

Planning Application Response of Planning Policy

Application No:	APP/15/00566
Site Address:	12 Creek Road, Hayling Island
Development:	Change of use of first and second floors from a nightclub use to 10 No. letting rooms.
Case Officer:	Mr R Nash
Comments by:	Gavin Stonham
Date of Comments:	30 th June 2015

Comments:

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

Principle of development:

This application proposes to convert the first and second floors of No. 20 Creek Road into a sui generis class House of Multiple Occupation (HMO), comprising ten rental rooms with private en-suite bathroom facilities and shared kitchen and dining areas.

The building's ground floor is an actively trading public house whilst first and second floors have been vacant since 2009. The current owners purchased the property in 2009 and have continued to operate the ground floor as a public house whilst leaving the upper parts empty.

There are no relevant site specific policies in the Local Plan (Allocations) that apply to this site; however there are a number of more general policies that are applicable.

The site is within the urban area (Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements) and the proposal therefore also meets policy CS17 (Concentration and Distribution of Development with the Urban areas).

South Hayling Island is one of five priority regeneration areas in Core Strategy policy CS6 (Regeneration of the Borough). It is important for new housing in this area to be of high quality as part of delivery of the Borough's regeneration. The reoccupation of a part-vacant building could potentially help improve the area's image but it would nevertheless be important to ensure that any change of use is appropriately designed to fit in with the neighbouring area and that there is adequate space for car parking. It is also desirable that there is satisfactory living space in the development for future occupants. The Department for Communities and Local Government published national optional space standard guidelines for new dwellings in March 2015 in a Technical Housing Standards document, which should be considered.

The overall site is approximately 310 sq. m, so the development would not need to comply with the BREEAM standard indicated in policy CS14 for multi-occupation homes over 500 sq. m. However the applicant would need to apply to the Council for a HMO licence, as it is a 3-storey building which would accommodate five or more persons forming two or more households.

Core Strategy Policy DM13 (Car and Cycle Parking on Residential Development) states that residential applications must comply with the standards in the [Residential Car Parking and Cycle Provision SPD](#). This states that for allocated parking, three spaces for each 4+ bed unit are required to comply with the policy, or 2.4 spaces if unallocated. This is a standard

which proposals should adhere to as closely as possible in order to have the greatest likelihood of satisfying Policy DM13.

The applicant has indicated in a Design and Access Statement that no additional parking is to be provided on-site and that it would be necessary for future occupants who are car owners to park their cars elsewhere, for example in the nearby public car park in Wheatlands Avenue.

The spaces in the Wheatlands Avenue car park are available free of charge to the public at present; however the parking is time restricted for a maximum stay of 24 hours. In my opinion this is not a sufficient length of time for residents to use on a daily basis and I feel that doing so would lead to amenity problems and reduced quality of life for these new residents. It would also make it difficult for tenants to receive deliveries or visitors at the property and would lead to illegal parking and pressure on existing on-street parking spaces, potentially causing neighbourhood tensions. This alternative to on-site parking provision is also not in accordance with the SPD.

The area around Creek Road in Hayling Island is not centrally located and is relatively remote from local facilities and regular public transport. Restricting car ownership for future occupants in this area does not therefore seem appropriate.

Creek Road does not have any on-street parking and on-street parking in Wheatlands Avenue is limited. The Parking SPD (page 21) states that car parking can alter the character and visual amenity of roads, so that even if there is capacity for parking on the immediate road network, allowing further on-street parking could be detrimental to the area and be considered unacceptable. It can also have adverse impacts for crime reduction. These issues seem to apply in the case in Wheatlands Avenue, which is an attractively landscaped street, which appears to experience some on-street parking, but not to a significant extent. The applicant has not supplied any survey evidence of on-street parking in this area which could be used to make a more informed assessment.

Although the Wheatlands Avenue car park is council-owned, it would be a matter for the Council's estates department as to whether it would wish and be able to reduce the car park's existing capacity by selling or leasing some of the car park's spaces to a private developer so that they may be used on a residential permit basis by occupiers of the proposed development.

The applicant states that the building at 20 Creek Road has existing cycle parking provision. The applicant would need to provide more information on this. The [Residential Car Parking and Cycle Provision SPD](#) states that a minimum of two cycle spaces and one loop/hoop should be provided per unit.

Policy CS9 sets out a requirement under Policy CS9 (Housing) for an affordable housing contribution of 30-40% on sites of five or more gross dwellings. This policy has since been superseded by the [Written Ministerial Statement on small-scale developers](#), which states that contributions should not be sought from developments of 10 units or less, which have a combined gross floor space of up to 1,000 sq m. The proposed development would comprise less than 1,000 sq m of floor space. A HMO is also classified as a single dwelling for the purpose of calculating an affordable housing contribution.. There is therefore no need for an affordable housing contribution.

The development would be liable for a payment under the Community Infrastructure Levy (CIL). Under the Havant Borough Community Infrastructure Levy Charging (CIL) Charging Schedule, CIL is payable on new residential floorspace at a rate of £100/sqm in Hayling Island.

A Solent Recreation Mitigation Project (SRMP) contribution would also be payable at a rate of £172 per dwelling (plus administration and monitoring charges) in accordance with policy DM24.

Principle of development:

The application contradicts Core Strategy Policy DM13 (Car and Cycle Parking on Residential Development). If it were to be approved it would lead to several amenity problems and other issues relating to residents' quality of life. I would therefore recommend refusal.