

4 **Policy Considerations**

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS2	(Employment)
CS9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)
DM3	(Protection of Existing Employment and Tourism Sites)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM18	(Protecting New Development from Pollution)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL3	(Town, District and Local Centres)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Environmental Health Manager, Community Group

Applicant to confirm that the garages to the rear are to be used for a car sales business only and not for vehicle repairs / MOT's and so forth.

Informatives re bonfires, hours of work, dust control and external lighting requested.

Low risk from potential contamination - informative requested.

Development Engineer - Highways

The Highway authority have no adverse comment to this application providing the cycle facilities indicate on the submitted plan are provided and maintained

Economic Development - Commercial and Housing

There are no substantial changes that impact the employment

County Archaeologist No objection

Crime Prevention -Minor Apps No comments received

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: 18

Number of site notices: one

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary:

Comment:

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 streetscene
- (iii) Impact upon residential amenity
- (iv) Highway considerations
- (v) Other matters

(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. As the previous use was an employment one information on marketing was provided under DM3 in respect to the previous application which demonstrated that the premises were marketed for 22 months with no purchaser coming forward. The applicant, who operates the rear part of the site took on the site to safeguard their own business but the floorspace is surplus to their requirements. This history is considered adequate to demonstrate that there has been past marketing to seek to keep the premises in employment use but that a long term operator was not found.

The frontage building was originally constructed for residential purposes and housing would be compatible with the adjoining residential uses and will make beneficial use of the premises to the benefit of the economy and provide required housing units (CS9). This report therefore assesses further the detailed aspects of the proposal.

(ii) Impact upon the streetscene

The proposals result in little change to the front elevation with adjustment only in the position of the entrance doors and the introduction of a velux window. On this basis the development is considered acceptable and in accordance with the requirements of policy CS16.

(iii) Impact upon residential amenity

The introduction of residential development rather than a commercial one on the frontage should not result in any adverse amenity impact on the adjoining residential properties. The adjacent flats have windows in the side elevation, however the proposed first floor extension is set off the boundary and of modest size and not considered to be overbearing. The outside changes will result in a small courtyard area to provide some outside amenity area. There is a high wall on the western boundary and whilst it steps down into the site remains high enough to provide screening for the neighbours to the west from any impact resulting from these changes.

As there is no formal parking proposed for the units at the rear there will not be disturbance from residential car movements. Access could be provided for drop-off if required. The Performance Car Company to the rear is not restricted in its activities by condition. The applicant has agreed to a condition preventing movement of vehicles from that operation to the rear between 7pm and 8 am. This will assist in ensuring a

suitable environment is provided for the new residents in the proposed flats and potentially improve the environment for the existing residents to the west. On this basis the proposal is considered acceptable in respect of residential impact under the requirements of CS16, DM10 and DM18.

With respect of the internal accommodation the scheme this was amended under the previous application to remove a pedestrian access door from the side of the rear ground floor unit and an open plan layout for the living area/kitchen so that with the provision of full length windows there is a better quality of light and hence amenity for the occupants. The rear yard/patio also provides scope for some outside amenity area for the occupants of the flats. This approach is considered acceptable and meets the requirements of CS16 in respect of design and amenity for the prospective residents.

(iv) Highway considerations

The site benefits at present from one parking space only at the frontage which was associated with the previous use. This space is maintained. The site is in a very sustainable location close to the town centre boundary, its amenities and transport hubs. It is therefore acceptable under the provisions of DM13 to not provide any further parking provision. The site is in close proximity to the retail park for short term parking by visitors. The proposal does include cycle provision.

(v) Other matters -

The development is subject to DM24 in respect of the Solent Recreation Mitigation Project. Payment was received under the previous application and a new deed in respect to the current application has now been received.

As a result of demolition on the ground floor, but first floor extension for residential accommodation there is reduction in floorspace and therefore no CIL liability.

8 Conclusion

For the reasons detailed above the proposal is considered acceptable.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00684

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:
27971-PD150 Location Plan
27971-PD151 Block Plan
27971-PD152 Existing Plans and Elevations
27971-PD153 Proposed Site Plan
27971-PD154A Proposed Floor and Roof Plans
27971-PD155A Proposed Elevations
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 The flats shall not be occupied until the provision for the storage of cycles and refuse has been provided within the site in accordance with the approved details.. Such areas shall thereafter be retained and used solely for those purposes.
Reason: In the interests of highway safety and amenity and having due regard to policy CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 5 Following first occupation of any of the flats hereby approved there shall be no vehicle movements within the site serving the commercial premises to be retained to the rear of the site between the hours of 1900 and 0800 on any day.
Reason: In the interests of the amenity of the residential occupiers of the development and having due regard to policies CS16, DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM18 Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework 2012