
Site Address:	2 New Road, Havant, PO9 1DE		
Proposal:	Proposed new infill extension in addition to approved planning permission APP/14/01004 for two storey office block.		
Application No:	APP/15/00865	Expiry Date:	20/10/2015
Applicant:	Mr Robinson	Team:	Team 1
	Aura Gas		
Agent:	Mr M Holman	Case Officer:	Emma Chisnall
	Holman Reading Partnership		
	llp		
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

This application is for a link to be built in between a current white rendered detached office building and a second office building which is to be positioned next to the established office and is currently under construction.

The proposed link is designed to connect the two office buildings and provide a WC facility. The proposal is relatively small in scale and is set back from the North and South facing elevations of the current two buildings which ensures there is little impact from it being built.

The site itself has a part paved front space currently used for parking and an area currently forming a building site. To the rear of the building under construction is a small area of open land adjacent to a the Portsmouth-Waterloo-Brighton railway line.

2 Planning History

The most relevant planning history for the current application is:

08/60233/011- Renewal of Planning Permission 03/60233/008 - erection of 2 storey office block with associated car parking utilising the existing access to New Road and new boundary treatment to north western boundary. Permitted 21/11/2008 implemented through the completion of foundations but not constructed

APP/14/01004- Proposed new 2 storey office block and car parking- Permitted

APP/15/00723 Variation of Condition 10 of Planning Permission APP/14/01004 relating to approved plans. Permitted

3 Proposal

Proposed new infill extension in addition to approved planning permission APP/14/01004.

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)
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)
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Havant Borough Council Design Guide Dec 2011

Havant Borough Residential Policy and Cycle Provision SPD 2010

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Network Rail Comments

Network Rail strongly recommends the developer contacts assetprotectionwessex@networkrail.co.uk prior to any works commencing on site and also to agree an Asset Protection Agreement with us to enable approval of detailed works.

Economic Development

We are in support of the application.

Environmental Health

(General)

Assuming that the new connecting extension is for the same use class, I would have no objections.

However, as before, the applicant should be made aware that at no time this new extension, together with existing can be used for or changed to residential use, this due to the close proximity of the train tracks.

The other informative relating to noise and vibration (which may affect equipment and machinery) can be re-inserted for their information.

(Contamination)

It is noted that the infill/link structure is a fairly minor addition. With respect to contamination, the feature of concern (ca. 1960 probable utility structure) is located broadly centrally to the previously consented building, and any associated contamination would be expected to be broadly localised to the immediate vicinity.

There is no change to the previous assessment as a result of the current proposal.

For consistency, I would agree that the 'unexpected contamination' should be re-applied, as suggested. No additional controls / requirements are necessary.

For clarity, in line with both previous comments & above, no proactive investigation or

sampling is required for the proposed 'office link' structure – it is sufficient to require investigation only where unusual ground conditions are encountered during groundwork.

Comment - The condition suggested should be included as part of a planning consent.

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: 8

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 the character of the area
- (iii) Impact upon residential amenity
- (v) Highway and Railway Implications

(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. The proposal is a logical extension to include with the current building and will enhance the current space available.

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 the character of the area

As the extension is fairly small, set away from the main road and is enclosed within the current two buildings it will not impact negatively on the character of the area. As this proposal will be slotted in between the current buildings it will be well screened. It will improve the design of two buildings when looked at as a whole and join them together in an effective neat way.

(iii) Impact upon residential amenity

As the extension is proposed to be built in between the two current buildings there will be no impact on any neighbour's amenity and the proposal will be adequately screened from the neighbours on either side of the development. Behind the proposed extension is a railway line so this will not be impacted by the proposed development.

(v) Highway and Railway Implications

This minor extension to the existing and approved office buildings is not considered to raise additional highway concerns.

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 they submitted a response that provides information for the applicant when building in proximity to the railway. An informative should be included on a planning consent drawing any future land owners attention to these requirements.

8 Conclusion

The scale, siting and design of the proposal is considered to be acceptable and is recommended for approval.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00865

(A) Subject to the following conditions:-

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The external materials used shall match those shown on drawing No.8279 17.

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.

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

Proposed Ground Floor and First Floor Plan: Drawing No 8279 16

Proposed Site Plan: Drawing No 8279 15

Proposed South-East and North-West Elevations: Drawing No 8279 17

Proposed Site, and Location Plan: Drawing No 8279 10 rev B

Proposed Plans and front elevation: Drawing No 8279 11 rev C

Reason: - To ensure provision of a satisfactory development.

- 4 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.

- 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, offsite 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 Local Plan (Core Strategy) 2011 and DM17 of the Local Plan (Allocations) 2014.

- 6 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.