
Site Address:	Wellington Retail Park, 2 Hambledon Road, Waterloooville		
Proposal:	Erection of a building for uses within Classes A1 and/or A3, related public realm including outdoor seating, alterations to car park including upgrading footpath connections and landscaping.		
Application No:	APP/13/00767	Expiry Date:	27/09/2013
Applicant:	Henderson UK Retail Warehouse Fund	Team:	Team 2
Agent:	Mr Best	Case Officer:	Aaron Wright
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is located on a purpose built retail park situated on the edge of Waterloooville town centre and on the edge of the Borough boundary which separates Havant from Winchester. Part of the retail park falls within the Winchester boundary. The site comprises three terrace buildings constructed around a large car park (approximately 559 car park spaces). The buildings are two storey equivalent with feature canopies above the parapet line over the entrances to emphasize their location. The Park has an overall floor area of approximately 15,330sqm and has a Part Open A1/Part Bulky Goods Retail Warehouse development use.

The terrace is on a north west/south east axis and faces the main circulation axis within the site which also links via the pedestrian/cycle underpass and proposed new pedestrian ramp (part of the proposed adjacent 8,825sqm Sainsbury development) to the traditional part of the town centre to the south east and to the north west with the proposed new Sainsbury store.

2 Planning History

99/54013/003

Demolition of car showroom, associated buildings, existing retail unit and civic amenity site. Erection of 10,126 sq m non food retail units, 1.207sqm garden centre, 232sqm fast food restaurant and associated access, car parking and servicing. Permission 23/02/01.

06/54013/009

Variation of Conditions 16 & 17 of Planning Permission 01/54013/007 to allow for an increase of the floorspace available for unrestricted A1(Retail) use. Permission subject to three conditions.

APP/13/00214

Refurbishment including external alterations to the front and rear of the building and a replacement mezzanine floor. Permission 19/04/13

APP/13/00777

Refurbishment including external alterations to the front and rear of the building and a replacement mezzanine floor. (Unit 6). Currently being determined.

2 Planning History

None relevant to this application

3 Proposal

The application is for the erection of a building for uses within Classes A1 and/or A3, related public realm including outdoor seating, alterations to car park including upgrading footpath connections and landscaping.

The proposed building (pod) has been designed to house 3 No units, with mixed A1/A3 uses located at the edge of the existing car park. The proposed building would have gross internal areas of approximately 140sqm, 95sqm and 111sqm. To the front of the units is proposed a small external seating area for the customers of each unit plus a general public seating/milling area.

The proposed new building, although over 7m tall, is a single storey structure and no higher than the existing buildings. It utilises the palette of external colours and materials established in the Retail Park. This includes light and dark grey microrib horizontal steel cladding and dark grey shopfront frames etc. Ceramic tile cladding has been introduced, in a red/terra cotta colour to blend with existing facing brick colour but act as a contrast to the approach taken on the rest of the Park, to emphasise the differing function to the general retail units. The rear elevation of the proposed building is open to public view, looking down from the road and the new pedestrian ramp. It has therefore been dealt with as a secondary front elevation, reflecting the main elevation approach and incorporating shop signage within the design of the building.

The position of the proposed building is close to the main northwest-southeast axis within the site to maximise its general visibility and accessibility from this important route, which also links via the pedestrian/cycle underpass and proposed new pedestrian ramp to the traditional part of the town centre and to the north with the proposed new Sainsbury store. This walkway is also being enhanced as part of the application scheme.

The existing link from this area of the site to the main pedestrian route will also be enhanced and widened to 2.5m. It will include protecting bollards either side resulting in a clear width in excess of 2m. This will allow pushchairs and wheelchairs to easily pass.

Additional disabled parking provision is included with 2No. new spaces provided adjacent to this new facility. Adjacent to the north-south pedestrian and cycle axis, and just to the east of the proposed unit, will be a new cycle shelter with 7 hoops to provide secure and covered parking for up to 14 cycles for staff and visitors. A dedicated service bay is proposed at the side with an adjacent housing for refuse/recycling storage.

4 Policy Considerations

National Policies

National Planning Policy Framework

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)

CS4 ()
DM12 (Mitigating the Impacts of Travel)
DM14 (Car and Cycle Parking on Development (excluding residential))

Saved Policies of HBDWLP 1996 - 2011 forming part of HBLDF
TC1 (Hierarchy of Centres)

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

5 Statutory and Non Statutory Consultations

Winchester City Council
No comment.

Building Control
None received.

Regeneration & Development
No comment.

Development Engineer

Although I am happy for 25 Spaces to be lost for this development in parking and highway terms, I consider the Planning Authority should be considering the loss of parking for linked trips that could affect the economic viability of the Town Centre.

Paragraph 3.4 of the Transport Statement states:

"Should large service vehicles be required to access the Pod development then these vehicles would locate themselves within the main customer car park and trolley goods to the units. This would be undertaken out of hours to avoid conflict with customer vehicles".

The operation hours should be defined and then conditioned

Paragraph 5.1 of the Transport Statement states:

"The proposed Pod building will provide three small units for A1 or A3 occupiers, combining to provide 346sqm of floor area".

We need to be confident that these units are not of the drive through type that could give social problems. The "improvement" to the footway /cycleway seems to be that the existing car parking spaces will be surfaced in resin bound gravel. I am not sure if this suitable for cycling.

Comment: The building can not be used as a drive-thru as the use is A3 (restaurant and cafe).

Planning Policy Officer

The application site is not located in any of the town, district or local centres identified in the Local Plan (Core Strategy). Policy CS4 and saved Local Plan policy TC1 are relevant to this application. It is located across the road from the adopted town centre boundary and the nearest adopted primary frontage. It is therefore currently edge of centre as defined by the NPPF both for main town centre uses (300 metres from the

town centre boundary) and retail (300 metres from the nearest primary frontage).

All the town, district and local centres boundaries and frontages were reviewed as part of the Allocations Plan. Wellington Retail Park was included in the revised boundary in the Draft Allocations Plan published in December 2012 under policy AL3. The main retail units that run along the eastern boundary of the site were designated as primary frontage under AL3. Representations were made on Waterloooville Town Centre that will be taken into account in the next iteration of the Plan that is due to be published in October 2013. Although the revised draft policy is not an adopted policy it is a material consideration that should be taken into account in the determination of planning applications by the Borough Council. The expansion of the town centre simply relicts the significant retail development that has occurred on the edge of the traditional town centre. The proposal will enhance the vitality and viability of the emerging town centre.

Environmental Health Manager

Whilst this office has no objection to the overall application, including the establishment of food outlets on this site, I am aware that it is unknown at this stage as to what type of food establishments will eventually occupy these pods. I would therefore ask that conditions be imposed on any future hot food restaurant / take-away related shops in these pods, if your office decides to approve this application.

Crime Prevention Officer

The proposal places a cycle storage shelter to the rear of the new parking bays. In this position there is very little natural surveillance from the retail units themselves and it is adjacent to the pedestrian access to the site. Theft of pedal cycles is a prevalent offence within the district and to reduce the opportunities for this crime I recommend that the cycle store is re-located to a position with natural surveillance from the retail units and that staff cycle storage is within a separate lockable store. There appears to be unrestricted casual access to the rear of the units. To provide for the security of the units access to the rear of the units should be restricted to authorised persons. Appropriate fencing (perhaps palisade 2.4 m high) and gates should be installed to achieve this.

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: 50

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1 representation from the Havant Area Disability Access Group raising the following points:

- a) The proximity of the bicycle shelter will encourage people to cycle both down the access ramp to reach this area and in the proximity of the entrance/exit ramp.
- b) Applaud the use of 1200mm doorways with level access.
- c) It is not clear from the detailed outdoor design where there is vertical separation

between the road and parking loop.

d) Parking spaces should accord with Part M of the building regulations.

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) Design and appearance of the building (to contain 3 No units, with mixed A1/A3 uses)
- (iii) Impact upon the character of the area
- (iv) Parking and Highway Implications

(i) Principle of development

The application site is not located in any of the town, district or local centres identified in the Local Plan (Core Strategy). It is located across the road from the adopted town centre boundary and the nearest adopted primary frontage. It is therefore currently edge of centre as defined by the NPPF both for main town centre uses (300 metres from the town centre boundary) and retail (300 metres from the nearest primary frontage).

All the town, district and local centres boundaries and frontages were reviewed as part of the emerging Allocations Plan. Wellington Retail Park was included in the revised boundary in the Draft Allocations Plan published in December 2012 under policy AL3. The main retail units that run along the eastern boundary of the site were proposed to be designated as primary frontage under AL3. Representations were made on Waterlooville Town Centre that will be taken into account in the next iteration of the Plan that is due to be published in October 2013. Although the revised draft policy is not an adopted policy it is a material consideration that should be taken into account in the determination of planning applications by the Borough Council. The expansion of the town centre simply reflects the significant retail development that has occurred on the edge of the traditional town centre.

Currently the NPPF includes the promotion of edge of centre sites for 'main town centre uses' including the range proposed here, where it is well connected to the existing centre along with a more general promotion of competitive town centre environments. The proposal will enhance the vitality and viability of the emerging town centre.

The Council's Planning Policy Officer has raised no objection to the application and the principle of development is considered acceptable.

(ii) Design and appearance of the building (to contain 3 No units, with mixed A1/A3 uses)

The proposed pod building would be approximately 7m in height, and would be a single storey structure. It utilises the palette of external colours and materials established in the Retail Park. This includes light and dark grey microrib horizontal steel cladding and dark grey shopfront frames etc. Ceramic tile cladding has been introduced, in a red/terra cotta colour to blend with existing facing brick colour but act as a contrast to the approach taken on the rest of the Park, to emphasise the differing

function to the general retail units. The building has been designed with a horizontal emphasis that respects this general approach of the existing buildings within the Retail Park. The building has a strong frame to the main elevation that fully encloses the shopfront. The ceramic tile system proposed is crisp, clean and modern, and will assist in raising the overall visual quality of the Retail Park.

The building would be highly visible and inviting when viewed from the main north-south pedestrian/cycle axis, from the site entrances and from the main retail units. Its location also helps to 'enclose' the Retail Park as at present there are no buildings along this boundary. It could also act as a focal point due to its strong design feature and position within the overall Retail Park and in relation to the wider area via the main pedestrian link running through the Park.

It's considered that the design and appearance of the building is acceptable and accords with the criteria set out in Policy CS16 of the Core Strategy.

(iii) Impact upon the character of the area

The application is for the erection of a building for uses within Classes A1 and/or A3, related public realm including outdoor seating, alterations to car park including upgrading footpath connections and landscaping. The development is to enhance the connectivity and public realm of the Retail Park. It's considered that the proposed external alterations to the public realm are a positive addition and would enhance the attractiveness of the Retail Park. As such the development accords with Policy CS16 of the Core Strategy.

(iv) Parking and Highway Implications

The Retail Park is provided with 562 customer car parking spaces and 31 staff only spaces. It is envisaged that this scheme will be provided in place of the coffee shop development (application number APP/12/00369), which received planning consent in May 2012. This previously approved development sought to provide 156sqm of floorspace and would have resulted in the net loss of 3 car parking spaces.

As part of the improved pedestrian connection, alterations to the car park will mean that the number of vehicular crossing points will be reduced. The Pod development and associated enhancements to the pedestrian link across the car park will result in the net loss of 25 customer parking spaces. As a result of the development, customer car parking numbers will reduce from 562 to 537 spaces. In terms of the car park itself, the circulation pattern will be altered in the vicinity of the development and the pedestrian link. Alterations will include a reduction in the number of vehicular crossing points on the pedestrian link, from 8 to 4. The alterations to the car parking layout and the enhancements made for those travelling on foot across the car park will allow additional parking spaces to be created. These will partly off-set the loss of spaces that will result from the Pod development itself.

The Council's Development Engineer has confirmed the loss of 25 spaces for this

development is acceptable in parking and highway terms. However, the loss of parking for linked trips could affect the economic viability of the Town Centre. Although this may be the case, the introduction of a new ramp from the Wellington Retail Park to the Town Centre will improve existing connectivity.

8 **Conclusion**

The proposed development is considered acceptable in principle and would not adversely affect the character and appearance of the Wellington Retail Park. The loss of parking is not considered to be so significant as to warrant a reason for refusal. As such the recommendation is to grant permission subject to conditions.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/13/00767 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 Construction of the building hereby permitted shall not commence until samples and details of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 No externally visible or audible plant, machinery or structures required for ventilation or filtration purposes shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority.
Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property and having due regard to policy CS16 and of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 Prior to any use of the building for the purposes of (Restaurants and cafés) A3 use, a detailed scheme for filtration and extraction of fumes generated (by cooking processes) at the premises shall be submitted to and approved in writing by the Local Planning Authority. The A3 use hereby permitted shall not commence until the implementation of such approved filtration and extraction scheme has been completed in full accordance with all detailed components of such scheme. At all times thereafter, all elements of that scheme shall be

maintained in a wholly efficient and effective working order.

Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 The shop fronts shall at all times be retained and incorporate a window display.

Reason: In the interests of visual amenity and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Design and Access Statement

Transport Statement

Proposed Site Plan and Ground Floor and Roof Plans (Drawing No.199-PL-100.P1)

Elevations and Section Plans (Drawing No.199-PL-101.P1)

Landscape Proposals Plan (Drawing No.9038-04 Rev I)

Existing and Consented Future Development Plan (Drawing No.903B-09)

External Seating Area Proposals (Drawing No.903B-07 Rev E)

Site Location Plan (Drawing No.903B-10 Rev B)

Reason: - To ensure provision of a satisfactory development.