

2014/0969

Reg Date 11/11/2014

Old Dean

LOCATION: 193-199 UPPER COLLEGE RIDE, CAMBERLEY, GU15 4HE
PROPOSAL: Change of Use from C3 to A1 (9.1msq) and new shop front with associated minor works to side elevation.
TYPE: Full Planning Application
APPLICANT: Mr John Ewins
The Co-operative Group
OFFICER: Aneta Mantio

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The full application proposes a change of use from C3 to A1 (9.1sqm) and a new shop front with associated minor works to side elevation.
- 1.2 The report below concludes that the proposal would not result in any adverse impact on the character of the surrounding area, loss of residential units or amenities; or in any detrimental highway and parking implications. As such, the proposal is considered in line with the local plan and the NPPF and is recommended for approval.

2.0 SITE DESCRIPTION

- 2.1 The application property includes two business premises within a small shopping parade located to the north side of Upper College Ride in Old Dean Ward in Camberley. The application site is the ground floor level of a two-storey building with residential accommodation at the first and the roof levels. It comprises a frontage to the existing A1 (retail) unit 193 – 197 Upper College Ride and the currently vacant premises at No. 199 Upper College Ride, last in use as an A3 (restaurant). Between the two units there is a small area (9.1sqm) designated as an access to the first floor flats (C3 use). The character of the locality reflects that of the 'Post War Council Estate' character area, as identified in the Western Urban Area Character Supplementary Planning Document (SPD).

3.0 RELEVANT HISTORY

- 3.1 The most recent relevant planning history relating to No. 199 Upper College Ride includes the application 11/0285 for a change of use of ground floor from Class A1 (Retail) use to Class A3 (Restaurant) and insertion of an extract vent to the rear that was approved in June 2011.
- 3.2 Relevant recent planning history on premises 193 – 197 Upper College Ride includes a withdrawn application 14/0734 to vary the colour of existing shopfront including frames, door, stallriser and shutter to grey colour; and the approved scheme 08/0267 for an installation of an automatic sliding door and a shopfront and associated alterations.

There is no further relevant planning history.

4.0 THE PROPOSAL

- 4.1 Permission is sought for a change of use from C3 to A1 (9.1msq) and a new shop front with associated minor works to the side elevation. In terms of the proposed change of use, the 9sqm of residential use is an existing pedestrian access to the flats above the commercial unit from Upper College Ride. There is an existing secondary pedestrian access to the rear of the building that would be utilised. As such, no loss of residential units would result.
- 4.2 The proposed changes to the existing frontage include new fenestration details, an ATM installation to the area of the current access to the first floor flats and alterations to the existing entrance ramp. The existing small scale ground floor openings within the east/side elevation would be blocked up. The access to the first floor flats from within the frontage of the building would be removed and the existing rear access would be utilised.

5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Council Highway Authority No comments.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report no letters of representation have been received.

7.0 PLANNING CONSIDERATION

- 7.1 The National Planning Policy Framework; and, Policies CP1, CP2, CP3, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 form material considerations in this case.
- 7.2 It is considered that the main issues to be addressed in determining of this application are:
- Principle of the development in terms of change of use;
 - Design and impact on the character of the surrounding area;
 - Impact on residential amenity;
 - Impact on highway safety and parking capacity; and
 - Impact on local infrastructure.

7.3 Principle of the development in terms of change of use

- 7.3.1 Policy CP1 (Spatial Strategy) indicates that the employment growth in Camberley will be achieved through redevelopment of existing sites. Policy CP2 (Sustainable Development and Design) requires development to ensure that all land is used efficiently within the context of its surroundings. Policy CP3 (Scale and Distribution of New Housing) seeks to resist any development that involves a net loss of housing unless it can be demonstrated that the benefits outweigh the harm.

7.3.2 Policies CP1 and CP2 encourage redevelopment of existing sites within the settlement areas. The application site is located within the mixed use locality, where a retail use is present. As such, the proposed retail use is considered acceptable in principle subject to the other material considerations below.

7.3.3 The proposed development involves a change of use from A3 to A1. This in principle does not require planning permission as it benefits from permitted development under the Town and Country Planning (Use Classes) Order 1987 (as amended).

7.3.4 The change of use from ancillary C3 residential floor area to A1 arises from a change in access arrangements to the split level flats above. The flats would be accessed from an existing rear access. Removal of the access on the front elevation and its use as additional A1 floor area, housing an ATM, would not result in a loss of, or compromise the retention of either C3 (residential) unit. With this in mind, the proposal would not conflict with the aims of Policy CP3 of the Core Strategy and Development Management Policies 2012.

7.4 Design and impact on the character of the surrounding area

7.4.1 The National Planning Policy Framework seeks a presumption in favour of sustainable development and to secure high quality design, as well as taking account of the character of different areas. Policy CP2 (Sustainable Development and Design) requires new development to respect and enhance the quality of the urban environments. Policy DM9 (Design Principles) continues to promote high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density.

7.4.2 The proposed operational development includes a replacement shopfront to part of the premises, namely the east/side part of No. 193-197 and the frontage to No. 199. All the detailing in terms of fenestration would match those existing to the west/side of the premises 193-197 and therefore are considered acceptable. The new ATM would be installed in the area of the existing access to the first floor flats and would visually follow the proportions of the existing door, which is also considered acceptable. Minor changes to the side/east elevation of the premises at No. 199 would include brickwork infill, matching the existing. On this basis, it is not considered that the proposal would result in any adverse visual impact within the street scene or the wider surrounding area.

7.5 Impact on residential amenity

7.5.1 The National Planning Policy Framework seeks a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 (Design Principles) ensures that the amenities of the occupiers of the neighbouring properties and uses are respected.

7.5.2 As outlined above in para. 7.3.4, the flats above the business premises would be, following the implementation of the proposed works, accessed via a rear secondary staircase. This staircase is currently in place and it is not considered that the loss of the front access from Upper College Ride would result in any detrimental impact on residential amenities.

7.6 Impact on highway safety and parking capacity

7.6.1 Policy DM11 (Traffic Management and Highway Safety) seeks all development ensures that no adverse impact on the safe and efficient flow of traffic movement on the highway network results.

7.6.2 The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority seeks to impose relevant conditions in order not to prejudice highway safety nor cause inconvenience to other highway users.

7.7 Impact on local infrastructure

7.7.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on the 16th July 2014. As the CIL Charging Schedule will come into effect on the 1st December 2014 an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential and retail developments where there is a net increase in floor area. Although the proposed use is retail, as the proposal does not relate to a net increase in floor area, the development is not liable for a CIL payment.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

9.0 CONCLUSION

9.1 The proposal is not considered to result in any adverse visual impact within the surrounding area, impact on residential amenities, highway and parking implications or loss of residential units. The proposed development has been considered against policies CP1, CP2, CP3, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012; guidance in the Western Urban Area Character Supplementary Planning Document; and, the National Planning Policy Framework 2012.

10.0 RECOMMENDATION

GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The proposed development shall be built in accordance with the following approved plans: Location Plan and (00)010 Rev C, both received on 11/11/2014 unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

3. The building works, hereby approved, namely the brickwork, shall be constructed in external fascia materials including brick and pointing to match those of the existing building.

Reason: In the interests of the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

Informative(s)

1. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
2. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
3. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.