

Planning Application Response of Planning Policy

Application No:	APP/14/00975
Site Address:	314-318 London Road, Waterloooville, PO7 7DU
Development:	Conversion of part of ground and all of the first and second floors and erection of third floor to provide 15No. flats, comprising 14No. 2 bed flats and 1No. 1 bed flat; and associated external alteration to the building, parking and landscaping. Erection of bin and cycle store.
Case Officer:	Mr S Cantwell
Comments by:	Robyn Lyons
Date of Comments:	6 October 2014

Comments

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

The site is within the urban area (CS17) and also within the boundaries of Waterloooville town centre (CS4 & AL3). The principle of residential development, (whilst still providing active retail frontage onto London Road as proposed) is supported and acceptable in policy terms. It is also favourable that the external appearance of the building will be enhanced and improved by the current proposal. This will be a positive contribution to the appearance of this part of the town centre.

Policy CS9 supports the provision of further residential development and also seeks 30% affordable housing provision for a scheme of this scale. I have noted the applicants claim that affordable housing provision (on site or in lieu) would make the scheme unviable. This should be appropriately reviewed by a third party before this position is accepted.

In relation to car parking the proposal includes 16 spaces (four of which are to be used flexibly between the retail units and residential). The Residential Parking and Cycle Provision SPD seeks 1 space per one or two bed unit (when allocated). If unallocated to a specific unit then the SPD would still seek 15 spaces (14.6). 12 spaces will be provided purely for the residential units with a further 4 spaces shared between the retail (daytime) and residential (evening). Bearing in mind the town centre position of the application site and the sustainable merits that brings (public transport and amenities), it would appear acceptable.

A final point relates to co-ordination of development (DM6). The single storey unit to the north and 1-2 storey unit to the south *could* at some point in their future be redeveloped to provide a larger scale building and in the interest of co-ordination of development this should be considered in the design. I have noted a small number of side elevation windows. Presently these are stepped back from the London Road frontage but it will be important that no further or additional side elevation windows be allowed that might hinder future development of the adjacent sites (in particular the frontage onto London Road).

There is **no objection** to the proposal subject to clarification that the position of zero affordable housing provision/contribution is supported by third party assessment of their submitted appraisal. Should further advice be required on more specific policies that would be relevant to the proposal then please let us know.