
Site Address: 109 London Road, Cowplain, Waterloooville, PO8 8XJ
Proposal: Proposed change of use from ground floor class a1 (retail) including conversion to provide two self-contained one bed flats, elevation changes with amended car parking layout for a total of 10 cars, secure cycle storage and secure refuse/recycling storage facilities.
Application No: APP/15/00855
Applicant: Mr Norris
Agent: Mr Weymes
Les Weymes Planning Consultancy Ltd
Ward: Cowplain

Expiry Date: 25/09/2015
Team: Team 2
Case Officer: David Eaves

Recommendation: **GRANT PERMISSION**

1 Site Description

The site lies to the west of London Road and is outside the Local Centre of Cowplain in a mainly residential area. The building is a two storey with four existing flats, one at ground floor level to the rear of the building and three at first floor level.

To the ground floor front section of the building is retail area divided in two with a petshop Southcoast Exotics/Southcoast Marines selling Exotic pets (Reptiles/Amphibians etc and Marine fish). To the north of the site is a new residential development with side access and to the south is a three storey flat development.

Existing car parking is provided to the rear for the flats and to the front for the retail unit.

2 Planning History

95/51931/001 Internal alterations to allow change of use of part of existing office use (Class B1) to retail (Class A1) storage. Permitted May 1995

APP/14/00823 Rear extension to provide extended first floor and creation of 2No. flats, 1No. 1 bed and 1No. 2 bed, with car parking below and associated refuse and cycle store facilities. Refused November 2014

3 Proposal

The current proposal is to convert an existing retail area into two No. 1 bed flats. The proposal includes alterations to the front to provide domestic scale windows instead of shop windows and door. To the south elevation there would be changes to provide new window and door. Finally the proposal would result in the building being rendered (currently brick to first floor and front side elevations, and painted brickwork to rear.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS21	(Developer Requirements)
DM13	(Car and Cycle Parking on Residential Development)
DM2	(Protection of Existing Community Facilities and Shops)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Economic Development - Retail and Town Centres

Due to the location of the property E.D. have no objections to the loss of this building for business uses.

Development Engineer - Highways

The Highway Authority has no adverse comment to this application. I would suggest that the Planning Authority condition the provision and retention of the parking layout and cycle facilities as shown on submitted drawing 8362 11 in order to conform to the HBC Car Parking Standards.

Crime Prevention -Minor Apps

No comments received

Environmental Health

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: 27

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary:

No objections to this plan - it will improve the look of the block of flats.

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) Highway issues
- (v) Developer contributions

(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.

In this case the proposal would result in the loss of an existing retail unit which was open as a pet shop at the time of the case officers site visit. The proposal has therefore been considered against the criteria in policy DM2 of the Local Plan (Protection of Existing Community Facilities and Shops).

Policy DM2 sets criteria to be applied when changes of use from existing community facilities and shops are proposed including requirements for marketing/viability. The supporting text clarifies where this policy will be applied and states that:

Policy DM2 refers to shops located within the primary and secondary frontages of centres identified in policy CS4 as well as small local shops located outside these centres that meet everyday shopping needs. Policy DM2 also relates to community facilities including health and education facilities, places of worship, community halls and public houses.

In this case the existing retail unit is located outside of any identified primary or secondary frontages and outside of any local centre (the nearest being Cowplain to the south of the site). The retail unit does not meet everyday shopping needs (such as a food retailer) as it provides a specialist retail function. The loss of this unit in this location is not therefore considered to be subject to a marketing requirement and is considered acceptable in principle. It is also noted that the Councils Economic Development Team raise no objection to this change of use.

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

The proposal would not result in extensions to the building. The main physical changes relate to the changes to fenestration (mainly to the front elevation), new side door and alterations to materials with render replacing brick and painted brick. The area is mainly residential in character and the domestic scale windows to the front elevation would reflect this. There is a mixture of materials and finishes in the area including render and it is considered that the application of render to the building would have an acceptable appearance given this existing context. The roof of the covered staircase would incorporate a lead finish.

A rear cycle shed would also be provided, this would not be intrusive in the surroundings.

(iii) Impact upon residential amenity

The proposal does not include extensions to the property and the residential use is likely to result in less vehicular movements than the existing retail business and therefore potentially less disturbance to neighbours than the current use.

The property to the north of the site No. 111a is set lower than the application site, however, there is a substantial close boarded fence and retaining wall and the nearest property is set beyond the access drive to rear properties and a further fence. No. 111a has a blank wall facing with 1 obscure glazed window. The use of the windows in the first part of the application building will serve a kitchen/living room rather than a stock room and would therefore potentially have more use. The set off between the application site and No.111a and the boundary treatments would result in an acceptable relationship between these properties.

To the south of the site is a block of flats set higher than the application site, there are 2 clear glazed windows facing the application site at ground floor level and these appear to serve kitchens. The new windows and door would serve a hall and living/kitchen room. There is a driveway between the properties and it is considered that the relationship between residential uses would be acceptable.

The new flats would provide small 1 bed flats with floorspaces of 50 and 47sqm. This Council has not adopted minimum space standards and it is noted that the publication 'Technical housing standards - nationally described space standard' (Department for Communities and Local Government) March 2015 would require a minimum gross internal floor area for a 1 bed 2 person flat as 50sqm. Given the lack of adoption of space standards it is considered that the refusal of planning permission based on the slight floorspace shortfall in relation to one of the flats would not be justified. Whilst there is no external private amenity space for the flats this is common with the existing flats at the site, car parking can be provided (see below).

(iv) Highway issues

The proposal would provide 10 parking spaces to serve the whole flat development. The Councils Residential Parking and Cycle Provision SPD would require 9 spaces for the site. Therefore car parking would meet the Councils adopted standards. Cycle parking would be provided in a cycle store to the rear of the site. The Development Engineer has raised no objections to the proposals.

(v) Developer contributions

As the proposed development would not increase floorspace the proposal would not be liable to CIL.

The proposal is subject to a contribution requirement relating to visitor impact on the Special Protection Area (SPA). The financial contribution of £385.40 (including monitoring and admin fee) has been secured.

8 Conclusion

In conclusion, the principle of the loss of this retail unit is considered to be acceptable, the proposals would have an acceptable impact on the character and appearance of the area and would not be harmful to residential amenity. It is considered that subject to conditions, parking and cycle parking can be secured. The proposal also provides mitigation in relation to recreational pressures on the SPA through a financial

contribution. Planning permission can therefore be recommended.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00855

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

Existing Plans/elevations & proposed site plan Drawing No. 8362 10
Proposed Plans & Elevations Drawing No. 8362 11

Reason: - To ensure provision of a satisfactory development.
- 3 The flats hereby permitted shall not be occupied until space for the parking of vehicles and cycle parking has been provided within the site, and marked out 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 having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.