

Planning Application Response of Planning Policy / Urban Design

Application No:	APP/17/00688
Site Address:	1 Stake Road, WaterlooVille
Development:	Change of use of garage for commercial tyre fitting (sui generis) and mixed use of ground floor of 1 Stake Road for associated reception and tyre storage and/or A1 purposes.
Case Officer:	Mrs T Pickup
Comments by:	Lewis Ford
Date of Comments:	9 th August 2017

Policy Status: The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan provide the development plan for the borough.

The following policies are of particular relevance:

- CS4 Town, District and Local Centres
- CS16 High Quality Design
- CS17 Concentration and Distribution of Development within the Urban Areas
- DM14 Car and Cycle Parking on Development (excluding residential)
- AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements
- AL3 Town, District and Local Centres

History: The applicant of this proposal (APP/17/00688) originally traded on the land at 38-44 London Road, Purbrook, WaterlooVille.

The council received a planning application (under reference APP/15/00896) for the land at 38-44 London Road in September 2015. The application was for the demolition of the existing buildings and the redevelopment of the site to form 42 retirement apartments. The council originally refused the application; however, the applicant of the submission (McCarthy and Stone Retirement Lifestyles Ltd) appealed the decision and on 25th August 2016, the Planning Inspectorate determined and allowed the appeal.

As a consequence of the above, the businesses that were trading on the land at 38-44 London Road now have to relocate.

Principle of Development: The site lies within the urban area as defined by Policies CS17 and AL2 of the Local Plan which seek to concentrate new development within the five urban areas of the borough.

The site is directly adjacent to the land at 38-44 London Road (please see above) and is thus currently adjacent to the Purbrook Local Centre as defined by Policies CS4 and AL3. It should be highlighted that both Policies CS4 and AL3 aim to support small and independent businesses.

Policy DM2 aims to protect existing community facilities and local shops. The previous and proposed uses of the site are not regarded as community facilities. With regard to local shops, the policy is referring to shops in the identified local centres and small local shops which meet everyday shopping needs (see Paragraph 10.05 of the Local Plan [Core Strategy]). In this instance, the site's previous use (Bridal Shop) and the proposed use are not everyday shopping needs. As such, Policy DM2 does not apply.

Parking: Policy DM14 and the Havant Borough Parking SPD (July 2016) set out the minimum parking standards for new non-residential development in the borough.

Nonetheless, the Parking SPD does not cover every use/type of business. In this instance, therefore, the applicant will need to justify that the proposed parking can meet the needs of the business. This will need to be achieved through appropriate evidence (i.e. number of customers, waiting times, previous parking provision from the previous site etc.).

Amenity of Neighbours: Criterion e) of Policy CS16 states that:

“The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking”.

As such, appropriate conditions will need to be put in place so that the business does not cause unacceptable harm to the amenity of neighbours.

Flooding: The site is not identified as flood zone 2 and/or 3.

Community Infrastructure Levy: As the application is for a change of use from class A1 to a mix of A1 and Sui Generis with no additional floorspace, the development will not be CIL liable and will not have to pay the Solent Recreation Mitigation Partnership (SRMP) contribution. Therefore, Policies CS21 and DM24 do not apply.

Recommendation: No objection in principle providing that appropriate conditions are put in place for the amenity of surrounding residents. In addition, the applicant will need to justify the parking provision through appropriate evidence.