
Site Address:	Land adjacent to, 2 New Road, Havant		
Proposal:	Variation of Condition 10 of Planning Permission APP/14/01004 relating to approved plans.		
Application No:	APP/15/00723	Expiry Date:	21/08/2015
Applicant:	Mr Robinson	Team:	Team 1
	Auragas Ltd		
Agent:	Mr Weymes	Case Officer:	David Eaves
	Les Weymes Planning		
	Consultancy Ltd		
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 2 New Road is a site situated between the railway line and New Lane. It is triangular in shape and approximately 0.03 hectares in area. There is an existing office building to the north-east of the site. There is an electricity sub-station to the west side of the site and some trees stand in a small parcel of land beyond that.
- 1.2 The area to the north of the site is characterised by a mix of terrace and semi detached residential properties. To the immediate south there is an active railway line and beyond this the land use is more mixed consisting partly of commercial uses and partly residential. The Bedhampton crossing and Bedhampton train station is situated approximately 60m and 80m west of the site respectively.

2 Planning History

APP/14/01004 Proposed new two storey office block and car parking Permitted
December 2014

3 Proposal

The current proposal is to vary planning permission APP/14/01004 the main changes are considered to be that the ridge height is raised, there is a projecting front gable feature, the fenestration is changed, the roof form is altered and includes an area of flat roof to rear. The floor space is similar to that previously approved.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS14	(Efficient Use of Resources)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)

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)

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

5 Statutory and Non Statutory Consultations

Development Engineer - Highways

The Highway Authority has no adverse comment to this application.

Environmental Health

My initial concern would be that at some future point, somebody may want to convert these offices into a dwelling; I imagine this would require consent for change of usage. However in terms of office use, I think using the same informative again is fine. The info on the passive vent systems available is just that – info. No comment on what system is to be employed, yet more importantly what acoustic glazing is proposed for use, what anti-vibration construction methods are to be incorporated. For office use its probably OK but I doubt we would ever consider it suitable for habitable purposes, with the type of info given up front.

Comment:

A condition is imposed preventing any change of use to residential without planning permission.

Southern Electric

No comments received.

Network Rail

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: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

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 residential amenity
- (iii) Highway and Railway Implications
- (iv) Design and effect on the streetscene

(i) Principle of development

The proposed development is an office within the urban area and in principle, the proposals are acceptable subject to the usual Development Control criteria.

It should be conditioned that the office is not converted to living accommodation, (would be permissible under the prior notification regulations), as the site is located in close proximity to the Portsmouth to London (Waterloo) railway line and to the B2149 (New Road) and the levels of noise recorded on the site indicate that it falls with Noise Exposure Category (NEC) C , Planning and Noise and as such, planning permission for housing should not normally be granted.

(ii) Impact upon residential amenity

It is considered that the proposal would not be of any greater detriment to the amenities of the occupiers of the neighbouring dwellings than the previous planning permission for an office building at this site. The previous application is still extant by virtue of the footings being dug and signed off. As such, the nature of the permitted use of the site would not change. Furthermore, the adjacent neighbouring dwellings are all set sufficient distance from the site so as not to be detrimentally impacted by the proposals.

(iii) Highway and Railway Implications

The Development Engineer has raised no objection to the proposals. It will be necessary to ensure that the cycle provision details and travel plan submitted in relation to planning permission APP/14/01004 are adhered to. A condition is also recommended in relation to the provision of parking as shown on the submitted plans.

The railway runs directly to the south of the site along with a level crossing. Network Rail were therefore consulted with regard to this proposal and in relation to the previous refusal. Whilst no comments have been received in relation to the new application they previously submitted a response that provides information for the applicant when building in proximity to the railway. The applicant was advised during the course of the previous application with regard to the Network Rail requirements and an informative should be included on this revised planning consent drawing any future land owners attention to these requirements.

(iv) Design and effect on the streetscene

The design now proposed would be more prominent in the street scene than that previously approved with a taller ridge height and front gable feature. The tile hanging and brick construction would however be domestic in appearance such that they would not appear out of place in this location. It is considered, on balance, that the proposals would have an acceptable appearance.

8 Conclusion

It is not considered proposed commercial use of this site will be detrimental to the amenities of the occupiers of the adjacent dwellings, highway or negatively impact the visual amenities of the streetscene. Therefore it is recommended that permission be granted subject to planning conditions.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00723

(A) subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, the building hereby permitted shall not be converted for residential occupation.
Reason: In the interests of the living conditions of any future occupants and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 The development shall not be brought into use until a minimum of 8 parking spaces have been provided within the curtilage of the site and thereafter all of those spaces kept available for such purposes.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 The development shall not be brought into use until a turning space is provided within the site to enable vehicles to enter and leave the site in forward gear in accordance with details to be agreed in writing by the Local Planning Authority. This space shall thereafter always be kept available for such use.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 5 If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has undertaken an appropriate assessment and submitted remediation method statement to the local planning authority detailing how this unsuspected contamination shall be dealt with. Written approval for the

remediation method statement shall be obtained from the local planning authority prior to implementation, and the remediation shall be implemented as approved.

Reason: To ensure that no contamination sources exist or remain on the application site that may pose an unacceptable risk to future site users, off site residential land uses, buildings, potable supplies or other services. This condition is in line with paragraphs 109 and 121 of NPPF, policies DM10 of the Havant Borough Adopted Core Strategy (2011) and DM17 of the Local Plan (Allocations) 2014.

- 6 The hardstanding hereby permitted shall be of porous construction and or designed with an interceptor to prevent water draining onto the public highway.

Reason: To prevent water runoff to the public highway and to avoid off site flood risk having due regard to planning policy CS15 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 7 The development hereby permitted and its use shall be carried out in accordance with the details of cycle provision and the Travel Plan as amended received 9th December 2014 both in relation to planning permission APP/14/01004. The cycle provision and travel plan provisions shall thereafter be fully implemented and maintained.

Reason: To ensure that sustainable transports options are available in the interests of reducing car based trips having due regard to policies CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 The development hereby permitted shall be carried out in accordance with the following approved plans:

Planning Statement and Design and Access Statement dated 17th June 2015
Proposed Elevations Drawing No. 8279 12 Rev C
Proposed Plans and Front Elevation Drawing No. 8279 11 Rev C
Proposed Site, Roof & Location Plans Drawing No. 8279 10 Rev B

Reason: - To ensure provision of a satisfactory development.