
Site Address: 21A London Road, Widley, Waterlooville, PO7 5AS
Proposal: Change of use of first floor to allow a mixed office and residential use across both flats. Variation of Condition 6 of Planning Permission 10/55115/002 and retention of the bin/cycle storage shed in its current form and use for mixed cycle storage, bin storage and office storage.
Application No: APP/14/00351
Applicant: Mr Glyde
Agent:
Ward: Purbrook

Expiry Date: 11/06/2014
Team: Team 1
Case Officer: Tina Pickup

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is located on the west side of the London Road, at the southern end of the Widley Local Centre parade of shops and immediately north of the currently vacant petrol filling station. It is a recently constructed, detached two storey building, which had permission for a ground floor office with two first floor self contained flats. The building is owned and occupied by a company called 'Twisted Pair' who are already using one of the first floor flats for additional office space.

The parade of shops all have a rear vehicular access that run behind (to the west), off Lily Avenue. The site therefore has a rear servicing area that currently comprises two parking spaces and a large timber shed - the bin/cycle store. To the front of the site is a private parking lay-by that serves the whole parade of shops.

2 Planning History

10/55115/002 - Demolition of existing building. New building to consist of office to ground floor and 2No. 1 bed flats over with associated car parking, cycle store and landscaping. Permission 9/7/2010

3 Proposal

The current application seeks a change of use permission to regularise the existing use of the front residential flat 1 for office use, together with the further flexible possibility to enable the use of the second residential flat for office purposes in the future. Additionally the application seeks to vary condition 6 of 10/55115/002 (which required the parking, including cycles, to be laid out in accordance with approved plans) to allow for the retention of the larger timber shed to be used for office storage as well as, or instead of, cycle and bin storage (at the time of the site visit the bins were located to the side of the main building). This shed measures 6.1m x 2.5m x 2.4m high.

4 Policy Considerations

National Policies

National Planning Policy Framework 2012

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)
CS2 (Employment)
CS4 ()
DM14 (Car and Cycle Parking on Development (excluding residential))

Local Plan (Allocations) October 2013
Policy AL3 (Town, District and Local Centres)

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

5 Statutory and Non Statutory Consultations

Development Engineer - clarification sought regarding car parking layout
Environmental Health Manager, Community Group - no adverse comments

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: 10

Number of site notices: One.

Statutory advertisement: Not applicable.

Number of representations received: 3

Summary: 'Twisted Pair' already park vehicles in Lily Ave & impossible to park outside own houses; this will make worse; allowing first floor flats to be used for office as well will increase staff and make Lily Ave more congested & become an overflow car park; object to cycle/bin shed being used for business use/office store/workshop due to associated noise, fumes, traffic, engines left running/car doors slamming etc close to our home.

Comment: These issues will be considered below:

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) Policy Considerations
- (iii) Parking Considerations
- (iv) Use/nature of shed

- (i) Principle of development

- 7.2 The site falls within the urban area where the principle of development is acceptable subject to relevant policy and development control criteria.

(ii) Policy Considerations

- 7.3 The site is located within the defined Local Centre of Widley where adopted policy CS4 of the Core Strategy supports proposals that enhance the hierarchy of centres and supports small and independent businesses. Policy CS2 also seeks to accommodate new employment floor space generally and seeks to promote local employment and favour town centre locations for B1a office uses. Furthermore, policy AL3 of the emerging Allocations Plan promotes appropriate uses in the different centres that contribute to vitality and viability. This policy mainly relates to ground floor uses. The proposal however relates to the first floor of the site; the ground floor is an existing B1(a) use and permission is sought to use the first floor for additional B1(a) office space.
- 7.4 Regard must also be had to the fact that the permitted development rights relating to changes of use, that came into effect in May 2013, allow for premises within B1(a) to change to residential C3, subject to prior approval regarding, amongst other things, highways issues.
- 7.5 Therefore, existing local and national planning policy would generally support the principle of the expansion of this small business that provides local jobs. 'Twisted Pair' currently employ 18 staff, with 3 'admin' permanently based at the site; approx 8 sales/project managers who come and go from the site; and the remainder as engineers based primarily out on site. They are already using the 'lounge' of flat 1 as an office and the 'bedroom' as a meeting room. This element of their application is retrospective and there are no immediate intentions to further expand. However the application seeks permission to be able to use the second flat as an office should the need arise in the future. Given the Council's support of employment opportunities within the Borough, then this application would receive support in principle, subject to the remaining development control issues being satisfactory.

(iii) Parking Considerations

- 7.6 When planning permission was granted in July 2010 (10/55115/002 refers) the approved details included 89 sq m of ground floor office space and two separate self contained flats at first floor. 3 car parking spaces were approved at the front to serve the office (based on 1 space per 30 sq m) with 2 car parking spaces at the back, one for each flat. Whilst the submitted plans suggest that 3 car parking spaces could be provided to the rear of the premises, as the additional space would effectively block in the other 2 spaces, only 2 usable spaces are considered to be available.
- 7.7 Using the adopted parking standards of 1 space for every 30 sq metre of office and 1 space for every 90 sq metre of storage, the use of the whole building for office i.e. converting both flats results in a requirement for 6 car parking spaces - 3 are provided at the front and the two that were previously for the flats would be used, leaving a shortfall of 1 space. The current mixed use situation where 1 of the flats is still occupied results in a requirement of 4.5 spaces for office and 1 for residential - this means the site has a shortfall of 0.5 space. These figures exclude the storage 'shed' at the rear, which, at 14.4 sq m area triggers its own requirement of 0.16 of a space in the event that it is used wholly for office storage purposes..

7.8 Therefore, the worst case scenario results in a shortfall of 1.16 spaces. In this regard, it must be taken into account that the site is immediately adjacent the parking lay-by at the front of the parade of shops, the London Road is a main bus-route and the bus stop is immediately outside the site. The site is therefore considered to be in an accessible location. The existing company 'Twisted Pair' also operate a bike to work scheme and employ local staff, a couple of which are understood to cycle to work when they can. The rear shed does provide adequate secure storage for staff cycles.

7.9 Three letters of objection have been received from residents in Lily Avenue, all concerned about the overflow parking of cars and vans in Lily Avenue. The applicant has admitted that at busy times when sales/project managers and occasional engineers do return to base there is an occasional peak in parking requirement and cars and vans do park in the surrounding residential roads - Lily Avenue and Lansdowne Avenue. However there are no parking restrictions in these roads and generally the demand from the site is during the day which does not clash with the peak residential demand. Whilst it is accepted that having vehicles parked outside a house can lead to a sense of loss of residential amenity, it is not however illegal. The applicant has advised that he encourages his staff to be considerate when parking in residential roads.

7.10 Having regard to the fact that the occurrence of parking issues is during the day on un-restricted residential roads, the official shortfall using the adopted parking standards is only 1.16 spaces, and the site is in an accessible location, the highway engineer has raised no objection to the proposed use of the first floor as office space and the use of the shed as ancillary storage.

(iv) Use/nature of shed

7.11 The application also involves regularising the presence of the timber shed at the rear as a larger shed than previously approved under 10/55115/002 and for ancillary office storage as well as cycle storage and/or bin storage (albeit that the bins were stored outside the main building at the time of the site visit). This shed amounts to 14 sq m of additional storage space to serve the premises/business. It is shelved internally and at the time of the officer's site visit had boxes of equipment waiting for installation on sites, together with space for cycle storage. Whilst there is no objection to the visual appearance of the shed, nor in principle to the use of the shed as ancillary storage, and as noted above, the parking requirement it generates if in sole office storage use equates to just 0.16 space; it is however close to the side elevation of 2 Lily Avenue who has written objecting to the noise, car fumes etc generated from staff accessing the shed.

7.12 It should be noted that there were no hours of use conditions imposed on the original permission 10/55115/002 and hence the originally approved shed and bin storage area could lawfully have been accessed at any time of day and night for its lawful uses as a cycle store and bin storage. That said, the use of the larger structure now applied for, which will allow for its use to a greater or lesser extent as an extension of the commercial floorspace, is likely to intensify the use of this area, and at unsociable hours the activity associated with loading/unloading the shed would be likely to be detrimental to adjacent residential amenity. Therefore it is considered reasonable to impose a restrictive condition limiting the hours during which employees can access this larger, multifunctional shed.

8 Conclusion

8.1 The proposed expansion of office floorspace at this site is supported by local and national planning policy. The proposed use of the site, assuming a full B1 use of the

first floor and the rear shed being used principally for office storage, results in a potential maximum shortfall of 1.16 car parking spaces set against the Council's adopted car parking standards. However the site is in a relatively accessible location with additional visitor spaces to the front of the parade of shops. Given that the site is offering local employment and the Council has a strong ethos of supporting local businesses it is considered that any loss of amenity from overflow parking in adjacent residential roads arising from the specific business operation of the current occupiers is outweighed by the economic benefits of having the site in active use. It is considered appropriate to condition the hours of access to the rear shed, to protect the residential amenity of residents at 2 Lily Avenue.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00351 subject to the following conditions:

- 1 The first floor of the premises the subject of this application shall be used only for either Class B1(a) office use, or for residential flats, and for no other use of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: To maintain appropriate control over the use of the premises, in the interests of the amenity of neighbouring residents, having due regard to policies CS16 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011.

- 2 Access to the storage shed hereby approved shall take place only between the hours of 0700 and 1900 hours on Mondays to Saturdays and not at all on Sundays and all recognised public holidays.

Reason: To protect the amenity of adjoining residents and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

1:1250 Site Location Plan - Deed Plan
Site Layout showing parking
Existing survey plan
Existing first floor plan
Proposed first floor plan
Storage shed plan
Storage shed elevations
Storage shed photograph

Reason: - To ensure provision of a satisfactory development.