
Site Address:	Parkway Dental Care, 100 Bedhampton Road, Havant, PO9 3EZ		
Proposal:	First floor rear extension to accommodate 2No. additional dental suites.		
Application Type:	Full Planning Permission		
Application No:	APP/23/01035	Expiry Date:	23/01/2024
Applicant:	TDM Partnership Ltd		
Agent:	Mr Robinson	Case Officer:	Tina Pickup
	Simpson Hilder Associates		
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site relates to an existing dental surgery (a Class E (e) use) located on the north side of the Bedhampton Road, on the corner with Lester Avenue. It is a two storey building (former dwelling) that is constructed of cream painted render beneath a hipped red plain tile roof. Customer vehicular and pedestrian access is via an existing dropped kerb on Lester Avenue with the front forecourt area hardsurfaced for the parking of customer cars. There is a second dropped kerb and vehicular access off Lester Avenue, at the rear of the site, which is for staff use only - and the rear area is also hardsurfaced for the parking of staff cars.
- 1.2 The building has an existing rear single storey flat roofed extension across its full width. The boundary to Lester Avenue is largely 1.8m high close boarded fencing, but lowers in height where enclosing the front of the site to Bedhampton Road. Currently there is a large blue painted metal container sited within the rear yard, adjacent the Lester Avenue boundary, used as a staff room. Planning permission has not been sought or granted for its siting, making it an unlawful structure, breaching previous conditions about ensuring parking spaces remain available for use.
- 1.3 To the west is a detached residential dwelling, having its access drive and steeply pitched detached garage sited close to the shared eastern boundary. To the north, in Lester Avenue, are detached and semi detached dwellings, with number 1A directly to the north also having a pitched roof garage close to the shared boundary. To the east is the defined Bedhampton Local Centre (Policies CS4 and AL3) with Co-Op, funeral directors, fish and chip shop etc, all generally within two storey buildings with flats above. The application site is therefore on the edge of a residential area, but immediately adjacent, and grouped with a mixed local centre.
- 1.4 The Bedhampton Road is a classified road (B2149) and there are double yellow lines on the corner with Lester Avenue, but the majority of Lester Avenue has no parking restrictions. There are bus stops outside the adjacent shops, and opposite the site.

2 Relevant Planning History

06/68193/001 - Change of use to dental surgery (Class D1), with staff and visitor car parking accessed from Lester Avenue., PERM,11/07/2006

APP/11/00245 - Single storey rear and side extension with part first floor and replacement front porch., NPW,26/04/2012

APP/12/01325 - Single storey rear extension incorporating parapet, following demolition of existing lean-to., PERM,02/04/2013

APP/13/00614 - Application for non-material changes to APP/12/01325 in relation to roof material, rear door, alignment of first floor extension with wall and low level enclosure to rear., PERM,05/08/2013

APP/13/00779 - Refurbish entrance and provide new ramp access., PERM,24/09/2013

3 Proposal

- 3.1 First floor rear extension to accommodate 2No. additional dental suites.
- 3.2 The proposal would add a second floor above the existing flat roofed ground floor and thus add a depth of 7.8m across the full width of 12.4m. The footprint has been designed to create the appearance of two bays at the rear, enabling the roof to have a slightly dropped eaves line with two hipped rear projections with a flat roof in between. This keeps the ridge of the new roof to 7m, compared to 8.3m for the original building. Materials would match.

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

CS1	(Health and Wellbeing)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
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)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

County Waste Management

None received

Environmental Health

It is considered that the intensification of the dental practice is unlikely to have a negative impact on neighbouring properties.

Informatives recommended: Hours of work/no bonfires/dust control

Hampshire Highways

According to the application form and drawings this proposal does not include alterations to either of the two existing vehicular accesses.

I note both the front and rear gardens are used for car parking. The parking plan shown on the proposed layout does not match the actual use of the rear garden parking practice as recorded in the August, 2023 Street View image.

As this is a first floor extension there will be no permanent loss of car parking spaces. The amount of parking to be provided is a matter for the LPA. I confirm the Highway Authority have no objection to this proposal.

Property Management (formerly County Estates Department) Hampshire County Council

I have checked our records and can confirm that Hampshire County Council have no recorded property interests at 100 Bedhampton Road.

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: 15

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
I have seen the dental practice grow but also seen the increase in vehicles. I note in the proposal that no extra parking spaces are to be provided. The car park is often observed to be full (both staff and patrons) and this results in the road being utilised. Lester Avenue is only a narrow road and with businesses on both sides of the junction it is already an incredibly dangerous spot with the dentist car park being very close to a blind junction.	See Parking issues in section 7

I cannot stress enough how many residents have had a near miss turning into the road to find a car randomly stopped, on the wrong side of the road, trying to reverse out of a full dentist car park or doing a U turn. I accept that the dentist is not responsible for poor driving and inconsiderate parking but these are dangerous practices often seen by vehicles leaving their premises. Increasing the number of people who work there and use its facilities without making changes to the existing arrangement's will only lead to increased risk for road users.

Whilst I understand the need for more dentists I feel without taking a meaningful reassessment of the dentists parking and road layout in general this additional increase in traffic is an accident waiting to happen. I also would like to add that simply moving a business problem (lack of parking) into the road in general is also unacceptable. As residents we have the right to access our properties without finding the road full of vehicles parked on verges and irresponsibly blocking access for emergency vehicles.

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

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site lies immediately adjacent a Local Centre where policy CS4 and AL3 would support uses that promote the vitality and viability of the local centre. Whilst not actually within the local centre, so these policies are not directly relevant, nevertheless it is recognised that the dentist use compliments the adjacent commercial uses and would result in some combined trips.

7.3 Furthermore the proposed investment and expansion of an existing local health facility in a sustainable location is generally supported by policy CS1, and the increased employment supported by policy CS2.

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

- 7.4 The proposed first floor additions would all be to the rear, but being a corner site would still be visually prominent in street scene terms. The design includes a twin, double bay feature to the rear elevation, giving interest and symmetry to this view. The dropped eaves line and lowered hipped ends also make this rear elevation appropriately subservient to the host building. The side elevations would become elongated but again the slightly lowered roof makes this subservient to the host building. It is noteworthy that the ground floor already exists so the extra height and bulk relates to the first floor and roof area only.
- 7.5 The first floor addition would be set within 0.5m of the eastern boundary with the pavement in Lester Avenue, and could potentially be overbearing to users of the adjacent highway. But the eaves line has been kept as low as possible at 4.5m, and it is noted that there is a tree within the highway verge adjacent the development which would help to soften the visual appearance of this side elevation. Furthermore it is noted that the Co-op on the opposite corner has an equally long two storey rear projection.
- 7.6 Overall, in street scene terms, the extension would be of a high quality design and subservient in height, and would not be inappropriate to the scale of development in the immediate vicinity. As such it is not considered that any harm to the character and appearance of the area would result from the development, which would meet the requirements of Policy CS16 of the HBLP (Core Strategy).

(iii) Impact upon residential amenity

- 7.7 The residential dwelling to the west, 102, is a substantial two storey detached dwelling with gable end facing the application site. The dwelling is approximately aligned with the original two storey building on the application site and has just one small first floor side window in the front half of the side gable. The proposed first floor rear projection would extend beyond the rear facade of the actual dwelling but align almost exactly with number 102's detached garage which is sited close to the shared boundary. This has a steep pitch roof and thus would act as a buffer and screen to the bulk of the proposed rear extension.
- 7.8 The proposal would technically fail the 45 degree code but the presence of the intervening garage would mitigate a lot of the overbearing impacts. In terms of any overshadowing, the orientation to the east is such that only very early morning overshadowing may occur. In terms of potential for overlooking and loss of privacy, two new first floor side windows are proposed which amended plans have shown as both being obscure glazed. The most southerly window would align with the blank rear half of the side gable of 102 whereas the more northerly window would align with the garage and garden beyond. It is likely that due to angles of vision only the very top of this window would be visible from within 102's garden above the garage roof. As such the potential for any actual overlooking would be very minimal, and equally the perception of being overlooked would be minimal too. Provided these windows are fully obscure glazed, which can be conditioned, it is considered unlikely that they would result in any material harm to the amenity of the occupiers of number 102.

- 7.9 The dwelling to the rear is sited some 19m away and has a blank side elevation facing the site. There would be some potential for long distance views from the first floor windows over the rear garden, but the separation distance is such that this would be minimal and not unusual in such an urban area. Overall it is considered that the amenity of the occupiers of this dwelling would not be adversely affected.
- 7.10 Overall it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iii) Highways and parking

- 7.11 The existing dentist practice was originally granted planning permission in 2006 for 2 consulting rooms with 10 parking spaces. With subsequent approvals, this has expanded to 4 consulting rooms with 15 parking spaces (as approved by APP/12/01325). However, since the blue container has been sited at the rear taking the staff room, the former staff room has already been turned into a consulting room so there are currently 5 consulting rooms at the site. This proposal would result in 6 consulting rooms and the car park is proposed to be reconfigured with the provision of an accessible parking bay and cycle racks, to provide 14 spaces - 7 at the front for customers and 7 at the rear for staff.
- 7.12 The current Parking SPD requires 3 spaces per consulting room, plus one short stay cycle stand per consulting room and 1 long stay cycle stand per 6 staff. This would equate to a need for 18 parking spaces, short stay cycle stands for 6 bikes and secure storage for 4 long stay bikes. The amended plans show the appropriate level of cycle stands for both short stay customers at the front of the site, and 2 secure, behind fencing and accessed from the rear, stands for staff. However, there is a shortfall of 4 spaces for vehicles and a Highways Technical Note has been submitted to justify this shortfall in parking.
- 7.13 The Highways Technical Note demonstrates that the site is within an accessible location, on regular bus routes and near Bedhampton train station, reducing reliance upon the car. It further notes that realistically staff tandem park in the rear staff car park, maximising the number of on site spaces available - and at the time of the site visit this tandem parking was occurring, and despite the presence of the blue container, there were 9 cars in the rear car park. This tandem parking reduces the need for staff to park on the adjacent roads.
- 7.14 The bay sizes and aisle width of the front car park as shown on the plans fall slightly below current standards, but it is noted that this is an existing situation previously approved and cars do manage to park in 2 rows on site - as evidenced by Google maps. Therefore it is considered likely that the spaces shown on the plans, despite being substandard, would be used as intended. It is also noted that there is currently no cycle parking provision on site and the introduction of cycle stands would provide further options for transport methods to the site.
- 7.15 The Highways Technical Note also analysed demand through a survey and anticipates that staff demand would be accommodated on site, and patient demand would be predicted to increase by 1 car an hour which could largely be accommodated on site and spread as appointments change.

- 7.16 The site is located in a reasonably accessible location and the new cycle parking provision proposed would increase the option to access the site via alternative modes of transport. Since Lester Avenue has no parking restrictions, then on street parking is available and there is a public car park at Bidbury Mead close to the site. It is considered that the parking demand arising from the proposed increase in consulting rooms and associated intensification of the use of the site, would largely be accommodated on site and any overflow parking could be accommodated on the local network without causing harm to highway safety or amenity. It is noted that Hampshire Highways raise no objection to the proposal. Overall it is considered that the proposal would not result in significant harm to highway amenity and can be supported as compliant with policy DM14.
- 7.17 With respect to the blue container currently on site being used as a staff room, this would no longer be needed upon completion of the extensions as a new staff room would be provided internally. It is however considered essential that the container is removed from site before the extensions are first brought into use, to ensure the full parking provision is available on site - this can be conditioned, enabling a Breach of Condition Notice to be served if not removed.

8 Conclusion

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. The intensification of use of the site and increased parking demand has been adequately demonstrated to be largely managed on site and it is considered that any overflow parking would have minimal impact on highway safety or amenity. On this basis it is recommended for approval.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/23/01035 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 and Access Statement by Simpson Hilder Associates Ltd November 2023 Issue 1

Highways Technical Note by Motion, dated 19 March 2024

Ecology Statement by Simpson by Hilder Associates Ltd November 2023

Flood Risk Statement by Simpson Hilder Associates Ltd November 2023

Block and Location Plan - Drawing Number 9967 - 100

Proposed Site Plan - Drawing Number 9967 - 106 Rev B

Proposed Ground and First Floor Plans - Drawing Number 9967 - 107

Proposed East & West Elevations - Drawing Number 9967 - 109 Rev A
Proposed North & South Elevations - Drawing Number 9967 - 108
Proposed Roof Plan - Drawing Number 9967 - 110 Rev B

Reason: To ensure provision of a satisfactory development.

- 3 The external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.

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 Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order 2015, prior to first occupation of the extension hereby permitted, both new first floor windows in the west elevation shall be fitted with textured glass which obscuration level is no less than Level 4 of the Pilkington Texture Glass scale (or equivalent) and retained as such thereafter.

Reason: In the interests of the amenities of the occupiers of 102 Bedhampton Road and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The hereby approved cycle stands, and car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be installed 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 The existing blue container on site shall be permanently removed and the land re-instated for parking prior to the development hereby permitted being first brought into use.

Reason: In the interests of highway amenity and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.