
Site Address:	Raebarn House, Hulbert Road, Waterloooville		
Proposal:	Extension to form fourth floor to accommodate 8No. apartments with associated cycle and refuse stores.		
Application No:	APP/13/00479	Expiry Date:	05/08/2013
Applicant:	Mr Smitherman	Team:	Team 2
Agent:	Mr C Flint	Case Officer:	Daphney Haywood
	Chris Flint Associates Ltd		
Ward:	Waterloo		

Recommendation: **REFUSE PERMISSION**

1 Site Description

- 1.1 Raebarn House is a vacant 4 storey office block located at the roundabout junction of London Road and Hulbert Road adjacent to the main Waterloooville shopping area. It lies adjacent to the town centre and close to the central car parks. Planning permission has been granted for the refurbishment and change of use of the existing floors of the building to flats. When the property was in office use employees parked in the rear car park and in the main car park on the opposite side of the road. Planning permission for the redevelopment of the main car park site with 14 flats was allowed on appeal in July 2008 and renewed in 2011. This permission provided an undercroft car park with joint use for the existing floorspace at Raebarn House and the proposed flats.

2 Planning History

APP/12/00100 Change of use of ground and first floors from B1 office use to 4No. 2 bed and 4No. 1 bed flats with associated parking and use of part of basement for ancillary facilities including cycle store. Permit 05/02/13

APP/10/00631 Change of use of second and third floors from B1 office use to 6No. 2 bed flats and 20No. 1 bed flats with associated parking and use of part of ground floor for access and ancillary facilities including lobby and cycle store. Permit 10/11/11

07/72542/000 - Raebarn House Car Park Curzon Road. Erection of 4 storey building comprising 14 No1 and 2 bedroom flats above secure car parking for Raebarn House. Refused contrary to recommendation 20.12.07. Allowed on appeal 02.07.08 and renewed 02.11.11.

APP/11/00343 - Raebarn House Car Park Curzon Road. Extension of time limit for implementation of outline Planning Permission 07/72542/000 for erection of four storey building comprising 14No. 1 and 2 bed flats above secure car parking for Raebarn House Offices. Permit 02.11.11.

APP/10/00604 -

Change of use from Class B1 (office use) to Class D1 (dance studio for educational purposes). withdrawn

3 Proposal

Extension to form fourth floor to accommodate 8No. apartments with associated cycle and refuse stores. The submitted details indicate the proposed 5th storey being formed partly by flat roofed addition and partly within a mansard roof addition. No on site parking would be provided for the proposed flats, but an agreement to provide 8 permit parking spaces in the nearby town centre car park is proposed. A full ventilation and heat recovery system would be provided to address pollution issues.

4 Policy Considerations

National Policies

National Planning Policy Framework

Core Strategies 2011 forming part of the HBLDF

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)

Saved Policies of HBDWLP 1996 - 2011 forming part of HBLDF

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Access Officer - No adverse comments

Building Control - No comments to make

Business Development - No objection

Environmental Health Manager- the only comments really from EH point of view relates to the acoustical character of the building, in that vertical and horizontal transfer may occur, however BC should ensure that the minimum standards are achieved.

Having recently been involved in dealing with some existing flats, I would strongly recommend that any active air system, if to be installed in this part of the building, are easily accessible for maintenance and that a control panel is suitably located for the sole use of the tenant/occupier of each flat and within the flat. A booster switch should also be provided but may be incorporated within the control panel. A manual to operate the system should also be provided to anyone taking residence in the proposed flats when inhabited.

Development Engineer - Although the Design and Access statement states that 8 spaces are required for 8 flats, the HBC parking standard requires 2 spaces for a two bed apartments therefore 16 spaces are required. I could not refuse this application

on highway safety grounds. The planning authority needs to consider the local amenity problems that could be caused by the lack of parking. The idea of negotiating 8 paid parking spaces at the adjacent car park is a useful idea but I would suggest that this development requires a travel plan. Subject to a travel plan, which includes reference to the permit parking I would recommend approval subject to the provision and retention of the cycle parking.

Sustainable Transport Engineer - Although this site is right next to Waterlooville Town Centre and a reduction in parking might be considered it is important to ensure that any residential parking is not going to affect retail parking ability, therefore I would suggest a travel statement is provided explaining how the building will operate in a sustainable way, this maybe the purchase of season tickets in near by car parks or other initiatives such as annual bus passes to negate the requirement of the second parking space. However it is imperative that the secure parking standard is maintained.

Open Spaces Manager No comments to make

Hampshire Fire and Rescue Service, - No adverse comments

Atkins Planning Team, Anglo St James House No comments received

Planning Policy

Local Plan

It should be noted that the Draft Havant Borough Local Plan (Allocations) was published for public consultation under Regulation 18 on 3rd December 2012. This includes a number of draft strategic, allocation and development management policies that may be relevant to this proposal. Where relevant these are material considerations to be taken into account in the determination of planning applications by the Borough Council. Here is a link to the draft plan

<http://www.havant.gov.uk/planning-policy-design/draft-havant-borough-local-plan-alloc>

CIL Charging Schedule

On the 20 February 2013, the Council approved that the Havant Borough Community Infrastructure Levy Charging (CIL) Schedule. The Charging Schedule will take effect from the 1st August 2013. Therefore, the applicants will need to take the charging schedule into account when discussing developer contributions in the likely event that the decision on the planning application will be made on or after 1st August 2013.

More information is available on the Council's website

<http://www.havant.gov.uk/planning-policy-design/community-infrastructure-levy>

Policy Principle of Development: Approve

The proposal will positively contribute to the objectives of Policy CS9 and the NPPF by providing new dwellings within a sustainable location inside the defined urban area. The principle of the development is therefore supported.

I understand that there is history relating to this site and viability associated with the provision of affordable housing. However, in policy terms affordable housing (or contribution in lieu of) will be required as this current proposal is above the threshold of 5 units (Policy CS9).

It will be the role of Development Management to consider matters of design, etc. in relation to the appropriate policies of the Local Plan. Please advise should you require

further advice as to which policies apply to the proposal.

In relation to car parking (Policy DM13) I have noted the applicants comments and the potential permit arrangement with the nearby car park on what I understand to be the former Curzon Room site. It should be noted that in policy terms redevelopment of this car park may be supported and therefore it is unlikely to provide a long-term car parking option for the development proposed at Raebarn House. However, with the recognition that Waterloooville town centre is a highly accessible area (as recognised in paragraph 5.6 and 5.7 of the Residential Car Parking and Cycle Provision SPD) and that the application site sits right within this highly accessible area (as opposed to within the 800m radius where reduced parking standards can apply) I do not feel it will be appropriate or justified to request on-site parking provision in this instance.

Waste Strategy No comments received

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: 111

Number of site notices:2

Statutory advertisement: Not applicable.

Number of representations received: 4

Summary:

- loss of privacy, light, sunshine and views to flats opposite
- unattractive, higher than other buildings and blot on the landscape
- disruption to pedestrians from scaffolding.
- increased traffic congestion
-

Comment:

see section 7

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 on the character of the area
 - (iii) Impact upon amenities of existing and proposed occupiers and surrounding residents
 - (iv) Parking and highway implications
 - (v) Developer contributions/CIL
- (i) Principle of development

- 7.2 The application site occupies a town centre location and the proposal will positively contribute to the objectives of Policy CS9 and the NPPF by providing new dwellings within a sustainable location inside the defined urban area. As such development is acceptable in principle subject to the usual development control criteria and the provision of affordable housing in accordance with Policy CS9..

(ii) Impact on the character of the area

- 7.3 The proposal involves the provision of an additional floor to the Raebarn House building. The building which currently comprises 4 floors plus partial basement, occupies a prominent elevated location in the town centre and as such is visually dominant. The surrounding buildings are of mixed character and form but generally of appreciably lower height.

- 7.4 The building has benefited from recent improvement works including external cladding which has improved its appearance and the visual amenities of the area. However, it remains a bulky building of limited architectural merit. The provision of an additional storey would significantly add to its bulk and the dominance of the building. As such the proposal would be detrimental to the appearance of the building and given the prominent location of the site would adversely affect visual amenities and the character of the area.

(iii) Impact upon amenities of existing and proposed occupiers and surrounding residents

- 7.5 The surrounding properties comprise the existing flats within the building, retail premises, some with flats above, Homewater House on the opposite side of Hulbert Road and 1 Curzon Road. The additional floor will impact the outlook from the flats in Homewater House, however these lie on the opposite side of the dual carriage way and this separation is considered to be sufficient to maintain amenity levels. In respect to the flats within Raebarn House, the site has limited external area which is already occupied by parking and refuse facilities, and the provision of additional flats on the site without the attendant facilities would place added pressure on the site leading to potential conflict and loss of amenity. Regarding 1 Curzon Road this property is sufficiently far from the site not to be adversely impacted by loss of light or outlook.

(iv) Parking and highway implications

- 7.6 Raebarn House office floorspace has recently been converted to 34 flats, 24 one bed and 10 2 bed served by 34 car parking spaces. The current application reduces the number of on site spaces by one and does not provide for on site parking for the proposed flats, but parking would be provided off site, by an agreement, for evening and Sunday parking at the Waterloo Central Car Park operated by Napier Parking. This agreement allows for off peak parking after 1800 hrs Mondays to Saturdays and any time on a Sunday.
- 7.7 The submitted plans do not provide for on site parking, but the details provide information in respect to permit parking. HBC parking standard requires 8 on site parking spaces however, the Development Engineer has advised that he considers the application could not be refused on highway safety grounds. The planning authority needs to consider the local amenity problems that could be caused by the lack of parking. Although this site is right next to Waterloo Town Centre and a

reduction in parking might be considered, it is important to ensure that any residential parking is not going to affect retail parking ability. The idea of negotiating 8 paid parking spaces at the adjacent car park is a useful idea but it is unlikely that the car park will be available in the longer term as planning permission for its redevelopment has previously been granted. In conclusion the provision of off site permit parking may be acceptable in principle but a travel plan explaining how the building will operate in a sustainable way is required to ensure that adequate parking is provided and maintained.

(v) Developer contributions/CIL

- 7.8 As the proposal is in excess of 5 flats, 30% on site affordable housing/or a contribution are required. The submitted details indicate that the developer agrees to pay the required contributions, however, a S106 in this respect has not been completed. In respect to CIL this became into force from the 1 August and the proposed development falls within development liable to CIL. Hence, if the proposal was acceptable in all other respects a CIL payment would be required. In order to address this an informative should be added to the decision notice.

8 Conclusion

- 8.1 The proposed development would result in a overly bulky dominant structure in a prominent location which would be an overdevelopment of the site detrimental to the amenities of the area. The proposal does not provide for on site parking and it has not been demonstrated that, in the absence of appropriate arrangements to secure of site parking, that the site can be developed in a sustainable way. Binding arrangements have not been entered into in respect to affordable housing provision/contribution.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **REFUSE PERMISSION** for application APP/13/00479

for the following reasons

- 1 The application site occupies a prominent position adjacent Waterlooville town centre. The proposed addition of a further storey would result in an overly tall and bulky building, out of proportion with the surrounding development, and a dominant incongruous feature within the street scene to the detriment of the character and visual amenities of the area. The proposal is therefore contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework 2012.
- 2 The development fails to provide on site car parking to serve the additional residential units. In the absence of a Travel Plan and on the basis of the limited information submitted in respect to off site provision for parking it has not been demonstrated that the proposed development could be undertaken in a satisfactory and sustainable manner. The proposal is therefore contrary to policies CS20 and DM13 of the Havant Borough Core Strategy 2011 which

forms part of the Local Development Framework and the National Planning Policy Framework 2012.

- 3 The provision of 8 additional flats on the site would result in an intensification of activities on site which, without attendant facilities and amenities would result in loss of amenity to existing residents and unsatisfactory living conditions for future residents. The proposal is therefore contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework 2012.
- 4 The proposal, without completion of the appropriate binding arrangements to secure a contribution towards affordable housing or appropriate on site provision is contrary to the Council's affordable housing policy which seeks to ensure that housing developments make provision towards meeting the Council's affordable housing needs. It is therefore contrary to policies CS9 and CS21 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.