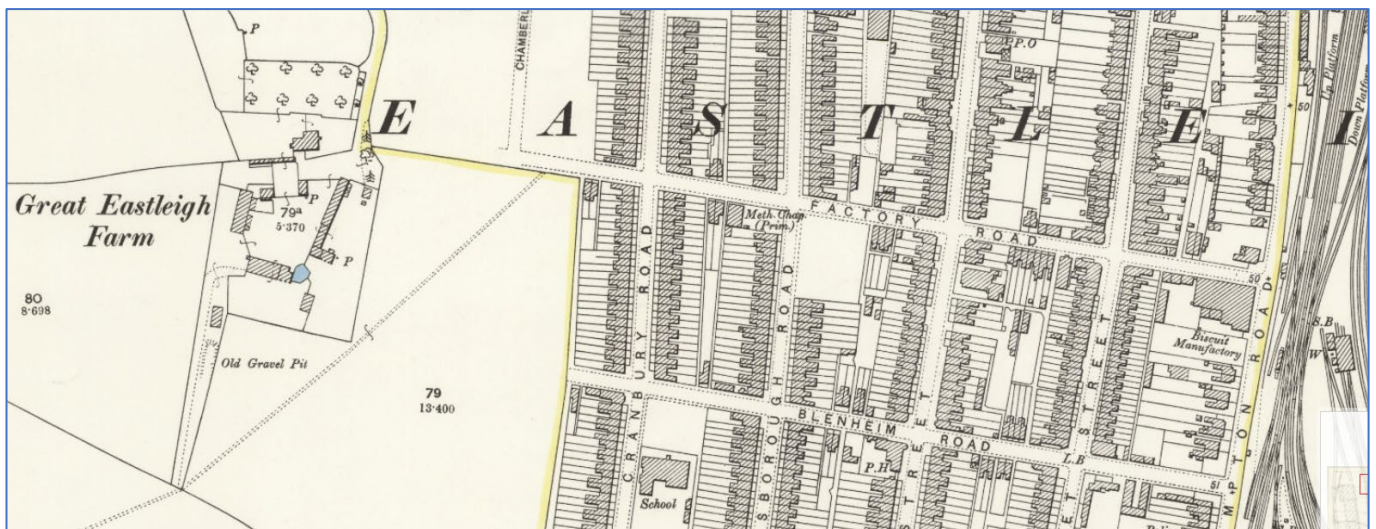
The Council does not have SPD relating to non-residential parking standards, with Policy DM14 of the 2022 Local Plan also lacking detail. However, it is generally accepted that retail uses could generate between 70 and 90 multi-modal trips (ie vehicular, cycle and pedestrian) per 100sqm of floorspace. Hence, for the c70sqm of floorspace, this would equate to potentially around 60 multi-modal trips to the ground floor unit (if highly active). This level activity would be served by the 2 existing parking spaces at the western end of the site.

Some time ago, Hampshire County Council prepared a Transport Contributions Policy that included a methodology for calculating the number of multi-modal trips to various Use Classes, including residential units of differing sizes. 2-bed dwellings are, by reference, expected to generate just 7 multi-modal movements. Hence the proposal within this application would represent a significant reduction in activity at the site.

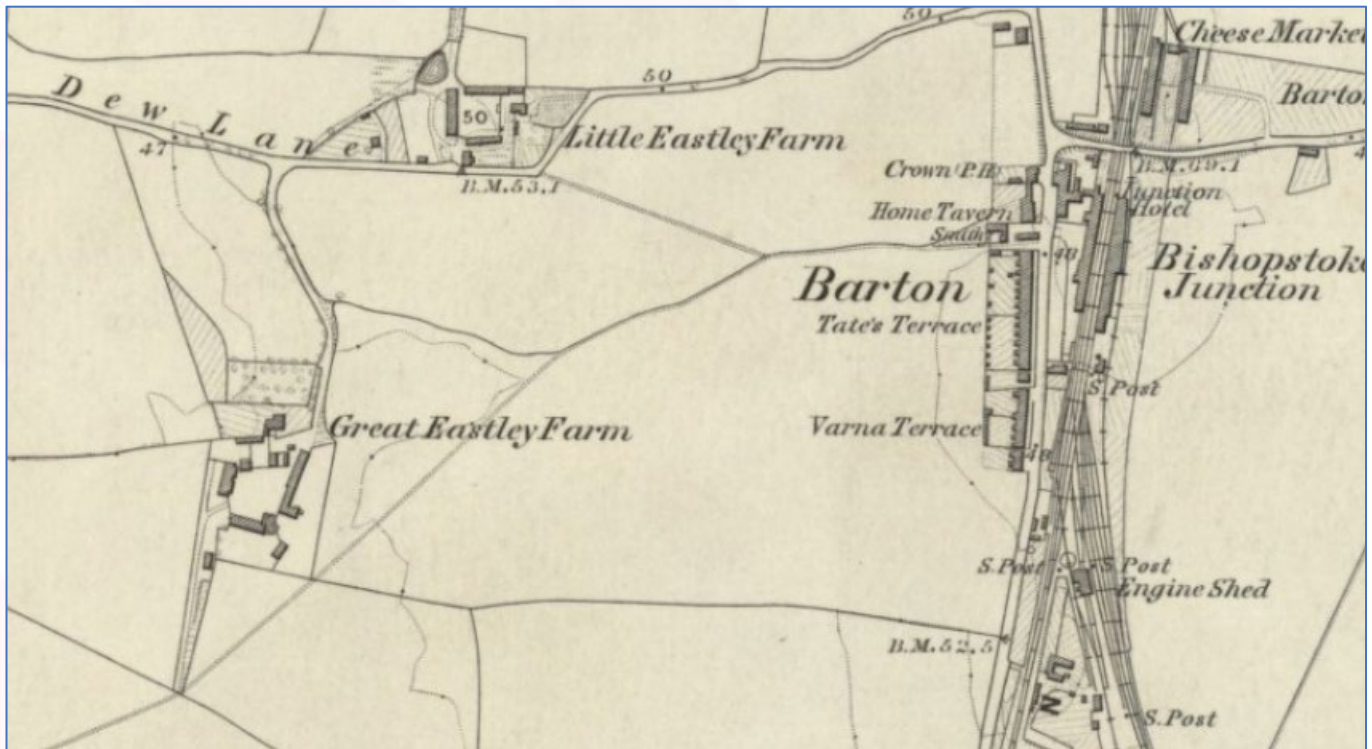
In any event, the [Residential Parking Standards SPD](#) requires 2 parking spaces for a 2-bed unit and the scheme provides this. Hence there are not expected to be any adverse highways impacts from the proposal.

Contamination

An extract of the 1896 edition of OS Mapping (at 25in to 1 mile scale) is reproduced below. This clearly indicates that the Cranbury Rd / Factory Rd Junction was, at this time a residential area associated with the Eastleigh Railway Works.



The image below is an extract of the 1872 edition of the 6in to 1 mile OS Mapping. These images, together, clearly demonstrate, that the site was in agricultural use as little as 30 years prior to the establishment of the Railway works, and the area has been in a residential uses since



Hence there are not expected to be any contamination matters affecting the proposal site, especially given the redevelopment (and remediation of) the former Pirelli works (Outline permission for that issued in 2002 via permission 4771/121) which were subsequently built (and then replaced) on the land of Great Eastley/Eastleigh Farm (as shown in the images above).

Flood Risk

The site is located within Flood Zone 1 which has the lowest probability of flooding from rivers and the sea. The site is also noted as being at 'very low risk' from surface water flooding. This means the chance of flooding is less than 0.1% per annum.

The existing site is wholly given over to hardstanding, and this level of impemeability would remain as a result of the proposed change of use. There is therefore no risk of flooding to the premises, and the proposal would not alter the risk elsewhere.

Noise Impacts

The site lies in a wholly residential area and proposes to replace a non-residential unit with a residential one. The proposal would therefore not give rise to, or be affected by, adverse noise considerations.

Natural Light

The proposed dwelling accords with the [National Technical Space Standards](#) as it would represent a 70sqm 2-bed unit over a single floor. Furthermore, given the large windows that occupy the majority of the south-facing elevation of the retail unit (see image below) and that there are no external alterations

proposed, it is self-evident that the proposal makes adequate provision for natural light to all habitable rooms beyond.



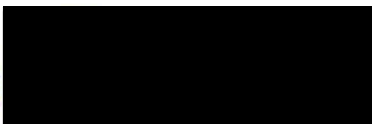
Conclusion

It is considered that the ground floor unit at 67 Cranbury Road is eligible for a change of use to dwellinghouses under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) (Amendments) Order 2015, subject to Prior Approval.

Information is provided to satisfy the relevant transport impacts, contamination, noise, flood risk and daylight matters and none of these criteria are considered to preclude the proposed change of use.

I trust that all the necessary information has been included with this submission to allow the application to be registered and made valid. However, should any queries be raised about the submission, please do let me know.

Yours faithfully,



Stephen Young

Senior Planning Consultant

stepheny@pro-vision.co.uk

cc Tim Davies

Flood map for planning

Your reference
<Unspecified>

Location (easting/northing)
445269/118908

Created
14 Jun 2024 12:35

Your selected location is in flood zone 1, an area with a low probability of flooding.

You will need to do a flood risk assessment if your site is **any of the following**:

- bigger than 1 hectare (ha)
- In an area with critical drainage problems as notified by the Environment Agency
- identified as being at increased flood risk in future by the local authority's strategic flood risk assessment
- at risk from other sources of flooding (such as surface water or reservoirs) and its development would increase the vulnerability of its use (such as constructing an office on an undeveloped site or converting a shop to a dwelling)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

Flood risk data is covered by the Open Government Licence **which** sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

Use of the address and mapping data is subject to Ordnance Survey public viewing terms under Crown copyright and database rights 2022 OS 100024198. <https://flood-map-for-planning.service.gov.uk/os-terms>

Flood map for planning

Your reference
<Unspecified>

Location (easting/northing)
445269/118908

Scale
1:2500

Created
14 Jun 2024 12:35

-  Selected area
-  Flood zone 3
-  Flood zone 2
-  Flood zone 1
-  Flood defence
-  Main river
-  Water storage area

0 20 40 60m

