
Site Address:	37-39 Sharps Road, Havant, PO9 5QJ		
Proposal:	Change of use of ground floor from A1 (retail) to D1 (community centre).		
Application No:	APP/13/01249	Expiry Date:	04/03/2014
Applicant:	Mrs Cloutman Commercial Portfolio Manager, PCC	Team:	Team 2
Agent:	Mr J Brewer Projects Team - PCC	Case Officer:	Stephen Cantwell
Ward:	Bondfields		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to a detached two-storey flat roofed building comprising a former local shop at ground floor with residential unit above. The building is currently vacant and in a poor state of repair. It is located on the northern side of Sharps Road, set back from the road with a wide open forecourt in front.

The locality is predominantly of a high density residential character, although to the rear (north) of the building is a wooded amenity area (Sharp's Copse). There are two private residential garages immediately to the west of the site. To the east is a parking layby.

2 Planning History

12/00585 - change of use of public amenity land to car park including 2 private residential spaces, 6 public spaces, alterations to dropped kerb and installation of 6 bollards. Permitted 17/8/12

3 Proposal

This application seeks to bring the ground floor of the redundant unit back into use by changing its use from an A1 retail unit to a 'Resident Participation Centre' i.e. a Community Centre. The proposal would involve upgrading the property externally ie new UPVC windows and doors and the bricking up of the existing garage opening on the west elevation. A new shop front is also indicatively shown on the submitted plans (but this would need to be the subject of a separate formal planning application).

Internally the ground floor would provide an open reception and conference area with kitchenette. An office, storage area, separate computer suite and w.c. facilities would also be provided.

It is intended to use the site for local community meetings, activities and events e.g. gardening clubs, a job club, resident meetings and the provision of access to IT facilities. It would be operated and managed by Portsmouth City Council Resident Participation Officers. The hours of opening would vary according to timings of meetings. The centre would also be available to other public bodies to use eg the

Police and Fire Service for surgeries.

The application does not relate to the first floor which is vacant residential flats. However the refurbishment of the ground floor would enable the first floor flats to also be brought back into use.

4 Policy Considerations

National Policies

NPPF

Core Strategies 2011 forming part of the HBLDF

CS1	(Health and Wellbeing)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS7	()
DM14	(Car and Cycle Parking on Development (excluding residential))
DM2	(Protection of Existing Community Facilities and Shops)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

FAO Access Officer, Community Group

Environmental Health Manager, Community Group - Commercial team has no adverse comment;

Environment team - use unlikely to involve large groups or amplified music so do not anticipate noise issues; no external ventilation or cooling plant so no noise issue; no history of nuisance complaints relating to commercial property; internal alterations likely to constitute 'building work' so would need to meet Building Reg standards which would suffice, so no adverse comment

Regeneration & Development -

Development Engineer - No Objection but note the 3 Informative's on car park permission 12/00585 - re public sewer crossing site; disability access group requesting wider dropped kerbs; approval needed from HCC Highways.

Sustainable Transport Engineer - red line needs amending to extend to highway; vehicles associated with proposed use likely to park for longer periods than shoppers and area already parked up; but if parking area under 12/00585 included then would meet Borough standards; due to location on bend to avoid reversing onto highway recommend sign placed suggesting drivers reverse into spaces; also for visitors of community centre only; the 2 private spaces need marking to prevent others blocking and correct vehicle crossing installed; disabled bay should be closest to centre and correctly marked out; keep clear area re-marked out;
Crime Prevention -Minor Apps - No Comment

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: 22

Number of site notices: One

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary: Following a site meeting with 3 local residents, 1 letter of objection has been received:

Highways concerns - road gets parked up; lorries use as a cut-through; in evenings pavement outside old shop has at least 3 cars parked; whole area gets parked up, no spaces left; where will visitors to Community Centre park?

Comment: see Highways considerations 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) Compliance with Policy
- (iii) Highways and parking
- (iv) External appearance

(i) Principle of development

The site is located within the defined urban area where development is considered to be acceptable in principle subject to other development control considerations.

(ii) Compliance with Policy

The over-arching policy of the Core Strategy, policy CS1, promotes health and wellbeing and seeks to protect and contribute to the availability of community facilities through refurbishment or new provision and supports improving the educational and life chances for young adults especially by facilitating access into employment. This proposal seeks both of these things - the bringing back into use of a redundant building for community use that would provide access to IT facilities and support in seeking jobs etc. for local residents. Therefore, as a matter of principle the proposal is supported. In more detail, Policy DM2 seeks to protect existing community facilities and shops from changes of use that would result in their loss. However, in this instance the vacant shop unit would remain in 'community' use as it is proposed to create a 'Resident Participation Centre' for local residents. Since the proposal would still serve the local area then the proposed use is considered to be fully compliant with relevant policies.

(iii) Highways and parking

Local residents are concerned about the parking situation in the area generally which is allegedly busy with parked vehicles, particularly in the evenings. Concern was expressed on site about the yellow lines in the area and a suggestion was made about possible parking improvements.

The site could be brought back into use as an A1 shop which would generate many trips to the site at all times of day and night. In comparison the proposed use is likely

to generate fewer vehicles, but for longer periods of time.

Amended red-line plans have been received including the surrounding forecourt and parking area within the application site boundaries. Whilst the recent permission to create 2 private residential spaces, 6 public spaces, and alterations to the dropped kerb and installation of 6 bollards has not yet been implemented, the applicants have indicated that the approved parking layout would be provided for the currently proposed community use. The formalisation of the parking around the building would improve and maximise the parking available and prevent ad-hoc parking. The parking provision would meet the Boroughs parking standards for the D1 development proposed - so on this basis it would be difficult to resist the proposal for highways reasons. However it would need conditioning to ensure the two planning consents are implemented together.

Consideration has been given to the neighbours suggestions about a section of path opposite, and whilst it would likely increase the available parking by 2 spaces, it could not be achieved through a standard section 106 agreement as part of this application. The Sustainable Transport Engineer has in turn made some suggestions about signage and marking up in an attempt to improve the usage of the parking area, which can be added as Informatives to any decision notice.

(iv) External Appearance

This is a change of use application only and whilst some refurbishment of the building i.e. new UPVC windows and doors, could be undertaken, any alterations that materially affect the external appearance of the building, including the shop front, would need to be the subject of a further planning application.

8 Conclusion

This building has been vacant since 2008 and is currently in a poor state of repair. The proposed use would mean it could be brought back into use and would remain available for the local community which is supported by policy. Provided the previously approved parking layout is implemented concurrently with this application, then adequate and improved parking would be available to serve the development.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/13/01249

(A)

(B) subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Notwithstanding the provisions of any Town and Country Planning General Development or Use Classes Order, the ground floor of the site shall only be used as a Community Centre as a Resident Participation Centre for local clubs and meetings and not for any other use falling within Class D1 in the Schedule to the Town and Country Planning (Use Classes) Order 1987, as now amended, such as medical health centre or clinic, creche or day nursery, museum, public library or public place of worship.

Reason: To maintain control over future uses of the site, in the interests of adequate on site car parking, highway safety and residential amenity, having due regard to policies CS1, CS16 and DM14 of the Havant Borough Core Strategy, 2011.

- 3 The use hereby approved shall not be brought into use until the car parking layout as approved under APP/12/00585 has been completed in full. The approved parking layout shall be marked up and thereafter shall be retained and used solely for those 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.

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

Amended Site Location Plan, 1:1250

Amended Site Plan, 1:500

Drawing Nos: SR/CS/01 - Existing Drawings

Drawing Nos: SR/CS/02 - Proposed Drawings

Parking Layout as approved under application APP/12/00585

Reason: - To ensure provision of a satisfactory development.