
Site Address:	19 London Road, Widley, Waterloooville, PO7 5AS		
Proposal:	Demolition of existing garage/workshop, construction of detached office block for B1 use with associated refuse storage, landscaping and parking, with access off Lily Avenue.		
Application No:	APP/19/00659	Expiry Date:	11/10/2019
Applicant:	Mr Glyde		
Agent:	Mr Flint	Case Officer:	Tina Pickup
	CHRIS FLINT ASS LTD		
Ward:	Purbrook		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to land and a building at 19 London Road, Widley - which was a former car repair garage, accessed off Lily Avenue. The site is located immediately to the west of the hand car wash service that operates from the former petrol filling station on the corner of Lily Avenue and London Road. To the north are the two storey terraced properties that comprise retail/commercial units on the ground floor; otherwise the site is surrounded by two storey semi-detached inter-war properties. The site falls within the London Road Widley Local Centre which includes the whole terrace between Lily Avenue and Lansdowne Avenue.

The application site slopes slightly from the east down to the west. Vehicular access is taken at the western end and a rear access service lane crosses the site, providing access to the rear of the London Road premises to the north. The dwelling immediately to the west, No 2 Lily Avenue, has a side garage with false pitch that abuts the shared boundary. A low brick wall provides the front boundary and 1.8m close boarded fence to the rear. The side elevation of No 2 is set off the boundary by the width of the garage and includes a small first floor side window which appears to be clear glazed.

The applicant also owns number 21a London Road, being the most southerly of the properties in the London Road Local Centre, which is in use by Twistedpair, an audio visual & data communications company. That building was granted planning permission under ref 10/55115/002 as an office with flats above. A subsequent application at 21a (APP/14/00351) changed the use of the first floor to allow for either residential use or office (B1a) use and sought the retention of the bin/cycle/office store. This building has a shop window in its London Road elevation with sign above, and is constructed of cream painted render with hipped roof.

2 Planning History

01/55845/005 - Retention of internally illuminated pole sign on eastern boundary (London Road)., PERM,10/05/2001

00/55845/004 - Demolition of petrol filling station building, including removal of petrol pumps and erection of a single storey retail unit (canopy and workshops to be retained), WD,04/09/2000

96/55845/003 - Retention of internally illuminated 5.5m high gantry sign, PERM,01/03/1996

95/55845/002 - New signage., INV,

91/55845/000 - Retention of internally illuminated pole sign., ZHIS,31/07/1991

92/55845/001 - Use of part of petrol filling station as an open display area for car sales and also a portakabin. (Retrospective Application) REF,02/07/1992
 03/55845/006 - Retention of internally illuminated pole sign., PERM,17/12/2003
 08/55845/007 - Erection of 1No. internally illuminated, double sided, free standing display unit., REF,02/04/2008
 APP/10/00798 - Change of use (part of the site) from Petrol Filling Station to Vehicle Hire Business. (Retrospective Application.), PERM,11/01/2012
 APP/15/00593 - Use of (part of) site for hand washing and valeting of cars., WD,28/07/2015
 APP/15/00929 - Use of (part of) site for hand washing and valeting of cars. (Resubmission.), TPP,04/11/2015
 APP/17/00014 - Use of (part of) site for hand washing and valeting of cars following temporary planning consent Ref APP/15/00929., PERM,09/03/2017

3 Proposal

Demolition of existing garage/workshop, construction of detached office block for B1 use with associated refuse storage, landscaping and parking, with access off Lily Avenue.

The proposal would result in a building having a T shaped footprint of maximum 17m x 16m with height to eaves of 5.15m and height to ridge of 7.37m. It would be constructed of red brick at ground floor with first floor render beneath a fully hipped roof of concrete tiles with contrasting red ridge feature. The internal layout would provide a large storage area and entrance and reception on the ground floor, with office space on the first floor. The building would be positioned on the site such that it would be set back from the frontages of the London Road shops by about 5m and also back from the Lily Avenue frontage by 5m, where frontage parking spaces would be provided. The service access across the site would be kept clear and the building would contain some undercroft parking at its western end, such that overall 9 car parking spaces would be provided.

The proposed use is for Twistedpair to give them more floorspace for their existing operations.

4 Policy Considerations

National Planning Policy Framework
 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	()
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: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Crime Prevention

None received

Economic Development

The proposed development will provide for much needed business floorspace, enabling new and current businesses to grow and expand within the local area. Economic Development continually engages with businesses requiring floorspace in the Havant Borough. The redevelopment of this site will contribute towards an increase in supply of modern business use floorspace to meet increasing demand.

Emerging Local Plan Policy C1 seeks to retain existing employment sites by reinforcing their function and role and therefore the proposal for redevelopment of the site to retain it in business use class is in accordance with the emerging Havant Borough Local Plan 2036.

We therefore consider that the proposal supports Local Plan Policies CS2 and CS3 and the National Planning Policy Framework Paragraph 80 in so far as it provides for local employment as well as the needs of businesses to grow and expand through provision of modern business use premises within the borough.

Environmental Health

I have reviewed the details which appear unchanged following the pre-application consultation and would confirm that Environmental Protection would request the following conditions be added to any permission you are minded to grant:

Condition 1: Lighting:

No floodlighting or other form of external lighting scheme shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants of nearby properties, from light disturbance / pollution.

Condition 2: External Plant:

No development above slab level shall take place until details have been submitted to and approved in writing by the Planning Authority addressing any externally mounted plant or equipment (eg. air handling systems) that will be part of the development, including measured background noise levels, Leq, peak noise, tonal effects, proposed mitigation measures (if needed) and the required maintenance regime for the system. The details shall be prepared by a competent person for the purpose of assessing noise nuisance to surrounding properties and based on measured levels representative for the site.

The agreed details shall be fully implemented before the use hereby approved is commenced and the equipment shall be operated and maintained in accordance with the approved details and shall be retained thereafter.

Reason: To ensure that the amenity of the area is not detrimentally affected by the use of the site.

Hampshire Highways - on original submission

ACCESS:

There is an existing access via Lily Avenue and this will be retained in order for vehicles to access parking at the rear of the property. It is unclear whether the dropped kerb needs to be extended across the site, to enable access to the disabled bay and 4 other formalised parking spaces that adjoin Lily Avenue. Confirmation of this is requested.

The dropped kerb would require a s184 to be entered into with HCC as Highway Authority, details of which can be found via the following

[linkhttps://www.hants.gov.uk/transport/parking/droppedkerbs](https://www.hants.gov.uk/transport/parking/droppedkerbs)

Due to the nature of the road, visibility splays are deemed acceptable.

PARKING:

Parking has not been fully assessed as this is a function of Havant Borough Council (HBC) as Local Parking Authority, however it is noted that up to 9 car parking spaces are outlined on plans. This would appear to meet the required standard, however it is requested that HBC ensures their parking standards are adhered to.

Vehicle tracking for the 4 formalised parking spaces towards the rear of the site is requested and should demonstrate vehicles are able to access and egress the site in forward gear. There is provision for storage of 4 bicycles on site.

SERVICING:

A kerbside collection is required and this is likely to be an existing situation. The bin storage location is demonstrated on plans and this is non-obstructive and would appear to meet standards in terms of drag distance.

TRIP GENERATION:

The highway authority is satisfied that the potential traffic generation from the development proposal would not have a severe detrimental impact on the operation and safety of the local highway network.

Having regard to the above the Highway Authority would recommend:

No objection subject to condition

PARKING PROVISION

Before use of the development is commenced provision for parking should have been made within the site in accordance of the approved plans and shall be retained thereafter.

Reason - To ensure adequate on site car parking provision for the approved development.

VEHICLE TRACKING

Details of vehicle tracking is required for the largest vehicles entering the site to ensure adequate turning is available on site to prevent the requirement for vehicles to reverse to/from the public highway.

Reason - In the interests of highway safety.

Hampshire Highways - on amended plans inc vehicle tracking

The proposal includes a significant widening of the existing access with access to parking spaces immediately behind the highway boundary on to Lily Avenue. As Lily Avenue is a minor road generating a small amount of traffic I confirm the highway authority have no objection subject to the following condition and note.

Condition :-

Prior to occupation the area shown on the approved plan for the parking of vehicles shall be surfaced in a non-migratory material and made available and retained for this purpose at all times thereafter.

Note to Applicant :-

Before undertaking any work which affects a public highway (including a public right of way) you must obtain specific written approval from the Director of Economy, Transport and Environment at Hampshire County Council and enter into or secure any necessary legal agreements or consents to enable the works on a public highway to proceed. It is an offence to carry out unauthorised works on a public highway. This requirement applies not only to the creation of new vehicle accesses involving excavation within a footway, verge or carriageway but also to the stopping of existing access(es) or other works on or to the public highway. For further information, please contact highways.development.control@hants.gov.uk

Planning Policy

Policy Status:

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan form the development plan for the Borough. The Pre-submission Havant Borough Local Plan 2036 was approved by the Council on 30 January 2019 and can be afforded limited weight.

The following policies in the adopted Local Plan are of particular relevance:

- CS4 - Town, District and Local Centres
- AL3 - Town, District and Local Centres
- CS16 – High Quality Design
- DM14 – Car and Cycle Parking on Development (excluding residential)

In the Pre-submission Plan the following policies are of particular relevance:

- C6 | Local centres, local shops and services
- IN3 | Transport and parking in new development
- E1 | High quality design

The application description is for the construction of a detached office block for B1 use. For the purposes of these comments it is assumed that the applicant seeks permission for the use of the premises in Class B1(a) office use. It is noted the adjoining premises (21A) are occupied by the same business (Twisted Pair).

Principle of Development:

The site falls within Widley Local centre as defined by policy CS4 and AL3 of the adopted Local Plan. These policies seek to promote and protect the vitality and viability of town, district, and local centres. CS4 includes a provision which encourages 'high quality, mixed-use development in designated centres that retain active ground floor frontages'.

Policy C6 of the new Local Plan seeks to also promote the vitality and viability of the Borough's local centres. The overall aim of the policy is to retain active ground floor frontages and maximise opportunities above ground floor units.

This development would have the B1 use above ground floor level which would be supported in principle. A reception and storage area would be provided at ground floor level, with an entrance and windows onto Lily Avenue. It is noted the existing site does not currently provide an active ground floor frontage. It should also be borne in mind that this is an expansion of an existing business in the local centre. It is not a change of use from an active use that falls, strictly speaking, into the uses permissible in a local centre to an inactive use. It is also noted that the proposed new office building would front onto Lily Avenue (as opposed to London Road where the main parade of local shops is located).

Design

Both the adopted and emerging local plan require high quality design in all development under policies

- CS16 High Quality Design (Core Strategy)
- E1 High Quality Design (HBLP 2036)

Parking:

It is worth noting that Policy DM14 of the adopted Local Plan and Policy IN3 of the Pre-Submission Local Plan 2036 deal with parking in new development and require local parking standards to be met. Minimum standards are set in the Havant Borough Parking SPD (July 2016). The parking standards in the SPD apply to all developments that result in the creation of non-residential floorspace.

The submitted proposed plans indicate that a total of 9 parking spaces would be provided (one of which would be a disabled space) and 4 cycle parking spaces. Based on 355 sq. m in B1(a) office use, the Parking SPD would generate a requirement for 11.8 car parking spaces based on a minimum standard of 1 space per 30 sqm, and 1.42 long stay cycle parking spaces and 0.5 short stay parking.

Whilst it is noted that the parking from 21A London Road would be available to complement the new parking areas, there would appear to be a shortfall of 2.8 car parking spaces. However, when planning permission ref. APP/14/00351 was granted for the mixed office and residential use of 21A, the officer's report notes that there was a shortfall of 0.5 spaces, which increases to 1.16 spaces when the storage shed at the rear is in use. As such, it is recommended the applicant confirms whether the storage shed is still used in conjunction with the business and/or for cycle storage.

Summary:

It is noted that the site falls within the Widley Local Centre in which active frontages should be retained at ground floor level. It is also noted that a reception area would be located to the front of the building at ground floor level onto Lily Avenue (as opposed to London Road) and that the site does not currently provide an active frontage.

It is recommended that further information about the parking arrangements on the adjacent premises (21A London Road) is sought, particularly given that there would be a modest shortfall of car parking spaces on site.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 16

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
I am the owner of (Redacted Text) London Road, Widley, and are concerned that the service road to the rear of the shops is not reduced or blocked, as access is required to the flat of (Redacted Text) London Road, and that other retail shops will require	Noted - see section 7 below

access. Also I have a concern as to whether adequate parking is being provided, as it is unclear from the plans where the existing parking for Twisted Pair Ltd staff will park, once their existing parking area disappears with the new development? Will they park in the existing garage for court area, which appears to be retained? It is essential Twisted Pair staff do not park in the private parking bays which are owned by the retail units in London Road.	
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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 and use
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Parking and highways considerations

(i) Principle of development and use

The application site is situated within an urban area where further development is considered acceptable in principle, subject to the usual development control criteria. The site lies within Widley Local Centre as defined by policy CS4 where development should retain active ground floor uses. This policy also notes support of small and independent businesses. Policy AL3 of the Allocations Plan promotes appropriate uses in the different centres that contribute to their vitality and viability. Emerging policy C6 specifically relates to Local Centres and repeats the aim to promote active frontages that enhance the vitality and viability of the local centre, but this emerging policy specifically excludes B1(a) uses from acceptable ground floor uses and directs them to the first floor.

The applicant and proposed user, Twistedpair, is an existing business on the adjacent site who design and fit communications systems and this largely involves design, admin office and sales team based at the site with engineers coming and going. As an international company the supply of equipment can be off site with materials going direct to site. The proposed building would provide weather proof storage for some technical hardware with a client witness area, as well as increased office space for existing technical designers and admin staff. This is considered to be a mix of B1(b) Research & development; B1(c) Light industry appropriate in a residential area and B1(a) Offices; so overall a B1 use.

Such a use would not have a significant number of local visitors in that the use does not predominantly serve the local community. However national and local policies do support the principle of the expansion of small businesses that provide local jobs. The staff would also use local facilities and thus contribute to the vitality and viability of other local shops and services. It is also noted that the former use of the site (car repairs) can lead to amenity issues with neighbouring residents and the replacement of this use with a B1 use could enhance the area. Overall, there is a balance between providing a genuine active use at ground floor and supporting an existing local business and the vitality of the area. The support from the Economic Development team for the proposal is also noted,

who note the proposal would increase the supply of modern business floorspace to help meet increasing demand. Following pre-application advice the ground floor layout has been revised to provide an entrance and reception area on the ground floor, thus making the building suitable for visitors and creating the potential for an active ground floor use in the future. On balance it is considered that the principle of the use should be supported, subject to the remaining development issues being satisfactory.

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

The proposed design has been kept to a two storey domestic scale with street scenes provided demonstrating that the ridge line would be lower than both 2 Lily Avenue and 21a London Road. The primary elevation would be to Lily Avenue and this frontage has sufficient interest and articulation to be visually appropriate. Whilst the proposal would result in a long expanse of dropped kerb and hard surface to provide parking, an attempt has been made to visually break this up with a landscape strip. The building has a stepped frontage such that at its eastern end it would be further forward than the building line of the adjacent dwellings. However this repeats the depth of the adjacent car wash building and petrol filling station canopy and is therefore considered a logical and appropriate layout that respects the context of the site and would not be overly dominant.

In terms of the frontage to London Road, as originally submitted this was a long elevation of plain brickwork and render. This would be partly screened behind the petrol filling canopy and buildings, and regard needed to be had to not jeopardising any future development of the petrol filling station/car wash site. Nevertheless this frontage to the main road was considered visually unattractive and hence amended plans have been submitted showing more clearly the level difference and providing some dummy windows formed from contrasting render, as well as an additional signage panel. This is considered to now visually link this elevation to the facade at 21a and provide some interest to the elevation whilst not prejudicing future development.

Overall the proposed layout and scale of development is now considered appropriate to the context of the site and compliant with policy CS16 of the Core Strategy.

(iii) Impact upon residential amenity

The proposed building would be separated from its shared western boundary with 2 Lily Avenue by some 5.4m. The west elevation would have no windows other than within the recessed areas at a greater distance. Given that 2 Lily Avenue does not have any side windows serving primary living windows then the outlook from 2 Lily Avenue is not considered to be unduly impacted. The separation distances are also considered sufficient to avoid any significant overshadowing. In terms of activity, there would be some comings and goings of vehicles to the undercroft parking area and the rear storage doors, but compared to the previous use of the site as a car repair garage then the associated noise and activity levels would be reduced and less harmful.

Overall the proposal is considered to have limited and acceptable impact on neighbouring amenity and is considered to be in accordance with policy CS16.

(iv) Parking and highways considerations

The proposed development comprises a mix of uses which have different parking ratios according to the adopted Parking SPD. In summary the development would comprise approximately:

90sqm of storage (B8 - 1 space per 90sqm) so 1 space

27.5 sqm of reception ie office (B1a - 1 space per 30sqm) so 1 space

180 sqm of first floor hi-tech/office (B1a - 1 space per 30sqm or B1 b+c - 1 space

per 45 sqm) so worst case scenario 6 spaces or 4 if all hi-tech

Overall therefore the proposed development should provide between 6 and 8 spaces. 9 spaces are to be provided, together with 4 cycle spaces, which is considered sufficient to meet the adopted Parking SPD. Since the site is to be used in conjunction with 21a then the previous shortfall of 1.16 space from APP/14/00351 can also largely be accommodated on this site.

The applicant has indicated that they have 22 office based staff and encourage home working, car sharing, and operate a cycle to work scheme as well as some staff living close enough to walk. Given the sites location on a main bus route, overall the parking and accessibility of the site for its intended use is considered appropriate and should not result in additional pressure to park on nearby residential roads or staff using other private bays in front of the local shops.

The third party representation received noted the need to ensure the availability of the rear service access for other users. Amended plans have been received showing this protected as a 3.48m wide access and this can be conditioned to be kept clear of parked vehicles to ensure access is not blocked for other users.

Tracking has also been provided demonstrating there is room for a transit style van to adequately manoeuvre into and out of the proposed undercroft parking bays and leave the site in a forward gear. Overall the proposal is considered to not harm the highway safety or amenity of the immediate area.

8 **Conclusion**

On balance, the amended design and layout of the proposed building, and its use is considered appropriate to its setting and would not harm the surrounding amenity. The B1 use, within the Widley Local Centre, whilst not directly providing an active use for local customers, would nevertheless support a local business providing local jobs and would contribute to the vitality and viability of the area. On balance the use is considered supportable and the application recommended for permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/19/00659

(A) subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Location & Block Plan Drawing number 02

Proposed floor plans and elevations Drawing number 01 Rev 01

Proposed South & East Elevations Drawing number E2

Reason: - To ensure provision of a satisfactory development.

- 3 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the buildings including details of the false windows, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 4 The 3.48m wide access road crossing the site, shown hatched on Drawing Number 01 rev 01, shall be kept clear and not blocked at all times.
Reason: To ensure access to third party users at all times, in the interest of highway safety and convenience, and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 5 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be surfaced in a non-migratory material and made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 6 No floodlighting or other form of external lighting scheme shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.
Reason: To protect the occupants of nearby properties, from light disturbance / pollution and having due regard to policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 7 No externally visible or audible plant, machinery or equipment (e.g. that required for ventilation) shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority. Such details shall include measured background noise levels, Leq, peak noise, tonal effects, proposed mitigation measures (if needed) and the required maintenance regime for the system. The details shall be prepared by a competent person for the purpose of assessing noise nuisance to surrounding properties and based on measured levels representative for the site. The approved scheme shall be operated and maintained in accordance with the approved details and shall be retained thereafter.
Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy)

2011 and the National Planning Policy Framework