
Site Address:	39 Park Way, Havant, PO9 1HH		
Proposal:	Change of use (of part of property) from offices to 4No. 1 bed flats.		
Application No:	APP/15/00849	Expiry Date:	24/09/2015
Applicant:	Performance Car Company	Team:	Team 1
Agent:	Mr Saunders	Case Officer:	Sally Smith
	pdp architecture llp		
Ward:	St Faiths		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is on the western end of a terrace of residential properties just to the west of the Havant Town Centre. To the west of the site is a block of flats. Opposite the site is the Fire Station and the western end of the retail park. The site itself is a two storey property on the frontage of the site - rendered and with a pitched slate roof. At the rear is a single storey timber clad extension. This area has been in use in the past by a printing/graphic design company - although they vacated in 2011. It was marketed for 22 months and then Performance Car Company took on the premises for extra office space. To the rear of that part of the property are single storey buildings used by Performance Car Company who also use the rear area for the parking of their vehicles for sale. This area is also included in the application site. The access serving both sites is on the west side of the site. There is one parking space to the frontage of the site associated with the front part of the premises. Photos of the site are included in the Design and Access Statement

2 Planning History

GEN/15/00357 - Enquiry re conversion to residential
ttttttPAP/12/00116 - C/U B1 office to C3 res with conversion to 6 x 1 bed flats and 2 storey rear extension. WD 23/5/12
06/70737/001 - Demolition of existing commercial building and construction of 4 x 2 bed flats. Perm 2/6/06

3 Proposal

The proposal is to convert the front office area to 4 flats (2 x 2 bed and 2 x 1 bed). This involves

- adjustment to the position of the entrance doors on the frontage
- replacement of the single storey timber clad side extension that contains large picture windows with a smaller rendered extension with a smaller side window
- the inclusion of accommodation in the roof with velux windows to front and rear
- the provision of a courtyard area to the rear to be paved and include cycle parking and a bin area
- the provision of gates to the retained commercial area to the rear

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS2	(Employment)
CS9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)
DM3	(Protection of Existing Employment and Tourism Sites)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM18	(Protecting New Development from Pollution)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL3	(Town, District and Local Centres)

SPD - Residential Parking Standards

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Environmental Health Manager, Community Group

Development Engineer - Highways - No formal response received but a discussion confirmed that as the site is in such close proximity to the town centre and transport hubs that parking was not required.

Crime Prevention -Minor Apps - No response

Economic Development - Commercial and Housing - No comments or observations

County Archaeologist - Although the site has some archaeological potential there will only be slight ground work which would be unlikely to expose meaningful archaeological features. on this basis there is no archaeological issue.

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: 18

Number of site notices: One

Statutory advertisement: Not applicable.

Number of representations received: none

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 streetscene
- (iii) Impact upon residential amenity
- (iv) Highway considerations
- (v) Other matters

(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. As the previous use was an employment one information on marketing was required under DM3. As detailed in section 1 the premises were marketed for 22 months with no purchaser coming forward. The applicant, who operates the rear part of the site took on the site to safeguard their own business but the floorspace is surplus to their requirements. This history is considered adequate to demonstrate that there has been past marketing to seek to keep the premises in employment use but that a long term operator was not found.

The frontage building was originally constructed for residential purposes and housing would be compatible with the adjoining residential uses and will make beneficial use of the premises to the benefit of the economy and provide required housing units (CS9). This report therefore assesses further the detailed aspects of the proposal.

(ii) Impact upon the streetscene

The proposals result in little change to the front elevation with adjustment only in the position of the entrance doors and the introduction of a velux window. On this basis the development is considered acceptable and in accordance with the requirements of policy CS16.

(iii) Impact upon residential amenity

The introduction of residential development rather than a commercial one on the frontage should not result in any adverse amenity impact on the adjoining residential properties. The changes to the side extension result in a smaller window facing west and the outside changes will result in a small courtyard area to provide some outside amenity area. There is a high wall on the western boundary and whilst it steps down into the site remains high enough to provide screening for the neighbours to the west from any impact resulting from these changes.

As there is no formal parking proposed for the units at the rear there will not be disturbance from residential car movements. Access could be provided for drop-off if required. The Performance Car Company to the rear is not restricted in its activities by condition. The applicant has agreed to a condition preventing movement of vehicles from that operation to the rear between 7pm and 8 am. This will assist in ensuring a suitable environment is provided for the new residents in the proposed flats and potentially improve the environment for the existing residents to the west. On this basis the proposal is considered acceptable in respect of residential impact under the requirements of CS16, DM10 and DM18.

With respect of the internal accommodation the scheme has been amended since the pre application stage to remove a pedestrian access door from the side of the rear ground floor unit and an open plan layout for the living area/kitchen so that with the provision of full length windows there is a better quality of light and hence amenity for the occupants. The rear yard/patio also provides scope for some outside amenity area for the occupants of the flats. This approach is considered acceptable and meets the requirements of CS16 in respect of design and amenity for the prospective residents.

(iv) Highway considerations

The site benefits at present from one parking space only at the frontage which was associated with the previous use. This space is maintained. The site is in a very sustainable location close to the town centre boundary, its amenities and transport hubs. It is therefore acceptable under the provisions of DM13 to not provide any further parking provision. The site is in close proximity to the retail park for short term parking by visitors. The proposal does include cycle provision.

(v) Other matters _

The development is subject to DM24 in respect of the Solent Recreation Mitigation Project. The requisite payment of £696 plus admin and monitoring fees has been paid.

As a result of demolition on the ground floor, but use of roof space for residential accommodation there is 8 sq.m which is CIL liable. The requisite information forms have been completed and Assumption of Liability form submitted.

8 **Conclusion**

For the reasons detailed above the proposal is considered acceptable.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application ttttttPAP/15/00849 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:

27971-PD100 Location Plan
27971-PD101 Block Plan
27971-PD102 Existing Plans and Elevations
27971-PD103 Proposed Site Plan

27971-PD104 Proposed Floor and Roof Plans
27971-PD105 Proposed Elevations
Application form
Design and Access Statement
Emails from Michael Saunders of 14 and 15 September 2015

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials to be used shall match in type, colour and texture those on the existing building.
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 2012.
- 4 The flats shall not be occupied until the provision for the storage of cycles and refuse has been provided within the site 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 amenity and having due regard to policy CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 5 Following first occupation of any of the flats hereby approved there shall be no vehicle movements within the site serving the commercial premises to be retained to the rear of the site between the hours of 1900 and 0800 on any day.
Reason: In the interests of the amenity of the residential occupiers of the development and having due regard to policies CS16, DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM18 Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework 2012.