



*materials, height, mass and bulk have a harmful impact on the character and appearance of the area, detract from the appearance of the existing main building and represent an overdevelopment of this shallow and constricted site. The proposal would therefore conflict with policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, the Havant Borough Council Borough Design Guide Supplementary Planning Document 2011 and the National Planning Policy Framework.*

APP/15/00865 - Proposed new infill extension in addition to approved planning permission APP/14/01004 for two storey office block. Permitted 19/10/2015

APP/15/00723 - Variation of Condition 10 of Planning Permission APP/14/01004 relating to approved plans. Permitted 21/08/2015

APP/14/01004 - Proposed new two storey office block and car parking. Permitted 10/12/2014

### **3 Proposal**

- 3.1 The proposal currently under consideration is for the erection of an extension to the south-western corner of the existing main building. The extension would be two storeys in height. The roof form incorporates pitched roofs of traditional forms and an area of flat roof to the back of the building. The front and rear elevations include gables with a hipped roof to the south west elevation. In terms of materials, the proposal is to use brick, tile hanging, brick detailing bands and tiles to the roof all to match elements of the existing buildings.
- 3.2 The extension would project forward of the existing building by approximately 2.5m towards New Road (forward of the existing gable to the main building). The extension would provide an additional 69.2sqm of internal office floorspace. Whilst it would be attached to the existing office building there would be no internal link between the offices.

### **4 Policy Considerations**

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM18	(Protecting New Development from Pollution)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

## 5 Statutory and Non Statutory Consultations

### **Environment Agency**

No comments received.

### **Environmental Health**

The Council's Environmental Health Officer states that he has read the enclosed documentation provided by the applicant and has noted the noise impact statement as given by KAD. Whilst they reference the noise pollution aspect, the potential for vibration affecting office workers and potentially equipment is not. Therefore he suggests that they ensure this is borne in mind when designing the structure.

The following condition is recommended:

*That it be reiterated that this new office extension, together with the existing office accommodation shall not be converted to living accommodation without the prior written approval of the Local Planning Authority.*

**Reason:** *This site is not suitable for residential use, due to the unacceptably poor living environment for the occupants.*

**Officer Comment:** *It is recommended that a condition be imposed restricting the proposed use to office accommodation should permission be granted.*

### **Development Engineer (Highways)**

The Highway Authority has no objection to the application providing the proposed parking and turning areas are conditioned to be provided and retained to allow vehicles to park and turn on site to enter New Road in a forward gear.

### **Network Rail**

After careful consideration of the above planning application Network Rail has no further observations to make.

### **Southern Electric**

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: 14

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 0

## 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 upon the character and appearance of the area and the existing building
- (iii) Impact on employment and business
- (iv) Impact upon residential amenity
- (v) Car parking/highway matters
- (vi) Environmental issues

- (i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. The Havant Borough Local Plan seeks to both support economic development and to protect the character and appearance of the Borough, and in doing so secure the delivery of sustainable forms of development in line with the National Planning Policy Framework (NPPF).

- (ii) Impact upon the character and appearance of the area

7.3 The site is located in a prominent position to the south of New Road in Bedhampton and to the east of the Bedhampton Level Crossing in West Street. There are clear views of the site therefore from the south-west, west, north and north-east with the bend to New Road making the site particularly prominent to pedestrians and from vehicles approaching from the south-west. The site is also viewed from the railway line which runs to the south of the site.

7.4 The site is triangular in shape and has a limited depth. In recent years as can be seen from the planning history it has been developed for commercial office use (residential uses being considered inappropriate in particular because of concerns over impacts from the adjacent railway). The commercial use of the site has been supported by the Council and this has included the conversion of existing buildings and the erection of a purpose built office building. As a result of these developments the site is now fully occupied by the office buildings and their associated car parking. The buildings have been maximised in terms of floorspace as can be seen from their design which takes the form of a 'stepped' footprint alongside the railway line to maximise the site coverage.

7.5 The area fronting New Road is mainly residential in character in the vicinity of the site. The most prominent building on the application site is the two storey office building which is set approximately 5.8m back from the pavement fronting New Road. This building is of domestic scale and is in proportion to the residential frontage to New Road. It is symmetrical in design with a central gable and slightly set back wings, all with pitched roofs. Tile hanging and good quality bricks help to provide an attractive appearance to the building and break up its apparent mass and bulk. To the east of this building is a less prominent two storey building set approximately 10.6m back from the pavement to New Road. This building is relatively recessive in the street scene when compared to the larger and set forward main building.

7.6 The Havant Borough Local Plan (Core Strategy) policy CS16 together with the Havant Borough Design Guide Supplementary Planning Document 2011 set out the Council's design criteria in relation to new development.

7.7 Policy CS16 states that, *Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:*

**1. Responds to, draws inspiration from and respects local context and**  
(amongst other matters):

*Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;*

*Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;*

These criteria are considered particularly important to the consideration of the current application. In this case it is also necessary to consider whether changes made to the previously refused schemes are sufficient to overcome the concerns raised in the previous reason for refusal (see Part 2 above).

7.8 The current proposal is to extend the main building further to the south and west by the addition of a further two storey addition. The extension would be located at the narrowest part of the site. The proposed extension would project forward of the existing building by approximately 2.5m towards New Lane, however, it would not take up the full depth of the site but would be set back from the New Lane frontage by between 2.7m and 2.9m. The roof would be positioned between approximately 2.5m and 2.7m from the site frontage with New Lane. The extension would be designed to incorporate elements of the existing design with gabled and hipped roof forms, and the proposed materials including the use of tile hanging and brick detailing would pick up on some existing features of the main building. The gable would be all brick to reflect the existing gable on the main building.

7.9 The main changes in design terms between this and the most recent previous application relate to the following:

Extension now set further back from the New Lane frontage;  
Design incorporates more traditional full two storey design (rather than first floor only with parking beneath);  
Change to parking layout;  
Wider extension when viewed from New Lane;  
Changes to window layout;  
Brick finished gable rather than tile hung gable;  
Revised cycle parking provision.

7.10 These changes are considered to improve the appearance of the proposed extension when compared to the previously refused scheme for the following reasons:

The significantly reduced forward projection is considered to decrease the extension's prominence in this position which is exposed to public view from a variety of locations.

The design is now considered to be improved and consistent with the appearance of the existing buildings with the full two floor design rather than being open at ground floor level (as previously proposed).

The materials are reflective of the main building with a brick gable and tile hanging to the remainder of the first floor and with brick to the ground floor.

7.11 Whilst it is noted that the further extension of the building on an already significantly developed site is not straightforward, the current design is considered to represent a

significant improvement in terms of the addition's impact on the character and appearance of the streetscene. It is important in planning terms to balance any impacts on the visual amenities of the area against the economic benefits associated with expanding the business use on the site (considered below).

(iii) Impact on employment and business

- 7.12 The proposed extension would provide a modest additional office floorspace and therefore an opportunity for potential additional employment at the site. The agent has provided the following information (which is not altered from the previous application):

*One key feature the scheme benefits from is its ability to adapt to the changing needs of the users over the lifespan of the building. The applicant has always sought to create a place where people want to work within their locality and has expressed concerns to councillors over the lack of job opportunities for young people in particular, within their ward - with many having to travel as far as Southampton to find employment. The site has already proven that it is successful in recruiting local people and businesses and the potential to provide a further office unit can only increase the job opportunities that are available. The business case for this development is solid and is supported by the council's corporate strategy. As well as creating a new opportunity's for a local businesses in a new state of the art office facility which boasts 4G broadband, it also has close links to rail and bus as well as the motorway.*

- 7.13 A letter has also been submitted from Codepotato Limited who rent an office at Aura House. They comment on the attractiveness to businesses of the office accommodation at Aura House, the ideal location of the site and the fact that they may be looking to expand their facilities at the site.
- 7.14 The Council's Corporate Strategy seeks economic growth and environmental sustainability. Employment uses are supported by the Havant Borough Local Plan (Core Strategy) 2011. In particular policy CS2 states that *Planning permission will be granted for development proposals that (amongst other matters) Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.* It is however noted that in relation to offices that the plan favours *town centre locations for the provision of B1a offices and other town centre uses.* This site is not located within a town centre.
- 7.15 Whilst business use and any associated employment is a key priority of the Council this has to be balanced against the environmental impacts of the proposals (another key priority). In this case, officers consider that the employment and business opportunity provided by the development and the improved visual impact of the development would effectively tip the planning balance in favour of the development.

(iv) Impact upon residential amenity

- 7.16 The proposed extension is set well off the closest residential property and it is not considered that the proposals would result in any significant overlooking or overbearing impacts. The development would increase commercial activity at the site; however, given the busy context of New Road, West Street, the Bedhampton Level Crossing and Railway station, this would be a modest change in activity and is considered acceptable. Car parking is considered separately below.

(v) Car parking/highway matters

- 7.17 The existing floorspace on site is supported by 8 car parking spaces. The additional

floorspace proposed would raise this requirement to 11 car parking spaces to meet the Council's Car Parking Standards. The site plan indicates that 10 car parking spaces can be achieved on site. Moreover, the parking layout is tight on the site and this emphasises the complete site coverage. There is therefore a shortfall of 1 space in comparison to the Standards.

- 7.18 However, the Council's Parking Standards SPD includes a table in relation to variable accessibility by non-car means:

**Table 3.1 Variable accessibility by non-car means**

**Highly Accessible**

	<input type="checkbox"/> Havant Town Centre (train and bus stations)
	<input type="checkbox"/> Waterlooville Town Centre (bus station)
<b>to</b>	<input type="checkbox"/> Bedhampton Train Station
	<input type="checkbox"/> Emsworth Train Station
	<input type="checkbox"/> Emsworth Town Centre (two bus routes and shops)
	<input type="checkbox"/> A3 Bus Corridor
	<input type="checkbox"/> District Centres
	<input type="checkbox"/> Warblington Halt
	<input type="checkbox"/> General bus route nearby
	<input type="checkbox"/> Lack of continuous cycle routes
<b>Less Accessible</b>	<input type="checkbox"/> Not easily accessible by public transport

It can be seen that this part of Bedhampton would rank close to the top of the list in terms of accessibility. The Parking SPD states that:

*On brownfield sites outside the town centres, it may be possible to reduce the number of car parking spaces required where developments are within a reasonable distance of good public transport links e.g. The A3 Bus Corridor and local services or Emsworth Station and Emsworth District Centre. Planning applications will be considered on a case by case basis.*

The SPD continues in relation to Non-residential parking standards:

*Reductions in parking standards should be justified in the Transport Assessment or Design and Access Statement accompanying a planning application.*

The applicant has provided a plan showing the site in location to the Bedhampton Train Station and Bus Routes and further details in relation to the on site and on road parking are also provided in the Design and Access Statement.

- 7.19 The Development Engineer raises no objection in terms of parking and car parking provision in itself was not cited as a reason for refusal of the previous schemes although it is acknowledged that the current proposal has a differing layout and slightly increased floorspace.
- 7.20 It is also noted that the site is located close to Bedhampton Train Station and on a main bus route. The Car Parking SPD acknowledges the site as being high on the list of sustainability within the Borough and the possibility of a reduction in requirements

below the standard if appropriately justified. It is considered in this case that given the relative sustainability of the site in terms of public transport options the provision of 10 parking spaces is acceptable.

- 7.21 Cycle parking is proposed for 11 cycles and this is considered appropriate and provides another opportunity for non-car based trips.

(vi) Environmental issues

- 7.22 The site is located adjacent to the railway line and busy roads. The non-residential nature of the development means that overnight noise impacts and sleep disturbance are not concerns. A noise impact assessment has been provided.
- 7.23 Given the proximity of the site to potential contaminants a planning condition in relation to contamination is also considered appropriate.

## **8 Conclusion**

- 8.1 In conclusion, the current proposal is considered to represent an improvement to the previously refused scheme. The development is now on balance considered to have an acceptable impact on the character and appearance of the area and has an acceptable relationship with the existing main building. Furthermore the development would provide additional business floorspace and employment opportunities. Having carefully assessed the development it is considered that the proposal now represents sustainable development in environmental and economic terms. Planning permission can therefore be recommended.

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## **9 RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00972 subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Design and Access Statement received 11th September 2017  
Noise Impact Assessment dated 3rd April 2017  
Traffic Plan Drawing 03 A  
Elevations Drawing 05 A  
Location, Site, Floor Plans and Elevations Drawing 06 A

**Reason:** - To ensure provision of a satisfactory development.

- 3 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, the building hereby permitted shall not be

converted for residential occupation.

**Reason:** In the interests of the living conditions of any future occupants 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.

- 4 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the building have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

**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.

- 5 The car and cycle parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the extension being first brought into use and shall be retained thereafter for their intended purpose.

**Reason:** In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has undertaken an appropriate assessment and submitted remediation method statement to the local planning authority detailing how this unsuspected contamination shall be dealt with. Written approval for the remediation method statement shall be obtained from the local planning authority prior to implementation, and the remediation shall be implemented as approved.

**Reasons:** To ensure that no contamination sources exist or remain on the application site that may pose an unacceptable risk to future site users, offsite residential land uses, buildings, potable supplies or other services. This condition is in line with paragraphs 109 and 121 of NPPF, policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Local Plan (Allocations) 2014.

- 7 No development shall take place until details of existing and finished floor and site levels relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

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

- 8 No development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

**Reason:** In the interests of the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the

National Planning Policy Framework 2012.

- 9 No development shall take place until plans and particulars specifying the following matters have been submitted to and approved in writing by the Local Planning Authority:

(i) The provision to be made within the site for contractors' vehicle parking during site clearance and construction of the development;

(ii) The provision to be made within the site for a material storage compound during site clearance and construction of the development.

Thereafter, throughout such site clearance and implementation of the development, the approved parking provision and storage compound shall be kept available and used only as such.

**Reason:** To safeguard the amenities of the locality and/or in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 10 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, the premises shall only be used as a B1(a) Office Accommodation; and for no other purposes within Class B of the above Use Classes Order.

**Reason:** In the interests of amenity and highway safety and having due regard to Policies CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

### **Appendices:**

Appendix A - Location Plan

Appendix B - Existing Site Plan

Appendix C - Proposed Site Plan

Appendix D - Existing Ground and First Floor Plans

Appendix E - Proposed Ground and First Floor Plans

Appendix F1 - Existing Front and Rear Elevations

Appendix F2 - Proposed Front and Rear Elevations

Appendix G1 - Existing Side Elevations

Appendix G2 - Proposed Side Elevations