

Planning Application Response of Planning Policy

Application No:	APP/15/00573
Site Address:	Tealwood Co Ltd, Sultan Road, Emsworth, PO10 7PP
Development:	Change of use from B1 commercial / industrial to residential use for 4No. dwellings comprising of 3No. 2 bed terraced houses and 1No. 3 bed detached house, with associated landscaping and parking, utilising existing access.
Case Officer:	D Haywood
Comments by:	L Weaver
Date of Comments:	05 June 2015

Comments

The Local Plan now comprises of the Core Strategy (2011) and the Allocations Plan (2014). It should be noted that Saved Policies are no longer relevant.

The Proposal: The site lies between Sultans Road and Seagull Lane and the proposal is to convert the existing offices fronting Sultans Road to 3 no. 2 bed dwellings, and to demolish the rear workshop and construct a 1No. 3 bed detached house. Four parking spaces would be provided with access off Seagull Lane to serve the proposed development.

Promoting Havant Borough's Economy: This would result in loss of 73.1 square metres of B1 (a) Office Use and a further loss of 340.7 square metres of B1 (c) Light Industrial Use. Policies CS2 (Employment) and DM3 (Protection of Existing Employment and Tourism Sites) of the Local Plan (Core Strategy) protect employment premises that are fit for purpose.

Policies CS2 and DM3 of the Core Strategy seek to protect existing employment sites and changes of use to non B use classes will only be permitted where it has been demonstrated that the site is not fit for purpose and financially unviable for B use class purposes.

DM3 requires a period of 12 months continuous marketing and it is disappointing that this has not been provided in this instance; however a detailed six months marketing strategy has been provided to support the application:

Vail Williams, who carried out this marketing, state that '...due to the type, location and configuration of the building it is not viable to undertake works to the building and to put it into a marketable condition.' They have nevertheless carried out marketing in the spirit of that required by Policy DM3. There has been some interest amongst parties looking to purchase a freehold commercial property, however 'when the practicalities of occupying the building in terms of access, loading/unloading, staff car parking and conflicts with residents were investigated, the buildings were dismissed from their search. The report goes on to state that there are other more suitable premises on available estates in recognised business locations.

The report concludes that the current premises do not 'suit the needs of a modern commercial occupier' and that the enquiry schedule supplied 'demonstrates that there is an equal amount of enquiries from investors and developers who, without prompting, have identified the site for a potential alternative use, and we believe that our marketing activity over the last 6 months clearly demonstrates that this property is no longer fit for purpose as a commercial building and the best re-use to secure the future of this building is the conversion to residential accommodation.'

Housing: The site is located in a predominantly residential area. The proposal can be considered to be in a highly sustainable location due to its proximity both to Emsworth Train Station and the centre of Emsworth providing a good range of local services and amenities. The provision of four new homes will contribute to meeting the Borough's housing requirement set out in Policy CS9 of the Core Strategy.

Policy DM13 provides detail on Car and Cycle Parking on Residential Development. The standard levels of allocated parking are two car parking spaces for each two bed unit and two car parking spaces for a three bed unit.

Whilst ameliorated standards are not set for the location of this site within the Havant Borough Residential Parking and Cycle Provision SPD, it would be unreasonable not to regard this brownfield site as being a highly accessible area due to the proximity of public transport, local shops and facilities, so a reduction of one space per dwelling in this particular instance seems reasonable.

Cycle provision of 2 spaces per unit is required, this is to be provided within the shed storage provided for each unit.

Policy Principle of Development: No objection in principle given the observations above, however it is recognised that to comply fully with Policy DM3, 12 months marketing should be provided.