

DELEGATED OFFICER REPORT

Application Ref: F/24/98158

Site Address: HEDGE END RAILWAY STATION, STROUDLEY WAY, HEDGE END, SOUTHAMPTON, SO30 2RZ

Case Officer: Rachael Morris

Description: Retrospective Change of use from car park space to hot drink and food sales van

Particular Site Constraints?	Yes ☒	No ☐
• Within the urban edge • National Rail 10m consultation buffer		

Planning History?	Yes ☒	No ☐
• Z/29293/000/00 - Outline: Residential Development with Associated Access Roads, Open Space, Landscaping, Local Centre and Railway Station – Grant outline – Dec 1987 • Z/29293/002/00 - Reserved Matters: Local & District Distributor Roads Together with Surface and Foul Water Drainage – Approve reserved matters – Apr 1988 • Z/29293/005/00 - Reserved Matters: Landscaping Details to Greenways, Bridleways – Approved reserved matters – Jul 1989 • Z/31141/000/00 - Erection of New Railway Station, Car Park and Footbridge – Permit – Oct 1989 • Z/29293/042/00 - Renewal of Outline Permission for Residential Development with Associated Access Roads, Open Space, Landscaping, Local Centre and Railway Station (Under Original Reference No.29293/1) – Grant outline – Nov 1992		

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	86 Elliot Rise, Hedge End. Support. It's an excellent idea to have a coffee van at Hedge End station. Many of us travel on the trains after 10am so it would be good if the trading period were slightly longer - ie not finishing at 9am.		
Parish Council:	No Objection		
Environmental Health - noise:	There is little information with the application but as the van is moved every day and there is no history of noise complaint; there is no noise impact on nearby [those bordering the car park] residential houses. Therefore, I have no objections to the application.		
Environmental Health – land contamination and air quality:	The application does not explicitly indicate operation details; however, it is inferred that the mobile coffee van is operating Monday to Friday from 6am to 10am, with all waste to be disposed daily by the owner. The van will be moved from site every day. No ground disturbance is anticipated as part of this application. The site is not located within an Air Quality Management Area. I have reviewed our records and confirm that there have not been any complaints regarding nuisance (e.g., noise, odours) associated with this site over the past 10 years. Based on the above, I have no objections to the retrospective change of use from car park space to hot drink/ food sales van in relation contaminated land or air quality.		
Hampshire Highways:	No objection to the proposals from a highway perspective. In terms of space taken to house the sales van, this requires a single parking space, and therefore impact in this regard is minimal. Onwards, in terms of trip rates associated with the use, it would be anticipated that the sales van would unlikely become a 'destination' in its own right, rather simply serving passing users of the train station.		

	As such, a notable vehicle trip impact on the local highway network is deemed unlikely.
Network Rail:	No Comment

Site Visit:	Yes ☒	No ☐
Details: 31/01/2025		

Policy:

National Planning Policy Framework Planning Practice Guidance

Development Plan:

The Eastleigh Borough Local Plan 2016-2036 The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1, DM8, DM11, DM13 and DM14.

Supplementary Planning Documents:

Quality Places; Residential Parking Standards; Character Area Appraisals.

Assessment:

The development is considered acceptable and complies with policies DM1, DM8, DM11, DM13 and DM14 from the 2016-2036 local plan, in that:

Principle

- The development is within the urban edge where the principle of development is acceptable.

Proposed use

- Although the development proposal includes the change of use of this area of car park serving the train station; the proposal would be an ancillary addition and is not considered to significantly impact upon the primary use of the site.
- The food trailer is not considered to be an excessively large size or unconventional in terms of its shape or overall design.
- The design and layout respect the character and appearance of the locality which is utilitarian in its character. The proposed use of the space for a food trailer would accord with policy DM1 from the Local Plan (2016-2036).

Other material considerations

- The proposed van would be placed in a space reserved for licensed traders and as such would not detract from the provision of the car parking to the site. There are no proposed changes to the access from the highway. The food trailer is located in a non-obstructive location with a large car parking area adjacent and also cycle parking facilities available on the wider site. It would not be anticipated that the vast majority of users are coming to the site specifically to visit the food trailer therefore any additional trips would be limited to casual passers-by on a journey to another destination; most users will have already been on site for the train station. As such, trip generation would be anticipated to be minimal. The proposal is considered to accord with policies DM13 and DM14 from the Local Plan (2016-2036).
- The Environmental Health team have issued a no objection. There are no complaints on record for this use which has been established on site for some years. The proposal is considered to accord with policy DM8 from the Local Plan (2016-2036).

- The development accords with guidance set out in the 'Quality Places' SPD in that there will be no unacceptable impact on the amenity of the neighbouring properties in terms of loss of privacy, light or outlook.
- There will be no adverse impact upon trees or other natural features worthy of retention.
- There are no likely significant impacts on the SPA.

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 Environmental 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 adopted local 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 local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.

Equalities Implications:

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

Conclusion:

Recommendation:

PERMIT ☒

REFUSE ☐

Comments ...