

Planning Application Response from Planning Policy	
Application No	APP/18/01319
Address	22 Mengham Road, Hayling Island, PO11 9JR
Development	First floor rear extension to building at first floor level in order to create 2No. flats at first floor level; change of use of ground floor to retail/pharmacy unit (A1)
Case Officer	Emma Chisnall
Comments By	Jacqueline Boulter
Date of Comments	31 January 2019
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 some weight must be afforded to this emerging plan. The following policies in the adopted Local Plan are of particular relevance: • CS4 and AL3 Town, District and Local Centres • DM13 and DM14 Car and Cycle Parking on Development • DM21 Shopfronts, Signs, Security Shutters and Advertisements In the Pre-submission Plan the following policies are of particular relevance: • C5 Mengham District Centre • IN3 Transport and Parking in New Development • E1 High Quality Design Principle of Development The site falls within the Mengham District Centre as defined by policy CS4 of the adopted Local Plan, and more specifically, the primary frontage as defined by policy AL3. These policies seek to promote and protect the vitality and viability of town centres, placing a particular emphasis on A1 shopping uses. Policy C5 of the new Local Plan continues this stance, and adds a specific focus on maximising residential uses above ground floor where appropriate. The proposal for a change of use of the ground floor A2 unit to A1, and the addition of upper floor residential uses is therefore entirely consistent with local policy for this area. Parking Policy DM13 and DM14 of the adopted Local Plan and Policy IN3 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 for the provision of one or more residential units (gross) and all developments that result in the creation of non-residential floorspace. The application proposes two car parking spaces for the residential element – I assume one for each of the proposed flats. The SPD requires 1 car parking space for a 1-bed unit, and 2 spaces for a 2-bed unit, so the proposal does not comply with these standards. I can see no information on cycle parking, and spaces would be required by the standard.	

There is not an increase in commercial floorspace, and therefore there is no requirement for additional parking to be provided. However, it appears that by allocating existing parking to the flats, there may in fact be no spaces remaining for the commercial use, which again would not be compliant with parking standards. Available public parking nearby may be a consideration in the balance of whether this is acceptable.

Design, Shop Front and Signage

Some changes to the front elevation, and new signage are also proposed. Policy DM21 of the adopted Local Plan contains specific provisions covering shopfronts, signs and advertisements. Policy E1 of the new Local Plan seeks high quality design in all developments.

Regard will need to be had to these provisions.

Conclusion

The principle of this development is supported by local planning policy, but the level of parking proposed and the detailed design should be key considerations in assessing the acceptability of this proposal.