

USE OF LAND AS CAR PARK

**310/ 310A LONDON ROAD
WATERLOOVILLE**

PLANNING STATEMENT

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Client: Napier Parking

Date: August 2012

Ref: H/218/IE

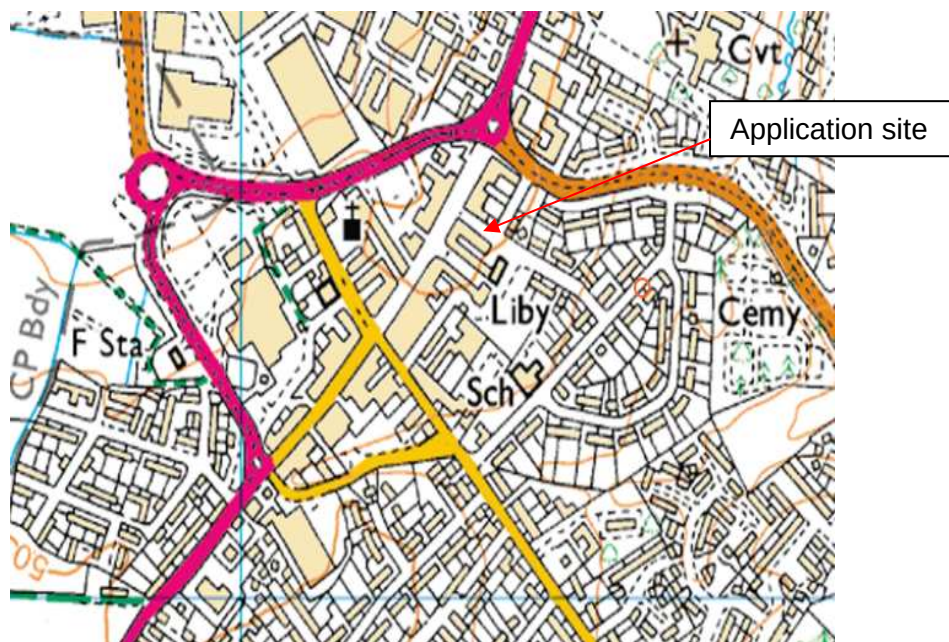
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1.0 INTRODUCTION

- 1.1 This statement accompanies a planning application for the demolition of all existing buildings and the use of the application site for contract parking. The site has had a chequered planning history and redevelopment proposals are severely constrained by the current financial conditions. Whilst redevelopment for town centre uses is the aspiration for the site this is likely to be some years away and in the meantime this application has been submitted to secure the demolition of the existing buildings and for the site to be put to an appropriate town centre use. The proposed car park would be privately owned and operated on a pay and display ticket basis. The map below shows the location.



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- 1.2 London Road is a pedestrian precinct and vehicular access to the site is from Curzon Road at the rear.
- 1.3 The objective behind the application is to make use of the site pending its redevelopment for town centre uses. A previous planning permission for the redevelopment of the site has lapsed and given the financial climate it is likely to be some years before redevelopment can take place. Creation of additional parking spaces within the town centre would make beneficial use of the site whilst redevelopment plans are formulated and would not prejudice the Council's long term aims for the town centre and would not compromise other potential uses of the site in the future.

2.0 SITE DESCRIPTION AND CONTEXT

- 2.1 The application site contains a substantial two and three storey building comprising a vacant retail premises on the London Road frontage with the rear and upper floors being the vacant Curzon Rooms - a Class D2 assembly and leisure use. The site has an area of approximately 0.17ha. Along the north east flank of the building is the remains of a private access road (sometimes referred to as Spur Road) that is used for parking.
- 2.2 London Road is a pedestrianized shopping street and vehicular access for delivery and parking purposes is gained at the rear from Curzon Road.
- 2.3 The buildings on the site are unattractive monoliths that detract from the visual qualities of the town centre and townscape in general as the photographs below and over the page demonstrate.



Photo 1. London Road frontage and north side elevation



Photo 2 The Curzon Rooms from Curzon Street



Photo 3 Agglomeration of buildings at the rear facing Curzon Road

- 2.4 None of the buildings to be demolished are listed buildings and the site is not in a designated Conservation Area. The surrounding buildings are not of any significant architectural quality.

3.0 RELEVANT PLANNING HISTORY

3.1 The planning history of the property since 1994 is as follows:

Reference	Development	Decision
94/54917/003	Renewal of Planning Permissions 23992/2 & 90/5491 for the erection of a retail unit with office over & new entrance lobby to Curzon Rooms with canopy to part private footway.	No decision on website
04/54917/004	Outline application for construction of 4 storey building comprising retail unit at ground floor and part first floor level and 5No. 2 bedroom flats.	Withdrawn
04/55421/000	Change of use of rooms at first floor to A1 retail storage.	Permitted Oct 2004
05/54917/005	New infill two storey building with 334 sq metres retail floor space (A1) on ground floor and 230 sq metres of ancillary storage on the first floor.	Withdrawn
07/71767/000	Demolition of existing structures and construction of 5 storey building comprising 42 no. 1 and 3 retail units providing 811m2 with associated car parking and new access to Curzon Road.	Withdrawn
07/71767/001	Demolition of existing structures and construction of 5 storey building comprising 3 no. retail units and 4 no. 1 and 2 bedroom flats. Associated car parking and new access to Curzon Road	Withdrawn
08/71767/002	Demolition of existing structures and construction of 4 storey building comprising 3 no. retail units (954 sq m in total) and 14 no. 2 bed flats. Associated loading area; car parking; bicycle and bin stores and new access to Curzon Road. (Revised application.)	Permitted June 2008

3.2 The last planning permission granted in June 2008 has lapsed and there currently is no extant permission for development of the site.

4.0 DETAILS OF THE PROPOSAL

- 4.1 The proposal involves the demolition of all the buildings on the site and the resurfacing of the site with tarmac and the white lining of the site as a car park. The intention being that the car park would be provided pending the preparation of a redevelopment scheme for town centre uses.
- 4.2 The proposal is for use of the site for public parking in a privately operated car park. It would be for use by members of the public whether working, shopping or visiting the town through purchase of parking tickets from pay and display machines located on the site. The scheme would provide 65 parking spaces (including 2 disabled spaces) and involves demolition of all the buildings on the site. Car parking spaces would be arranged in three rows with access aisles.
- 4.3 Parking charges would be in line with those operated throughout the town centre and two ticket machines would be installed.
- 4.4 The existing point of vehicular access would be retained from Curzon Road and there would be direct access to the pedestrianised London Road. Bollards would be provided along the London Road frontage to prevent vehicles driving on to the pedestrian street. Typical details are shown below.



Polyurethane Town and City Bollard. The use of Ferrocast bollards adds security to your landscape. They are manufactured from engineering grade polyurethane which is cast around a steel core. This makes them virtually inert and the non-ferrous exterior means the bollard body will never rust, making them particularly suited to saline environments.

Root fixing is the standard product fixing method

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- Height above ground 950mm.
- 145mm diameter

5.0 PLANNING POLICY CONTEXT

5.1 The main relevant **Government planning policy guidance** is contained in the National Planning Policy Framework (NPPF): -

National Planning Policy Framework	
The purpose of planning is to achieve sustainable development	Ministerial Forward
Sustainable development is about change for the better, and not only in our built environment. Our natural environment is essential to our wellbeing, and it can be better looked after than it has been. Habitats that have been degraded can be restored. Our historic environment can be better cherished if their spirit of place thrives. Our standards of design can be higher. So sustainable development is about positive growth.	Ministerial Forward
Achieving Sustainable Development	
The purpose of the planning system is to contribute to the achievement of sustainable development – Paragraphs 18 to 219 taken as a whole constitutes the Government's view of what sustainable development means in practice.	Paragraph 6
There are three dimensions to sustainable development: economic, social and environmental. These should not be undertaken in isolation as they are mutually dependent.	Paragraph 8
Presumption in favour of sustainable development	
At the heart of the NPPF is a presumption in favour of sustainable of development. For decision making this means approving development that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out of date grant planning permission unless the harm outweighs the benefits or specific policies in this Framework indicate development should be restricted.	Paragraph 14
12 principles underpin planning making and decision taking including Proactively drive and support sustainable economic development Seek to secure high quality design	Paragraph 17
Delivering Sustainable Development	
Ensuring the vitality of town centres	
Planning policies should be positive and promote competitive town centres. They should pursue policies to support vitality and viability	Paragraph 23
Requiring good design	
The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, it is indivisible from good planning and should contribute positively to making places better for people	Paragraph 56
It is important to plan positively for the achievement of high quality design and inclusive design	Paragraph 57
Decisions should aim to ensure that developments function well and adds to the quality of the area; and establish a strong sense of place to create and comfortable places to live, work and visit; to optimise the potential of the site to accommodate development and sustain an appropriate mix of uses, respond to local character and history and are visually attractive as a result of good architecture and appropriate landscaping.	Paragraph 58

Decision Taking	
LPA should approach decision taking in a positive way to foster the delivery of sustainable development and LPA s should look for solutions rather than problems. LPA should look for ways which economic, social and environmental conditions of the area	Paragraphs 187 &187

5.2 The Development Plan comprises:-

- South East Regional Spatial Plan 2011
- Havant Borough Local Plan – saved policies
- Havant Borough Local Plan (Core Strategy)

5.3 The site lies within an urban area and the town centre of Waterlooville for the purposes of the Development Plan. The site is not subject to any heritage or ecological designations. Neither are any of the buildings statutorily listed.

South East Regional Spatial Plan 2011

5.4 Following the ‘Cala Homes’ judgment confirming that the revocation of the spatial plan was unlawful, the plan again forms part of the compendium of development plans to which Section 38(6) of the Planning and Compensation Act 2004 applies. However, the Localism Act 2011 confirms that Spatial Plans are to be abolished. Therefore, while it is material it carries less weight.

5.5 Policy RE3 promotes employment opportunities and requires authorities to be supportive of the rural economy.

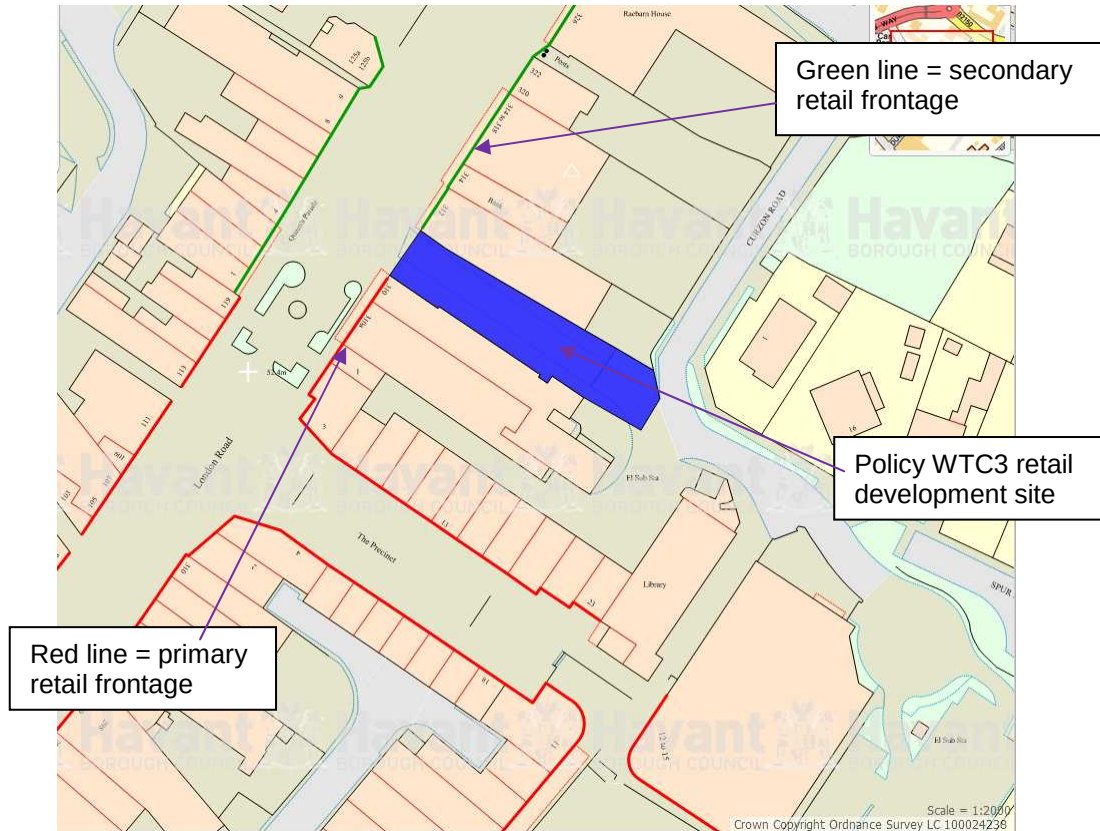
Havant Borough Local Plan

5.6 The Local Plan was adopted in September 2005. The application site is within Waterlooville Town Centre. In general planning policy terms, the application site falls within Waterlooville Town Centre. A number of policies in the Local Plan have been saved and form part of the Local Development Framework. The relevant policies and proposals are explained below.

- TC6 Changes of use - Primary frontages
- TC7 Changes of use - secondary frontages
- WTC3 - Private access road

The spatial dimensions of the above policy are shown on the plan on the next page.

5.7 In combination these three policies have the effect of identifying the existing buildings facing London Road as being primary retail frontage, the gap site is not identified as being in either a primary or secondary retail frontage and policy WTC3 proposes that the site be developed with retail uses at ground floor level and provided with on-site parking and servicing from Curzon Road.



Havant Borough Local Plan (Core Strategy)

- 5.8 Following Examination in 2010 the Core Strategy was adopted on 1 March 2011. It sets the planning framework for the community until 2026. Policy CS4 seeks additional retail development in town centres and also wishes to see the evening economy enhanced and encourages high quality mixed-use development. The previously mentioned policies of the Local Plan have been saved and carried forward.
- 5.9 The implications arising from planning policy are addressed in the following section.

6.0 PLANNING CONSIDERATIONS

- 6.1 The application site is within the town centre where planning policies are aimed at maintaining and providing a vibrant town centre for all. This can be found in the NPPF and in Local Plan policy. The proposed car park sits comfortably within the context of town centre uses although this is not the preferred permanent use of the site. Local Plan policy TC6 regarding changes of use of primary frontages encourages planning applications for Class A2, A3, A4, A5 and other service sector uses, including leisure and entertainment uses, in the primary shopping frontages. This policy applies to part of the site. Policy TC7 concerns changes of use in secondary frontages and applications for Class A2, A3, A4 and A5 and other service sector uses including leisure and entertainment will likewise be permitted in the secondary shopping frontages. Whilst those policies concern changes of use the same principles would also apply to redevelopment schemes.
- 6.2 Part of the application site, the roadway, is identified in the Local Plan as a development opportunity. Policy WRC3 states that development of the private access road between 310-312 (even) London Road will be permitted provided it makes provision for retail uses at ground floor level and it makes provision for on-site parking and servicing from Curzon Road. Paragraph 332 of the adopted Local Plan advises that this part of the application site is situated adjoining a primary shopping frontage and would enable the construction of a single shop unit with offices or residential accommodation at first floor level. The development will have to respect daylight and access arrangements to adjoining premises. The site will be accessed from Curzon Road and incorporate operational parking in accordance with the Council's adopted standards.
- 6.3 The application site has been the subject of a number of planning applications for redevelopment in the past eight years culminating in permission being granted in June 2008 for a comprehensive mixed use scheme. Unfortunately the financial climate of the last four years has meant that the planning permission has not been implemented and this is likely to be the case for the immediate future. Part of the reason the site hasn't been redeveloped is the existence of extensive underground services in the private roadway that provide gas, water, electricity and telephone services to this end of the town centre as well as accommodating part of the town centre's foul and surface water drainage networks. Any redevelopment scheme has to factor the cost of relocating those services into the overall cost budget as well as the provision of temporary services for business to continue trading

during building work. This is a major factor in the economics of redevelopment and a major constraint.

- 6.4 It is understood that the Curzon Room premises have been the subject of anti-social activities and their vacant state has been a magnet for nefarious goings on. Neither the Curzon Room building of the frontage retail unit are attractive buildings and in their present unkempt state they are a blot on the townscape. It is further understood that the local elected member and the community would like to see the buildings demolished to negate those activities.
- 6.5 Given the current financial climate redevelopment is some years away. The demolition of the existing buildings and disposal of the resultant material is a significant cost that would not be undertaken if there is no financial return to off-set or absorb that cost. Meanwhile the site would stand empty and become gradually more forlorn. The proposal has great merit in securing the demolition of the present buildings and providing additional town centre parking as an interim measure. Such use is appropriate in the town centre and will augment parking provision.
- 6.6 Whilst the car park use would be an interim use there is no need to make it the subject of a temporary permission as once the financial climate improves the value of the site will improve and a redevelopment will be viable. The fact that the site has been laid to tarmac and is used as a car park will not be an irreversible development that stands in the way of the planning authority's aims for Waterloooville town centre.
- 6.6 Circular 11/95 regarding the use of conditions in planning permissions advises that the principles applying to temporary permissions are that three main factors should be taken into account. First, it will rarely be necessary to give a temporary permission to an applicant who wishes to carry out development which conforms with the provisions of the development plan. Next, it is undesirable to impose a condition requiring the demolition after a stated period of a building that is clearly intended to be permanent. Lastly, the material considerations to which regard must be had in granting any permission are not limited or made different by a decision to make the permission a temporary one. Thus, the reason for granting a temporary permission can never be that a time-limit is necessary because of the effect of the development on the amenities of the area. Where such objections to a development arise they should, if necessary, be met instead by conditions whose requirements will safeguard the amenities. These considerations will mean that a temporary

permission will normally only be appropriate either where the applicant proposes temporary development, or when a trial run is needed in order to assess the effect of the development on the area.

- 6.7 The provision of additional car parking in a town centre conforms with the development plan and the way in which the car park would be constructed is not of a temporary nature. Neither would a car park be detrimental to the amenity of the area. For these reasons the proposal should be granted permanent permission. It is also important to bear in mind that redevelopment schemes have been under discussion for eight years but have yet to happen and a redevelopment scheme may be 5 or 6 years away. However, without prejudice to the applicant's position that a temporary permission is unwarranted, should the planning authority consider that any permission is for a temporary period then a ten year period would reluctantly be accepted.

7.0 CONCLUSION

- 7.1 The proposal has the great merit of not prejudicing any long term aims for development of the site and providing additional parking spaces that will in the interim period serve the town centre. The proposal would therefore have no adverse consequences for local planning policy. The use is compatible with surrounding land uses and simply has no adverse consequences for those uses.
- 7.2 Despite the identification of part of the site as a development opportunity the plain fact is that market conditions are not propitious and the site will remain an eyesore and a worry to the community until such time as market conditions improve. The proposal represents the only viable means of securing the demolition of the present buildings to the benefit of the community and the immediate visual context of the town.
- 7.3 In all the circumstances planning permission should be granted.

