

DELEGATED OFFICER REPORT:**Application Ref:** F/24/98318**Site Address:** 143 PASSFIELD AVENUE, EASTLEIGH, SO50 9NH**Case Officer:** Clare Martin**Description:** Construction of a single storey building at rear (Use Class E(c)(iii) - commercial, business and services) containing 4no. additional treatment rooms with associated car parking.

Particular Site Constraints?	Yes ☐	No ☒
Details:		

Planning History?	Yes ☒	No ☐
<u>143 & 145 Passfield Avenue</u> - F/22/93663 - Single storey rear extension to enlarge the two existing retail units with associated landscaping works to the rear to provide off road parking with 3no. garages to the rear, including a surface upgrade to the existing side access following the demolition of an existing garage structure – Permitted (December 2022) - F/20/88912 - Erection of 1no. 2-bedroom, single-storey Wheelchair User Dwelling- Refused and dismissed at appeal (December 2020). <u>143 Passfield Avenue</u> - F/13/73438 - Single storey rear extension, internal alterations and associated parking to the rear following demolition of existing outbuilding – Permitted (June 2014) <u>145 Passfield Avenue</u> - Z/35906 – Single storey rear extension with balcony over served by external staircase – Permitted (April 1999)		

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	<u>1 letter of objection & 1 comment letter</u> - Insufficient space in car parking area for manoeuvring. - Lack of car parking as the parking proposed behind no.141 is already being used. Existing issues with use of parking area. - Rear area turning into a large car park. - Deeds stipulate a right of access - Questions the need for addition space at the hairdressers and would lead to a commercial build up within a residential area. - Council should consult residents at 135, 137 & 139 Passfield Avenue as shared vehicular access. - Proposed building encroaches onto bridleway. <u>Planning Officer Response</u> - Comments are noted and car parking is covered within the assessment section. - Provisions within the deeds and the need for the additional space are not material planning considerations and so do not form part of the assessment.		

	• The Council followed the neighbouring notification procedure in that the adjoining property owners were written to and given 21 days to comment. While neighbours further away were not directly notified, the council will consider all comments as part of the application. • The proposal does not affect a public bridleway.
Transport Officer:	<u>No objection</u> <u>Access</u> Access in and out of the site is unchanged, this being taken from Passfield Avenue, and along between No's 141 and 143 utilising the existing private driveway to the rear. Whilst the driveway itself is too narrow for 2 vehicles to pass when accessing / egressing the site, as would be expected to become more frequent if the proposals are permitted, there is off highway space to the front where an accessing vehicle could wait if one was already in the process of leaving. As such, this access is acceptable. <u>Parking</u> Whilst the quantum of parking is for EBC to assess, ensuring that their Parking Standards are adhered to, it is noted that the application form outlines that there will be no changes to vehicle parking. This is however contradicted by the existing and proposed site plans which have been submitted, with the existing plans showing 18 vehicle parking spaces (including 4 garages) and the proposed showing 16 vehicle parking spaces (including 1 garage) – a loss of 2 on-site vehicle parking spaces. Given that the proposals are likely to generate an additional parking need, a reduction could be of concern. However, it is noted that the layout shown in the 'existing site plan' is actually different from that permitted under the previous site application, in that the current site layout includes new parking spaces that have been formed in the rear garden of No. 143 (9 spaces including 1 garage). As such, the parking quantum between the previously approved application (F/22/93663) and what is now proposed is actually an increase from 10 parking spaces (including 4 garages) to 16 vehicle parking spaces (including 1 garage) – an actual increase in parking of 6 spaces for the proposed development. Given this uplift, the use of Traffic Regulation Orders in the vicinity, as well as an on road parking provision in close proximity on Passfield Avenue, it is not anticipated that any obstructive parking will occur on the highway as a result of the development proposals and as such is acceptable. The layout is also acceptable, with adequately sized bays and 6.0m turning aisles. Whilst the position of the remaining garage believed to be associated to No. 143 looks awkward, its position does enable the space to manoeuvre in and out of it with a vehicle and does not block the rear access drive as demonstrated previously through vehicle tracking drawings associated with application F/22/93663. <u>Servicing</u> It would be anticipated that deliveries would be undertaken via transit type vans given the use proposed, and space is afforded on-site for these to access and egress in a forward gear. If larger vehicles were required, then these would need to stop on the frontage as in the

	existing situation. However this would be acceptable given the distance to the proposed building. Refuse collection is not shown on plans, however it would be anticipated that this would be kerbside as with the other units.
Ecology Officer:	<u>Comments – 15/11/24 & 16/12/24</u> <u>Biodiversity Net Gain/ Enhancements</u> The previously approved application F/22/93663 is in the process of being built, therefore the habitat baseline condition for this application will be the approved vegetated area for that permitted application. The area of vegetation for proposed for this application is 8 m2 larger than what was previously approved and is now located to the east of the proposed enlarged outbuilding. The proposed site plan also shows a strip of vegetation along the tarmac parking area to the north of the two residential parking spaces. This application can be considered exempt from the requirement for 10% biodiversity net gain because less than 25m2 of habitat would be impacted. Some biodiversity enhancements will be required in accord with Local Plan policy DM 11 and NPPF paragraph 180. The vegetated areas should be planted with flowering plants that will attract pollinators and be managed to benefit to wildlife. The narrow strip along the tarmac parking area would be suitable for a flowering row of plants such as lavender or privet. The area to the east of the outbuilding would be suitable for a species rich grassland mix. This should be determined by the amount of sun available and the soil type. A seed mix similar to Emorsgate EH1 Hedgerow mixture may be suitable if this area will be shaded by the outbuilding to the west and the hedgerow of the adjacent property to the east. This proposed building is too short for a bat box or a swift nest box, but they can be added to the two-storey building on site. Consultation response goes onto provide further guidance and source of information for biodiversity enhancements. <u>Surface Water Drainage</u> I have reviewed the Sustainable Drainage Strategy by King Architecture and Design, which is not acceptable. Surface water drainage must accord with Local Plan Policy DM6 and building regulations. The new building will need to have rain gutters and downspouts connected to either mains surface water drainage or a soakaway. It should be able to use the existing surface water drainage system for the main building and extension, which is connected to a newly installed soakaway crates system under the parking area. The drainage system has already been approved by building control and is considered acceptable.
Parish Council:	No response

Site Visit:	Yes ☒	No ☐
Details: Carried out 4 th December 2024		

Pre-commencement Conditions:	Yes ☐	No ☒
Details:		

Legislation:
Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:- <i>"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."</i>

Policy:
National Planning Policy Framework Planning Practice Guidance Development Plan: The <u>Eastleigh Borough Local Plan 2016-2036</u> The most relevant policies are: <u>Strategic policies:</u> S1 (sustainable development), S2 (approach to development), S4 (employment provision). <u>Development Management Policies:</u> DM1 (general development), DM3 (climate change), DM6 (surface water management), DM8 (pollution), DM10 (water and waste water), DM11 (nature conservation), DM13 (access). Supplementary Planning Documents: Quality Places; Parking Standards (draft)

Proposal and Planning History:
<u>Approved single storey rear extension (F/22/93663)</u> Construction is almost complete on the approved single storey extension and parking area behind the units at 143 & 145 Passfield Avenue. The extension provides five new treatment rooms for the hair and beauty business, which operates from the ground floor of the premise. The rear car parking area comprises 4no. spaces for staff parking and 2no. spaces for the first floor flat at the site. On site customer parking is also provided with 5no. spaces in front of the building. The permission included a single storey detached garage (measuring 9.4m(w) by 6m(d) by 3m(h) at the back of the parking area. This would provide a further 3no. parking spaces. All parking would be accessed off Passfield Avenue. <u>Current Proposal</u> The current proposal will replace the approved garage with a single storey outbuilding measuring 12.4m(w) by 13.8m(d) by 2.65m(h). The outbuilding will contain a further four treatment rooms, taking the total number of treatment rooms for the hair and beauty businesses up to nine. The approved car parking area has been extended so it now also covers the lower half of the garden behind the dwelling at 141 Passfield Avenue. The scheme provides 8no. staff car parking spaces (increase of 4), 10no. customer spaces split between car park and

frontage (increase of 5) and 2no. spaces for the first floor flat. There are an addition 2no. parking spaces in front of the neighbouring dwelling for the residents of 141.

Assessment:

Principle

The site is within the urban edge where the principle of development is acceptable, subject to the detailed matters according with the relevant planning policies.

Character and Appearance and Residential Amenity

Policy DM1 requires development to take full and proper account of the context of the site including the character, appearance and land uses of the locality, 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.

Policy DM1 also stipulates that all new development should not have an unacceptable impact upon residential amenities of both new and existing residents.

The proposal is for a single storey brick built commercial building of a similar design, albeit on a larger footprint, to the garage previously permitted. The building has a low flat roof and its position at the rear of the site, behind a 2m high fence, means it will have only a limited impact on the appearance of the locality or amenity of residents.

The site is already in a commercial use with a hairdressers/ beauty salon operating from the building and there is a petrol station to the immediate south. As such the proposed building with additional treatment rooms is considered to fit in with the mixed character of the locality and the use should not result in an unacceptable level of noise or disturbance.

Furthermore, only staff car parking is positioned along the northern boundary with the gardens of 141 and 139 Passfield Avenue, which will reduce the turnover of these spaces compared to customer parking and overall noise from car movements.

Access and Parking

Policy DM13 requires that all new development has a safe and convenient access to the highway network, with draft parking standards SPD and residential parking standards SPD setting out the car parking requirements for different uses.

Both the layout and access to the car parking area are considered acceptable. The parking spaces are adequately sized and provide 6m turning aisles with some space for deliveries. The car parking area utilises an existing access off Passfield Avenue and there is room for two cars to pass at the front of the site, so not obstructing the highway.

The proposal provides 18 on site car parking spaces for the hair and beauty business, which equates to 2no. spaces per treatment room. While this is below the 3no. spaces suggested for Class E health centres, there is a long row of visitor parking on Passfield Avenue which is able to absorb extra customer parking. Parking on other streets within the vicinity is controlled by traffic regulations orders. As such it is not anticipated that any obstructive parking will occur on the highway as a result of the development proposals and no objection has been raised by the Transport Officer.

Ecology and Biodiversity Net Gain

Policy DM11 states that development will not be permitted if it is likely to have a direct or indirect adverse effect on priority habitats, protected or priority species, or on the local ecological network. Policy DM11 goes onto state that the Council promote the net gain of

biodiversity on all sites through the protection, enhancement and connection of existing provisions and new habitats and features.

The proposal is not considered to have a direct or indirect impact on ecology and there are no likely significant impacts on any special protection areas.

While the proposal is not required to provide a 10% biodiversity net gain (de minimus exemption), it does include a 46m² landscaping strip at the rear of the site which could be used for ecological enhancements (as set out within the Ecology Officers comments). A bat or swift box could also be added to the existing two storey building on the site.

Sustainable Drainage

Policies DM3 and DM6 of the Eastleigh Borough Local Plan (2016-2036) stipulate that new development must provide sustainable drainage systems (SuDs) wherever feasible. For small sites of less than 0.5 hectares one form of filtration is required.

The roof of the approved extension has already been connected to a newly installed soakaway crates system located under the parking area. The proposed outbuilding could also be connected into this drainage system, which would meet the Council's sustainable drainage requirements.

Equalities Act:

Section 149 of the Equalities Act 2010 created the public sector equality duty.

Section 149 (1) states:

A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups.

It is considered that this application does not raise any equality implications.

Climate Change:

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environment Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the Local Plan, as is an assessment of climate impacts.

The NPPF aims for the need for housing to be met, and Policy S2 of the Adopted Local Plan sets a target for 14,580 dwellings to be provided by 2036. The NPPF, Policies S1,

DM2 and DM3 of the Adopted Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. When considering the impact of climate change, the proposed development is expected to be resilient to the potential effects of climate change and is expected to reduce/limit impacts on climate emissions as a result of the development or its use.

Conclusion:

Recommendation:

PERMIT ☒

REFUSE ☐

Comments ...