

*Southern Co-op*

# *194-196 Dunsbury Way, Havant*

Change of Use from Residential Institution (Use Class C2) to End of Life Services (Use Class A1) and the creation of a 2 bed apartment on first floor.



# Contents

---

|                                          |    |
|------------------------------------------|----|
| Introduction                             | 3  |
| The application site                     | 5  |
| Planning history                         | 6  |
| The proposed development                 | 7  |
| Planning Policy, Law and Guidance review | 8  |
| Planning Analysis                        | 14 |
| Conclusions                              | 21 |

# Introduction

---

This Planning Statement has been prepared by JLL on behalf of Southern Co-op Properties (herein 'the applicant') in support of a planning application for the change of use of a vacant unit located at 194-196 Dunsbury Way, Havant to an end of life services facility (planning Use Class A1).

The planning application will facilitate the relocation of the existing end of life services facility located at 224 Dunsbury Way to allow for the potential redevelopment of that site (subject to a separate planning application) and will provide new and enhanced end of life facility at the application site.

The application building is currently vacant and boarded up with overgrown vegetation outside which detracts from the street scene.

The application seeks to retain the existing building; changes are proposed internally to reconfigure the building in line with the applicants' requirements. This will include ancillary services such as a chapel, mortuary, and offices.

Externally, the front elevation is proposed to be altered to provide a new entrance designed to ensure access for all users. As there is a requirement for the private unloading of the deceased to the rear of the building, a vehicular entrance will be created to allow this. A single storey extension is proposed to enable the construction of a purpose built cold room/mortuary.

Indicative signage locations are detailed on the elevational plans. A subsequent advertising consent application will be submitted which will detail the specifications of these signs.

A two bed flat is proposed on the first floor of the eastern part of the building.

This Statement provides a description of the application site, an analysis as to how the scheme complies with the Havant Borough Core Strategy 2011-2026 (Adopted 2011), the Adopted Allocations Plan (adopted 2014), the emerging Havant Local Plan and the National Planning Policy Framework (2012).

The following documents and statements support this application:

- Application form
- This Planning Statement
- Sequential Test (included in this statement)
- Transport Statement
- Suite of drawings:
  - Location plan
  - Existing ground floor
  - Existing first floor
  - Existing south and west elevation
  - Existing north and east elevation
  - Proposed site plan

- Proposed ground floor
  - Proposed first floor
  - Proposed south and west elevation
  - Proposed north and east elevation
- CIL form

## The application site

---

The site is located on a prominent corner plot and measures 0.05ha.

The building on site is residential in nature, however, appears to have been converted to facilitate different development types over the years.

The application site has a yard located to the front with a large grassed area located to the rear.

The application site's last use appears to have been a family centre, similar to that of the adjacent building and would fall under the C2 use class.

The property reflects the scale and massing of the surrounding residential properties and reflects the surrounding street scene.

The site is located in Flood Zone 1.

No Listed Buildings are located on or surrounding the development site.

The site can be accessed off both Dunsbury Way and Bishopstoke Road.

### **Surrounding area**

The Oakleigh Family Centre is located to the north of the site.

Residential properties are located to the east and west of the site. These are two storey in nature.

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.

The application is accessible by a range of modes of transport, including walking, cycling and public transport.

## Planning history

---

| Application Number | Address                                     | Description                                                                                                      | Status   |
|--------------------|---------------------------------------------|------------------------------------------------------------------------------------------------------------------|----------|
| 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 Rached Maddocks School                                  | Approved |

From the above table, it is clear that the site has a varied planning history with the current use class being C2.

## The proposed development

---

The proposal seeks to relocate the existing end of life services facility from 196 Dunsbury Way. This will include arrangement rooms, reflection rooms, reception area, waiting rooms and a mortuary. Staff refuge areas are located on the first floor.

The existing layout of the site will remain largely unchanged. However, a number of façade changes are proposed. A new shopfront is proposed in the middle of the existing building which will lead into the reception area.

To the western part of the front elevation, a new roller shutter door is proposed which allows for vehicular access and movements.

A single storey rear extension is proposed which will facilitate the cold room/mortuary.

A two bed flat is proposed on the first floor. Entrance and access to this has resulted in minor changes to the rear elevation, namely the blocking up of windows and the creation of a new entrance door.

Dropped kerbs are proposed on both Dunsbury Way (extension of existing) and Bishopstoke Road (new).

Private and secure unloading will occur to the rear of the application site which is required given the sensitive use of the site.

Car parking for visitors and customers is located to the front of the site.

## Planning Policy, Law and Guidance review

---

This planning application has been assessed through both local and national planning policies and the key policies which relate to the application have been identified below.

### National Planning Policy Framework

Paragraph 14 of the National Planning Policy Framework (NPPF) identifies the presumption of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

Paragraph 17 sets out 12 core planning principles which should underpin both plan making and decision taking. These 12 principles are that planning should be: [inter alia]

- Be genuinely plan-led, empowering local people to shape their surroundings.
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives.
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- Always seek to secure high quality design and good standard of amenity for all existing and future occupants of land and building
- Encourage the effective use of land by reusing land that has been previously developed provided that it is not of high environmental value
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas.

The Government is committed to securing economic growth in order to create jobs and prosperity as outlined within paragraph 18 of the NPPF.

Paragraph 19 states that the Government is committed to ensuring the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth.

Paragraph 20 encourages economic growth and states that local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st Century.

Paragraph 23 states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. In drawing up local plans, paragraph 23 states that local planning authorities should: [inter alia]

- Recognise town centres as the heart of their communities and pursue policies to support their viability and vitality
- Define the extent of town centres and primary shopping areas
- Promote competitive town centres that provide customer choice and a diverse retail offer
- Retain and enhance existing markets, and where appropriate, re-introduce or create new ones.

- Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It is important for retail, leisure office and other main town centre uses are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites.
- Allocate appropriate edge of centre sites for main town uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre;
- Set policies for the condition of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres;
- Where town centres are in decline, local planning authorities should plan positively for their future to encourage economic activity.

Paragraph 24 states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date local plan. They should require applications for main town centres uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

The planning system can play an important role in facilitating social interaction and creating health inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see as outlined within paragraph 69 of the NPPF.

To deliver the social, recreational, and cultural facilities and the services which the community needs planning policies and decisions should:

- Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses, and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the communities' ability to meet its day to day needs;
- Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
- Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

It is recognised that the Government is due to publish a revised version of the NPPF in late July 2018. Whilst it is not anticipated that those changes will materially affect the policy context insofar as it relates to this application, JLL would reserve the right to update this Planning Statement if there are any material changes to national policy that arise from the publication of the revised NPPF.

## Havant Borough Core Strategy (Adopted 2011)

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.

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.

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:

1. 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.

2. Enhance the evening economy of the town and district centres.
3. Retain and enhance local markets.
4. Support small and independent businesses.
5. Encourage high quality, mixed-use development in designated centres that retain active ground floor frontages.

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]:

Leigh Park with particular focus on:

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

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:

- 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.

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:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. 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.
7. 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.

Policy DM10 relates to pollution caused from developments. This policy states that developments which cause pollution (water, air, soil, noise, smell, smoke etc) will only be permitted where the following relevant criteria can be met:

1. The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.

2. National air quality standards or objectives would not be breached.
3. The water environment would not be detrimentally affected.
4. It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.
5. External lighting is of the minimum level of illumination and duration required for security and operational purposes.
6. External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations.

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.

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)**

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.

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.

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:

1. 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
2. Specific policies in the NPPF indicate that development should be restricted.

Policy DM17 relates to contaminated land. This states that Planning permission will be granted for development on or near contaminated land where an appropriate investigation of potential risks is undertaken by the developer and identified risks are mitigated.

Where risks are identified, the necessary remediation measures to be undertaken by the developer must take full account of the intended use and ensure it does not have a negative effect on human health, groundwater, and the wider environment.

Similarly, policy DM18 relates to protecting new developments from pollution. This states that Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development.

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:

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

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:

1. 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).
2. They will not result in a cluttered appearance either on individual buildings or on the street scene as a whole.
3. 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.

## Planning Analysis

---

### ***Is the principle of development acceptable?***

This application seeks to make beneficial use of an existing vacant building, to retain this employment generating and community facility in the Leigh Park area.

The application site is 100m from the Leigh Park District Centre and is accessible by a range of modes of transport, including walking, cycling and public transport.

Policy DM19 relates to small shops outside town, district and local centres. It is acknowledged that the application proposes a A1 use close to the existing Greywell Shopping district, however, it is also apparent that, in reality, the proposed end of life services facility will not function as a 'shop' but provides a valuable facility that is an important part of local community life.

Notwithstanding, it is recognised that a sequential test is required to confirm that there are no other suitable or available sites within this centre, that test is set out below.

### ***Sequential Test (retail)***

Leigh Park District Centre is a purpose-built 1950s shopping precinct built to serve the community of Leigh Park. The centre's retail offer is orientated towards meeting the day-to-day shopping needs of the immediate catchment population for convenience and some comparison goods. It is a vulnerable centre in need of regeneration with a relatively high vacancy rate, which has become a less attractive place for people to visit and businesses to invest in. The regeneration of this district centre needs to improve the quality of commercial uses combined with public realm and highway improvements.

The existing branch of end of life services along Dunsbury Way which includes a number of ancillary services such as offering meeting rooms, an on-site chapel, mortuary (including mortuary transfer chambers), reception and arrangement rooms. On-site parking for visitors is also required, with the key requirement for sites being vehicular access to the rear to allow the deceased to be brought into the mortuary. The proposal will replace the existing end of life service located at 224 Dunsbury Way.

With regard to the need for a sequential test, paragraph 24 of the NPPF states that: "Local planning authorities should apply a sequential test to planning application for main centre uses that are not in an existing centre and are not in accordance with an up-to-date local plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should be out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local authorities should demonstrate flexibility on issues such as format and scale."

During pre-application discussions with the local planning authority it was confirmed that a sequential test is required to confirm that the use cannot be accommodated in the adjacent local centre.

A site visit was undertaken on Friday 22nd June 2018 where the local district centre (namely Greywell Shopping Centre) was reviewed regarding potential locations for the proposed end of life service to be located. From this it was evident that while there are a large number of vacant units within the Greywell shopping centre, none of these meet the criterion as set out by the applicant to deliver a high quality and fit for purpose end of life services facility.

The requirement by the applicant to have secure loading and unloading is key for finding appropriate sites, as well as the requirement for having on-site parking.

The applicant also needs to be able to subdivide any unit to create the ancillary offerings with a sensitive use such as an end of life service provides, which includes reflection rooms, arrangement rooms and mortuaries. Many of the units within the Greywell Shopping Centre have size constraints which would limit the ability to achieve this. It is recognised that paragraph 24 of the NPPF requires that applicants and local planning authorities should “demonstrate flexibility on issues such as format and scale” however, it is also widely recognized by appeal decisions and case law that potential alternative sites should be able to meet the operational needs of the applicant.

In terms of alternative locations within the district centre, there are no site which meet the applicant’s requirements as outlined above. The vacant units are assessed below against the applicant’s requirements.

|                                                                                     |                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <ul style="list-style-type: none"> <li>• Unit is over applicant's size requirements</li> <li>• No private unloading</li> <li>• No on-site parking</li> </ul>                                                          |
|    | <ul style="list-style-type: none"> <li>• Unit is too small for applicant's requirements</li> <li>• No private unloading</li> <li>• No on-site parking</li> </ul>                                                      |
|    | <ul style="list-style-type: none"> <li>• Unit is too small for applicant's requirements</li> <li>• No private unloading</li> <li>• No on-site parking</li> </ul>                                                      |
|    | <ul style="list-style-type: none"> <li>• Unit would meet applicants size requirements</li> <li>• No private unloading due to flats being added with private access for the flats being created to the rear</li> </ul> |
|   | <ul style="list-style-type: none"> <li>• Individual units</li> <li>• Too small to meet client requirement</li> <li>• No private unloading</li> <li>• No on site parking</li> </ul>                                    |
|  | <ul style="list-style-type: none"> <li>• Unit is too small for applicant's requirements</li> <li>• No private unloading</li> <li>• No on-site parking</li> </ul>                                                      |
|  | <ul style="list-style-type: none"> <li>• Unit may meet client requirements</li> <li>• No private unloading</li> <li>• No on site parking</li> <li>• Beside an existing undertaker – competition</li> </ul>            |
|  | <ul style="list-style-type: none"> <li>• Unit too small to meet client's requirements</li> <li>• No on-site parking</li> <li>• No private unloading</li> </ul>                                                        |

|                                                                                     |                                                                                                                                                                              |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <ul style="list-style-type: none"> <li>• Unit may meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading</li> </ul>                    |
|    | <ul style="list-style-type: none"> <li>• Unit may meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading</li> </ul>                    |
|    | <ul style="list-style-type: none"> <li>• Unit could meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading/vehicular access</li> </ul> |
|    | <ul style="list-style-type: none"> <li>• Unit could meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading/vehicular access</li> </ul> |
|   | <ul style="list-style-type: none"> <li>• Unit could meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading/vehicular access</li> </ul> |
|  | <ul style="list-style-type: none"> <li>• Unit may meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading/vehicular access</li> </ul>   |
|  | <ul style="list-style-type: none"> <li>• Unit may meet clients size requirements</li> <li>• No on-site parking</li> <li>• No private unloading/vehicular access</li> </ul>   |

The National Planning Policy Guidance “ensuring the vitality of town centres” sets out the approach which needs to be taken with regard to the sequential tests. The NPPG also states that (as addressed above for the NPPF) Planning Authorities need to be realistic and flexible in terms of their expectations. The online guidance acknowledges that “certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations”.

It is important to correctly interpret and apply the sequential test, taking into account case law and relevant appeal decisions. For example, as highlighted in the Dundee case (March 2012), the Supreme Court ruled that “suitable” means “suitable for the development proposal by the applicant” and more recently, the Secretary of State in the Rusden appeal decision (June 2014), had confirmed that the sequential test needs to be considered in the context of the specific development proposals by the applicant, and not simply a “class of goods” approach or

some attempt at disaggregation that might otherwise seek to accommodate elements of the proposed development on a small, sequentially preferable site.

Whether, therefore, a site is considered suitable for the commercial requirements of a developer/retailer, clearly needs to be considered in light of the specific application proposal. The two decisions both assist in demonstrating how the sequential test should be lawfully and properly applied.

In relation to impact, paragraph 26 outlines that when assessing applications for retail development outside of town centres, which are not in accordance with an up to date local plan, local planning authorities should require an impact assessment for developments that are in excess of locally set floorspace threshold.

As set out in policy DM19 the locally set threshold is defined as being 150sqm. As outlined above the net sales area proposed(133 sqm) is below that floorspace threshold.

Within the Rushden decision, the SoS expressly acknowledges that the NPPF does not require an applicant to disaggregate in any way a specific development proposal. In reality it would be wholly unreasonable to expect the applicant/retailer to amend a proposal to the extent that it no longer meets their business requirements and becomes unviable.

In order for the sequential test to be applied, it is necessary to consider the form of development for which planning permission is sought.

Fundamentally in this instance, the proposed end of life services replaces the existing unit located on Dunsbury Way so there is no net increase in provision. What is achieved is an enhanced facility located in a more appropriate location closer to the district centre – in all regards this should therefore be seen as a positive approach by the applicant As outlined above it would be unreasonable to expect the applicant to amend the proposal in any way which might not meet the business needs.

The size range of building required is circa 2,000 sq ft (circa 180 sqm). The existing facility offers some key ancillary elements such as arrangement rooms, larger mortuaries (up to 6 bodies can be stored at one time). The key requirement is for sites is to have sensitive and private loading and unloading and as such to allow for vehicles (namely hearses) movements within the site. The applicant also needs some form of on-site parking.

Therefore, it can be concluded that while there are vacant units within the Leigh Park District Centre, these do not meet the applicant's business needs.

It is therefore concluded that the proposal is an exceptional case which meets the sequential test given its locational requirements, the need to have private and secure unloading space and on-site parking. It is patently clear that the proposed development meets the sequential test requirements and that an Impact Test is not required in this case.

The proposal should therefore be deemed acceptable to the local authority and therefore complies with policy DM19.

### ***Is the design acceptable?***

The buildings on site will remain in situ, with appropriate changes to the façade proposed to allow the building to meet its operational requirements.

Façade changes are required on the western elevation with a new shop front door being installed as part of the scheme. This has been designed to ensure that access is safe and convenient for all users.

A new roller shutter door is proposed to the west of the building to allow vehicular access to allow for the safe, secure, and private unloading of the deceased.

To the rear, a single storey extension will be built on the existing grassed area which will facilitate the cold room/mortuary. It is understood that up to 6 bodies may be stored at one time.

Signage is proposed and will be subject to a separate advertising application, however the location of these are indicatively shown on the plans.

A new entrance door will be inserted on the eastern elevation to create private access for the proposed residential unit above the end of life service.

The proposed shopfront, sign and shutters have been assessed against policy DM21 (*shopfronts, signs, security shutters and advertisements*). The proposal is appropriate in size, scale and design. The proposal will not result in a cluttered appearance and will not detract from the street scene.

The sensitive nature of this development has been a key consideration when designing this application. The layout of the existing building has been used to inform the design of the development.

The creation of the single storey element to the rear has been designed to ensure the sensitive unloading of the deceased without impacting on the surrounding amenity. The proposed layout and additions have been carefully considered and uses the local characteristics to inform the design and layout.

The proposal is well connected by both public and private modes of transport as well as through pedestrian and cycle routes; and is integrated with the immediate local area given its location adjacent to the local centre.

As visible on the plans, a first-floor flat is proposed through this development, which maximises the opportunities for creating a mixed-use development and provides some natural surveillance.

By re-using this redundant and vacant building and giving it a new use, the proposal improves the public realm of Leigh Park. This will help improve the street scene along this part of Leigh Park.

Given the above assessment, the proposals complies with policy CS16 (high quality design).

### ***Are there any detrimental impacts on the highway network?***

The site is well serviced by public transport with excellent bus and rail services and is in a sustainable location.

A transport statement supports this planning application and outlines the key considerations from a highways point of view.

In terms of vehicular access, frontal access to the development will utilise the existing and proposed drop kerb access from Dunsbury Way which is similar to the other properties along these roads.

An allocated parking space for the two bed flat is located just off Bishopstoke Road. Due to the sustainable location of the site, the standard 1 space/2bed unit for a city centre location has been used for the proposed development.

Four parking spaces which will serve the end of life service will be located to the front of the site. Disable provision has been accounted for.. The provisions are in line with the requirements as set out within Havant Borough Councils parking standards.

Secure cycle parking is located throughout the site. Cycle parking for staff is located along the western boundary, while cycling stands for the residential flat is located alongside the flat entrance.

Tracking drawings have been produced for this scheme and are located within the accompanying Transport Statement. These confirm that vehicular access can enter the site, manoeuvre into the bay parking/serviced areas and exit the proposed development safely.

The proposal has therefore been designed to ensure the safe and efficient operation of the local road network. The accessible and sustainable location of the development site will result in a reduction of reliability on the private car and encourages the use of public transport. This is particularly relevant to the 2 bed flat.

It is therefore concluded that the application conforms with the criteria as set out within policy CS20 of the Core Strategy.

## Conclusions

---

The proposal has been assessed against both local and national planning policies. There are no policies specifically dealing with the end of life facilities.

The application has been subject to a sequential test given the location of the site some 100m from the edge of the district centre. The local centre has been assessed for alternative suitable sites which could meet the applicant's requirements. Whilst there were many vacant units within the local centre, none meet the applicant's quite specific requirements and as such were not suitable.

In terms of design the proposal will create an accessible unit for all users, while securing the long term viable use of this unit.

A rear extension will be created to facilitate the sensitive unloading and storage of deceased.

The proposed residential unit on the first floor helps create a mixed-use scheme which is in line with policy CS16.

The proposal will not create any detrimental highways issues.

This application is considered to be policy compliant. It replaces an existing facility and is located in a suitable and sustainable location. The proposed use is an important community facility and as such this application should be wholly supported by the local planning authority.



## JLL

Latimer House  
5-7 Cumberland Place  
Southampton SO15 2BH  
+44 (0)23 8023 2882  
+44 (0)23 8023 2684

Aiden Murray  
Planning Consultant

+44 (0)23 8038 5630  
aiden.murray@eu.jll.com

## About JLL

JLL (NYSE: JLL) is a leading professional services firm that specializes in real estate and investment management. A Fortune 500 company, JLL helps real estate owners, occupiers and investors achieve their business ambitions. In 2016, JLL had revenue of \$6.8 billion and fee revenue of \$5.8 billion and, on behalf of clients, managed 4.4 billion square feet, or 409 million square meters, and completed sales acquisitions and finance transactions of approximately \$136 billion. At year-end 2016, JLL had nearly 300 corporate offices, operations in over 80 countries and a global workforce of more than 77,000. As of December 31, 2016, LaSalle Investment Management has \$60.1 billion of real estate under asset management. JLL is the brand name, and a registered trademark, of Jones Lang LaSalle Incorporated.

<https://internetadmin.jll.com/united-kingdom/en-gb>

**Jones Lang LaSalle**

©2018 Jones Lang LaSalle IP, Inc. All rights reserved. All information contained herein is from sources deemed reliable; however, no representation or warranty is made to the accuracy thereof.