

Section 73 application

Variation of approved plans

Southern Co-Op

End of Life Services

194-196 Dunsbury

Way, Havant

Supporting Planning, Design and Access Statement

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1. Introduction

- 1.1 This planning Statement has been prepared by JLL on behalf of the Southern Co-Op (herein the applicant).
- 1.2 By way of background, Planning Permission APP/18/00764 allowed the change of use of 194-196 Dunsbury Way from a residential institution (use class C2) to End of Life Services (Use class A1) (including exterior alterations and single storey rear extension) and the creation of a 2 Bed apartment on first floor, which was subject to 5 planning conditions.
- 1.3 This application seeks to vary condition 2 to allow for a change to the approved plans. The plans which are sought to be amended are:
- Proposed ground floor plan – 18-XXX-200 VER 1.0
 - Proposed North East Elevation - 18-XXX-303
 - Proposed South and West Elevations - 18-XXX-302
 - Proposed site plan – 18-XXX-201
- 1.4 The plans which are sought to be substituted are:
- SC-xxx-V1-GF-DR-K-0007-Leigh Park-Dunsbury Way-12-03-2020 ELEVATIONS
 - SC-xxx-V1-GF-DR-K-0001-Leigh Park-Dunsbury Way-12-03-2020 GA PLAN
 - SC-xxx-V1-GF-DR-K-0006-Leigh Park-Dunsbury Way-12-03-2020 SITE PLAN
- 1.5 The changes, although minor in nature, are required to formalise the applications proposals for the site.

2. The site and its Surroundings

- 2.1 The application site is located on a prominent corner plot and measures 0.5ha. The building on the site is residential in nature, however appears to have been converted to facilitate different development types over the years.
- 2.2 Residential properties are located to the east and west of the site. These are two storey in nature.
- 2.3 The Leigh Park District Centre is located some 100m to the south of the site and provides a range of community and retail uses. Several of the units are vacant. The impact of the proposal will be analysed within the development considerations section of this report.
- 2.4 The application is accessible by a range of modes of transport, including walking, cycling and public transport.
- 2.5 The previous planning application confirmed the site is acceptable for the relocation of the existing end of life services and has no impact on the shopping centre. This application seeks minor amendments to the approved scheme.

3. Planning History Review

- 3.1 A review of the Councils online planning website outlines the following planning application have been submitted on the site:

Application Number	Address	Description of Development	Decision
APP/18/00764	194-196 Dunsbury Way, Havant	Change of Use from Residential Institution (Use Class C2) to End of Life Services (Use Class A1) (including exterior alterations and single storey rear extension) and the creation of a 2-bed apartment on first floor.	Approved
93/5/7659/001	198/200 198 Dunsbury Way, Havant, Hampshire	Extension work to create work areas and Family Day Centre for Social Services	Approved
92/57659/000	198/200 198 Dunsbury Way, Havant, Hampshire	Change of Use from domestic residential to family centre for social services at 198/200 Dunsbury Way, Leigh Park	Approved
30187/1	194, Dunsbury Way, Leigh Park, Havant	Change of Use from former police station to an annex for Rachel Maddocks School	Approved

4. Planning Policy

Legislation

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning act 1990 requires that applications must be in accordance with the development plan unless material considerations indicate otherwise.

National Planning Policy Framework (February 2019)

- 4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 4.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations.
- 4.4 Achieving sustainable development means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways.
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.5 So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (paragraph 11). For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.6 In terms of design, the NPPF seeks to achieve well designed places. Paragraph 127 states that planning policies and decisions should ensure that developments:

- a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping
- c) Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging
- d) appropriate innovation or changes;
- e) Establish or maintain a strong sense of place, using the arrangement of street spaces, building types and materials to create attractive, welcoming and distinctive places to live work and visit;

- f) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- g) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and; where crime and disorder, and the fear crime, do not undermine the quality of life or community cohesion and resilience.

Havant Borough Core Strategy (Adopted 2011)

- 4.7 The Core Strategy describes the council's long term vision and objectives for what the borough will be like as a place in 2026. It closely aligns with the Sustainable Community Strategy, Forward Together, produced by the Havant Local Strategic Partnership.
- 4.8 The document contains strategic policies and some detailed development management policies against which individual planning applications will be assessed. When considering planning applications, the council will consider all the policies contained in the Core Strategy that are relevant to the proposal.
- 4.9 Policy CS4 relates to town district and local centres. The council seeks to accommodate approximately 13,000sqm of new comparison goods retail floorspace within town and district centres. This policy states that Planning Permissions will be granted for appropriate town centre development proposals that:
 - Promote and enhance the following hierarchy of identified centres as shown on the Proposals Map:
 - Town Centres - Havant and Waterlooville
 - District Centres - Cowplain, Emsworth, Leigh Park and Mengham/Gable Head
 - Local Centres - Bedhampton, Crookhorn, Grassmere Way, Hambledon Parade,
 - Middle Park Way, Milton Road, Purbrook, Rails Lane, West Town and Widley.
 - Enhance the evening economy of the town and district centres.
 - Retain and enhance local markets.
 - Support small and independent businesses.
 - Encourage high quality, mixed-use development in designated centres that retain active ground floor frontages.
- 4.10 Policy CS6 relates to the regeneration of the Borough. This states that planning permission will be granted for development which positively contributes by type of use and design and by its

comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places [inter alia]:

4.11 Leigh Park with particular focus on:

- Leigh Park Centre, improved car and cycle parking, public realm and a sustainable mix of uses.
- A balanced housing market.
- Supporting healthy lifestyles.
- Community safety.
- Connectivity with the rest of the borough.
- Training and employment opportunities.

4.12 Policy CS16 relates to High Quality Design. Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

4.13 Responds to, draws inspiration from and respects local context and: [inter alia]

- Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
- Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
- Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
- Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
- The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
- Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market

housing through tenure blind design to minimise social exclusion and promote social integration.

- Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
- Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

4.14 Planning policy CS20 sets out the transport and access requirements for new developments within the borough. This states that development will be permitted where it:

- Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.
- Does not increase congestion and promotes better use of existing transport networks.
- Improves accessibility to goods, services and employment and promotes equality in the transport system.
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
- Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
- Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

4.15 Policies DM13 (Car and Cycle Parking on Residential Development) states that Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

- 4.16 DM14 Car and Cycle Parking on Development (excluding residential) states that development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.

Havant Borough Local Plan (Allocations) (Adopted 2014)

- 4.17 The Havant Borough Local Plan (Allocations) follows on from the adopted Havant Borough Local Plan (Core Strategy). Together these plans provide the Borough with up-to-date policies to encourage investment in new jobs, provide enough land for new homes and protect its special environment. The Allocations Plan replaces the remaining saved policies for the Havant Borough District-Wide Local Plan and includes several policies in addition to those in the Core Strategy.
- 4.18 Policy AL1 of the allocations plan states outlines the Councils positive approach to considering development proposals to reflect the presumption in favour of sustainable development contained within the NPPF. The policy states that the council will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.19 Planning applications that accord with the policies in the local plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - Specific policies in the NPPF indicate that development should be restricted.
- 4.20 Policy DM19 relates to small shops outside town, district and local centres. This states that Planning permission will be granted for small local shops outside Town, District and Local Centres provided:

- The net sales area is less than 150 square metres; and
- There are no other suitable or available sites within or on the edge of the nearest town, district, or local centre.

4.21 Policy DM21 relates to Shopfronts, Signs, Security Shutters and Advertisements. It states that planning permission will be granted for shopfronts, signs, security shutters and advertisements where:

- They are appropriate in size, scale and design to the character of buildings and their surroundings, including conservation areas, heritage assets and Chichester Harbour Area of Outstanding Natural Beauty (AONB).
- They will not result in a cluttered appearance either on individual buildings or on the street scene as a whole.
- They do not have a detrimental impact upon public safety. In particular, advertisements and signs must not negatively impact upon highway safety for both vehicular and pedestrian movements

5. The Development Proposals and previous application

5.1 This application seeks to vary the previously approved plans from planning application APP/18/00764.

The proposed plans which are required to be changed are:

- Proposed Site Plan
- Ground Floor Plan
- Elevations

5.2 As seen from the submitted plans, the applications proposal can now be accommodated within the existing building envelope, and as a result, the plans seek to confirm with the local planning authority that this is acceptable.

5.3 The proposal seeks to install hatched lines in front of the site, to deter parking, which was requested previously by the highways department, however, this was not carried over as a planning condition. The proposal would seek to allow the hearse to reverse off the road, to the mortuary.

5.4 In terms of other changes, the proposed front entrance door has been switched from the left to the right-hand side of the door. There are other minor amendments such as the locations of windows, but the building is generally to remain as it is currently is set out.

6. Development Considerations

Principle of development

- 6.1 As outlined above, this planning application seeks minor changes to the previously approved plans. These can be detailed as:
- Changing the opening of the new shopfront door
 - Removal of the previously approved rear extension
 - Changes to fenestration on the rear elevation
 - Installation of new fence to secure privacy for transferring the deceased in to the mortuary
- 6.2 The principle of development for the site to be used as an end of life service unit has been established through the previously application on the site. Having been through a feasibility study, the proposal has changed slightly and as such, there is a requirement for the approved plans to be varied.

Design Changes

The proposal now seeks to retain the existing envelope of the building, with no additions being proposed. The proposed development can be accommodated within the building as outline above. There will therefore be no detrimental impact on the street scene. It is considered the proposal therefor complies with CS16 (Design).

- 6.3 In terms of changes to the front elevation, the originally proposed roller shutter has now been replaced by a double door. This will be opaque to limit the inward views to the mortuary. The shop entrance door has changed located from being located on the right-hand side of the entrance to the left.
- 6.4 Policy DM21 which allows planning permission to be granted for shop fronts where they are appropriate in size, scale and design to the character of buildings and their surroundings. The proposal therefore complies with this policy.

Site Layout

- 6.5 The proposal also seeks to remove the rear extension from the approved scheme which as a result has an impact on the site layout. The proposal therefore seeks to allow the hearse to reverse off the highway, onto the forecourt of the end of life service centre.
- 6.6 To facilitate this, the scheme seeks to install hatched lines in front of the new dropped kerb which will deter people from parking in front of the site. This will also allow the hearse to have an adequate area to be able to reverse into the site which will then allow the vehicle to exit the site in forward gear. The hatched lines were previously suggested by the highways department to be secured by condition on the previously approved application, however, this was not carried forward.
- 6.7 It is considered that the proposal will not create a detrimental impact on the local highway network. The hatched area allows for a waiting location for the hearse whilst waiting to manoeuvre into the site. The proposal complies with the criteria within policy CS 20 (Transport and Access Strategy).
- 6.8 The proposal also seeks to remove the parking space for the flat. Given the sustainable location of development, it is considered this is acceptable, and encourages the 'Reduce Manage, Invest' transport strategy, by reducing the reliance on the private car whilst encouraging the uptake of sustainable modes of transport, particularly as Dunsbury Way is well serviced by sustainable transport options.

7. Summary and Conclusions

- 7.1 Overall it is considered that the proposed changes are minor in nature and should be supported by the local authority.
- 7.2 The proposal seeks to secure the development can be accommodated within the existing envelope of the site, whilst ensuring there is no detrimental impact on the surrounding area.
- 7.3 The proposed changes will allow for the development to be undertaken which will help to continue to provide a service to the local community.