

DELEGATED OFFICER REPORT

PROPOSAL	Retrospective application for siting an InPost Parcel Locker
LOCATION:	Petrol Filling Station, 97 Park Lane, Bedhampton, Havant, PO9 3HQ
REFERENCE NO:	APP/25/00878
APPLICANT:	InPost UK InPost UK
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	03/12/2025
APPLICATION EXPIRY DATE:	19/12/2025
WARD:	Bedhampton
SUMMARY RECOMMENDATION:	GRANT PERMISSION

1. Site Description

The existing petrol station is located south of the Purbrook Way roundabout on the western side of Park Lane. It is located in a mixed area, with residential dwellings abutting its western and southern boundaries, a small shopping parade directly opposite the site on the north western corner of the roundabout, and Barncroft primary School to the south-east. The site lies within the identified Middle Park Way Local Centre by policy CS4 of the HBLP (Core Strategy).

Vehicular access to the site is via two points - one on both Park Lane and Purbrook Way. The site is located in a prominent position and is highly visible in street scene terms.

Planning Permission APP/17/00915 allows for 24 hour use, 7 days a week, of the forecourt, with a payment hatch such that there remains no customer access to the shop between 2300hrs and 0600hrs. That permission also limits no deliveries of fuel and/or groceries between 2300hrs and 0600hrs, as well as some management measures including switching off some of the lighting over night; 2 fuel pumps nearest car wash switched off over night; coning off the Park Lane entrance with all access and egress being via Purbrook Way overnight; and signage requesting patrons to keep noise to a minimum.

2. Planning History

Is there any planning history relevant to the current application?

Yes

98/51870/10 - Redevelopment of site to provide new petrol filling station with canopy, sales building, pumps, car wash, plant room & associated parking and landscaping - pp 8/10/1998 conditions include limiting hours to: Forecourt - 0600 to 2400 7 days a week; Shop 0600 to 2300 7 days a week; car wash 0800 to 2200 Mon-Sat and 0830 to 2100 Sundays & bank holidays

APP/11/00892 - Display of lighting strip to canopy on north west and south east elevations Grant Adv Consent 3/8/11

APP/10/01032 - Replacement underground fuel tanks and associated works Permission 9/8/11

APP/15/00067 - Single storey extensions to north and south elevations; installation of a jet wash bay and additional parking. Permitted 27/05/15

APP/15/00400 - Variation of Condition 8 of Planning Permission 98/51870/10 to allow operation of the forecourt and shop 24 hours a day, 7 days a week Withdrawn 3/6/15

APP/15/00633 - Variation of Condition 8 of Planning Permission 98/51870/10 to allow 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs., Permitted for 1 year temporary 24/07/2015

APP/15/00937 - Application for non-material changes to Planning Permission APP/15/00067 relating to variation of extensions; reduce height of extension to 3.1m and alteration in materials from brick to block and render, PERM,23/09/2015

APP/15/01362 - Display of 1No. internally illuminated fascia sign to main building; 3No. non-illuminated fascia signs; 12No. non-illuminated flat dibond panels; 4No. non-illuminated dibond panels to existing totem BP sign., PERM,28/01/2016

APP/16/00686 - Variation of Condition No.1 of Planning Permission APP/15/00633 to extend temporary permission to allow 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs., Temporary Permission granted 23/08/2016, expiring 1 September 2017.

APP/17/00915 - Removal of Condition 1 of Planning Permission APP/16/00686 to allow permanent 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs. Permitted 16/10/2017

APP/20/01213 - Part change of use from E(a) (A1) to 'Sui Generis' (A5), hot food take away. Permitted 16/02/2021

APP/24/00162 - Installation of 2No. prefabricated enclosed jet wash bays. Withdrawn 22/05/2024 - *these were proposed to be sited in the parking bays to the north of the shop but considered overly prominent and potentially harmful to passers by.*

APP/24/00502 - Installation of 2 No. jet wash facilities and the removal of 1No existing jet wash facility. Minor amendments to parking on site. Permitted 16/12/2024

APP/25/00512 - New extension to existing building to form 2nd car wash bay and new plant room. Permitted 03/02/2026

APP/25/00950 - Proposed new 3m high screening to existing 2no new jet wash bays (previously approved by APP/24/00502) with lights fixed to screen; and lances above to support hoses. Associated landscaping. PENDING

3. Proposal

Retrospective application for siting an InPost Parcel Locker

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS4	(Town, District and Local Centres)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: N/A

Conservation Area: N/A

5. Statutory and Non Statutory Consultations

County Highways Team

In regard to application APP/25/00878, having reviewed the information contained within the application pack, there would be no objection to the retrospective proposals from a highway perspective. The locker is located at the end of a stub path to the side of the petrol station building, and as such does not block or obstruct pedestrian or vehicle movement. Onwards it is positioned well away from any required visibility splays

6. **Publicity and Community Involvement**

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement.

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice	Site Notice	17/12/2025	07/01/2026	Is advertised in the public interest

Neighbouring properties consulted (as defined by the Statement of Community Involvement)

Number consulted: 48

No comments received.

7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on Trees
- (v) Biodiversity Net Gain (BNG)

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site also forms part of the Middle Park Way Local Centre where Policy AL3 seeks to support the vitality and viability of Local Centres and Policy CS4 supports developments appropriate to the hierarchy of identified centres.

7.3 The provision of a parcel locker would result in further diversification of the site facilities and would benefit of local users of the site and as such is considered acceptable in principle. Furthermore, the proposal could allow users to pick up packages when using the fuelling station, minimising journeys of delivery drivers and thus potentially could reduce carbon emissions when users combine journey purposes.

(ii) Impact upon the character and appearance of the area

7.4 This application is retrospective the parcel locker is located adjacent to the side of the existing shop and as such is appropriately sited. It would have an acceptable scale, bulk and mass. The appearance of the parcel locker is utilitarian, however, within the setting of the wider petrol station it is not unduly prominent and does not result in harm to the visual amenity of the site or wider area. The proposal would accord with the requirements of policy CS16 of the HBLP (Core Strategy).

(iii) Impact upon residential amenity

- 7.5 The parcel locker would be located approximately 35m from the closest residential property as such there would be no harm by way of loss of light or overbearing impact.
- 7.6 Different functions at the site are already controlled via hours conditions, with the main forecourt opening hours being 24/7. It is considered that collections from the parcel locker would not result in additional noise disruption compared to what is currently allowed. However, it is considered reasonable to stipulate that deliveries to the parcel locker shall be between the hours between 2300hrs and 0600hrs as per the wider site. On this basis it is considered that the proposal would accord with policies CS16 and DM10 of the HBLP (Core Strategy).

(iv) Highways and parking provision

- 7.7 The County Highway Authority has been consulted on the application and have raised no objection as such it is considered that the proposal would not result in an unacceptable impact on highway safety nor residual cumulative impacts on the road network.
- 7.8 In terms of parking provision, no specific parking spaces are proposed for the parcel locker. The applicant's agent has stated *'Typically, InPost lockers are served by one courier delivery a day, with the courier collecting and stocking the parcel locker units in one visit. Couriers typically use transit style vans, which can be easily accommodated in the existing parking spaces on the site. On average, it takes the delivery driver less than 15 minutes to fill/empty the lockers.'*
- 7.9 Having regards to the above the application would have an acceptable impact on parking provision and highway safety.

(v) Biodiversity Net Gain (BNG)

- 7.10 Biodiversity net gain (BNG) is a legal requirement for planning permission introduced for small sites such as this on 2nd April 2024. In this case the applicants have claimed an exemption from the BNG requirements due to the development proposals falling below the applicable thresholds of 25sqm of on-site habitat or 5m of on-site linear habitats.
- 7.11 Having given due consideration to the nature of the proposals, it is clear that limited, and less than the threshold, habitat will be lost as a result of the works. On this basis it is agreed that the development is exempt from BNG requirements.

8 Conclusion

- 8.1 The proposed parcel locker development is considered acceptable in principle, appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. There would be no material harm to parking provision nor highway safety. On this basis it is recommended for approval.
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9. RECOMMENDATION:

That the Executive Head of Place be authorised to **GRANT PERMISSION** for application APP/25/00878

Conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed Site Plan 12815-0523 L(00)100 P1
Existing and Proposed Roof Plans 2815-0523 L(01)101 P1
Site Location Plan 2815-0523 L(00)000 P1
Existing and Proposed Elevation 2815-0523 L(02)101 P1
InPost Locker Overview Doc Updated

Reason: To ensure provision of a satisfactory development.

2. Parcels shall not be deposited in the parcel locker after the hours of 2300 and before 0600 hours, 7 days a week.

Reason: In the interests of the amenities of occupiers of nearby residential properties and having due regard to policy CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

3. Should the use of the parcel locker cease, the parcel locker hereby permitted shall be removed from the site within 3 months of the last use.

Reason: In the interests of visual amenity and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4. Other than the integrated lighting specified within the documents hereby approved, there shall be no additional external lighting installed to serve the development hereby permitted without first submitting and agreeing with the Local Planning Authority the details of the method of lighting, direction of light emission and luminance levels. Any such agreed scheme of lighting shall thereafter be implemented and maintained in full accordance with the approved details.

Reason: To protect the amenity of neighbouring residents having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1. In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:
 - Offering a pre-application advice service, and
 - Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- You were updated about issues after the initial site visit, and additional information was submitted making your proposal acceptable.