

The Planning Inspectorate

Crown Buildings
Cathays Park
Cardiff
CF10 3NQ

5th February 2016

Dear Sirs,

Re: First and Second Floors, 12 Creek Road, Hayling Island, Hampshire, PO11 9RD.

App. Ref: APP/15/00566 and APP/15/01058

We are writing in connection with a planning application recently refused at the above address.

The application relates to the change of use of the existing first and second floors of the above property from a disused nightclub into 10 letting rooms with shared facilities.

Site History

The site occupies a corner position and consists of a public house use to the ground floor with a vacant first and second floor (formerly a nightclub use). The building occupies the majority of the land available with a small amount of external space for bins and cycle storage. The previous use for the upper parts was as a nightclub until this was stopped in 2009. Following this being stopped, my clients then purchased the property, left the upper parts vacant but continued to successfully operate the ground floor public house. This has been the case ever since.

The upper parts have a nightclub use class still in force albeit not operated.

The owners then requested we consider the options for the upper parts as this is a cost to the business and was making the viability of the public house below very difficult to support. The owners recognise that the upper parts of the property could re-open as a nightclub (subject to the relevant approvals) although they appreciate this would not be the favoured use by the local residents and operators. Uses such as nightclubs can attract anti-social noise, car activity and general nuisance and the current owners have no wish to cause un-necessary inconvenience.

The current owners also own and operate many other successful public houses (both with and without letting rooms above) across the UK and are a vastly experienced operator in this sector.

Planning Application

On the 21st May 2015, the current owners submitted a planning application to convert the first and second floors into 10 letting rooms with shared facilities. This application validated on the 8th June 2014 and subsequently refused on 3rd September 2014 for the following reasons;

- 1) The scheme did not demonstrate the provision for cycle storage.
- 2) The scheme did not demonstrate the provision for refuse storage.
- 3) The scheme could not provide any car parking facility.

- 4) The applicant did not enter (at application stage) into a binding agreement to secure a contribution towards the Solent Mitigation Project. It was however agreed (during the consultation process) with the local authority that this would be willingly entered into if the scheme were to be approved.

On the 18th September 2015 a revised application was submitted which addressed the following concerns raised on the previous application:

- 1) The refuse and cycle storage facilities were shown.
- 2) Additional Car Parking information added.

The local authority reviewed and accepted these revisions with the exception of the car parking concern. The application was subsequently refused due to the lack of on-site car parking being offered. Also, the commitment to contribute towards the Solent Mitigation Project was noted however it was again agreed with the Local Authority that this would be entered into if the scheme were recommended for approval.

Summary

The application for the change of use of the upper parts was therefore refused simply on the grounds of the lack of car parking allocation. It is agreed that the property could (and never has) been able to provide private parking due to the landlocked nature of the property. This is also true for its current use and has been for many years.

As highlighted within the Design & Access Statement we believe the first and second floors of the property could help meet the growing demand for housing geared towards the lower income earners rather than to have the building laying empty. The proposed use offers the lowest possible chance of an occupier requiring any parking provisions as the model used often relies on public transport or cycles.

We have demonstrated there is sufficient under-utilised on-street parking locally together with a free public car park with 24hr availability. We therefore believe our application is sympathetic to the area and consideration has been given to the neighbouring occupiers and the general area. The additional letting rooms would bring much needed income to local traders and we believe this is the possible use for the upper parts.

We therefore respectfully seek a planning appeal which will allow this vacant space to benefit the local area.

Yours faithfully,



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Encl.