

Recommendation: **GRANT PERMISSION**

Change of use to mixed B1, B2, B8 use classes. Proposed mezzanine floor to form additional office space with supporting east and west dormers, alterations at ground floor level to form a new entrance with associated replacement windows and cladding to all elevations.

The applicant currently operates from unit 29 Aston Road and hopes to expand the business by utilising this site in conjunction with the existing unit. The West Group manufacture small components to the medical and scientific markets and it is intended to continue with the manufacturing at 29 Aston Road and relocate and expand the sales, administration, meeting rooms and some storage and R&D at the application site.

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)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Environmental Health Manager

Contamination:

Air Quality - the scale of changes to trips are almost certainly insufficient to be reasonably regarded as material in air quality terms (direct impact). Notwithstanding, I support the comments of the Highways Consultee, and would expect the Travel Plan to seek mode shift to sustainable means of travel not only to relieve pressure on highways & parking, but also to seek (staff) health- and air quality- (public health-) benefits.

Contamination Risk - no groundworks are proposed and the change of use is not material to the risk profile of the site. Not considered reasonable to require assessment or remediation under this application; but future redevelopment or material alteration may become necessary. In the event that evidence emerges suggesting nearby residents may be at risk of harm, some liability is likely to rest with the owner of the site.

Pollution Risk - noted that the building is refurbished and not redeveloped and B8 uses are moderate to high risk areas with respect to SuDs drainage; recommend that the applicant considers the adequacy of the existing pollutant interception provision.

Pollution:

No objection. Recommend Informatives added re Hours of Work; Bonfires; Dust Control and Light Pollution;

Highways Engineer

I would suggest that because of the increased staffing and floor area without an increase in parking that a Travel Plan is requested.

Officer Note - the application falls below the threshold to request a formal Travel Plan (only required for B1 proposals of 2500 sqm and above). See section 7 for parking considerations

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: 47

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
1 support letter received stating no objection	

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) Highways and parking

- (i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The NPPF supports a strong, competitive economy and encourages support of economic growth and productivity. The existing building has a floorspace of some 889 sqm and has a B2 use. The proposal includes the change of use to a mix of B1, B2 and B8 with the formation of an internal mezzanine level such that the floorspace increases by 684 sqm to 1573 sqm. Policy CS2 supports the principle of new employment floorspace, particularly on an existing employment site, subject to the detailed matter considered below.

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

The external alterations include the use of cladding over the existing brick work and the insertion of a continuous dormer on the eastern roof slope. The proposed colour scheme is pale grey with slightly darker grey trim and grey aluminum windows; with the side roller shutters being black. The dormer would be set low down at eaves level. Other nearby units have already been clad and it is not considered that the proposal would harm the visual appearance or character of this industrial area.

(iii) Impact upon residential amenity

The insertion of the dormers within the eastern roof slope add a first floor row of windows with potential outlook towards the new elderly persons flats and the dwellings in Freshfield Gardens. However, due to the level differences with the dwellinghouses being so much higher, there would be no overlooking or loss of neighbouring amenity. The embankment is proposed to be re-seeded and maintained as grass. The mature trees that provide some screening for the elderly persons flats are outside the application site and unaffected by the proposal - as such they would remain.

(iv) Highways and parking

The parking layout plan indicates 34 on site spaces, together with an area for cycles and motorbikes. The existing Aston Road site currently employs about 40 people and it is intended that with the expansion to this site the employment would increase to about 50 ie an additional 10 staff. This would be across both sites although the majority of the B1 administrative activities would take place at this site. It is anticipated that about 40 members of staff would be based at the application site with about 5 who would move between the two sites during the day.

Based on floorspace figures provided and applying the parking standards within the Parking SPD then there is a shortfall of on site parking (1160 sqm of B1 requires 38.6 spaces; and 413 sqm of B8 storage requires 4.5 spaces ie total of 43 spaces). However given the site location immediately adjacent Waterloo town centre and the fact that the business has a second premises with its own parking, then the parking provision is considered adequate for the intended user. It is considered unlikely that there would be any highway safety or amenity impacts as a result of the proposed development.

8 Conclusion

It is considered that the change of use to a mixed use of B1, B2 and B8 with associated mezzanine and dormer, would be appropriate to this existing industrial site in close proximity to Waterloo town centre. The proposal is considered to comply with policies and the NPPF and is recommended for permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/01259 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:

Design & Access Statement

Site Plan Drawing number 02 Revision 01

Proposed Ground Floor Plan Drawing number 01 Revision 02

Proposed First & Second Floor Plan Drawing number 02 Revision 02

Proposed Elevations Drawing number 03 Revision 02

Proposed Typical Section Drawing number 03

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall be within a palette of white, greys and black, unless otherwise agreed in writing by the Local Planning Authority.

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

- 4 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be 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.