
Site Address:	Oak View Residential Care Home 47-49 Beach Road, Hayling Island, PO11 0JB		
Proposal:	First floor rear extension to provide 11 additional rooms.		
Application No:	APP/20/00002	Expiry Date:	27/02/2020
Applicant:	English Oak Care Homes		
Agent:	Mr Tutton	Case Officer:	Tina Pickup
	Robert Tutton Town Planning Consultants Ltd		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

Oak View Residential Care Home is an established care home at 47-49 Beach Road which is located on the western side of the road, backing onto Hayling Park. It has been enlarged over the years and currently presents to the highway as a central two storey building with double bays on its corners, with dormers in the roof, surrounded by single storey extensions. It is largely white painted with some beige cladding, beneath a grey slate roof. To the rear and sides of the main building there are some substantial, lower, single storey extensions, that essentially fill the width of the plot. The rear garden is modest in depth and residents benefit from an outlook over the park.

It currently comprises 40-bedrooms accommodating 42 residents.

There are two vehicular access points and surface parking, at either side of the main building ie at the northern and southern ends of the site. The area is primarily residential in character and the adjoining properties comprise a single story dwelling to the south and a house to the north. Beach Road is a classified road, the A3023, and there is a zebra crossing just north of the site, close to the junction with St Mary's Road. As a result there are zig zag lines, restricting parking. There are also laybys either side of the road, used for residential parking.

The original TPO'd trees on the site no longer exist (see planning history), with some mature trees remaining on the north and south side boundaries, largely outside the application site.

2 Planning History

95/55601/005 - Replacement sun lounge to south elevation., WD,07/12/1995
95/55601/006 - Replacement sun lounge to south elevation and revision to car parking layout approved under planning application 94/55601/3., ,15/01/1996
94/55601/003 - Single storey rear extension and new common room to provide 7 additional bedrooms, with associated car parking., PERM,08/02/1995
90/55601/000 - Change of use of 47 Beach Road from dwelling to rest home (max number of residents at 47 & 49 to be 28) plus single storey side & rear extensions and associated parking, PERM,13/12/1990
03/55601/007 - Retrospective application for the display of 1 No static non illuminated freestanding sign., PERM,15/07/2003
03/55601/008 - Relief of Condition 3 of Planning Permission 94/55601/003 to increase the number of residents by one from 28 to 29., PERM,22/09/2003

04/55601/009 - First and second floor extensions to the rear (west) elevation and ground floor extensions to the side (south and north) elevations to allow an increase in the number of residents from 29 to 47., REF,19/01/2005

06/55601/010 - Single storey extension to south elevation and first floor extension to rear elevation (above single storey annexe). , REF,12/09/2006

06/55601/011 - Two storey and single storey extensions to west and east elevations to form 42No. bed care home, car parking and felling a Beech tree covered by T3 of TPO 1270. (Revised submission). , PERM,08/01/2007

09/55601/012 - Replacement of non-illuminated signs for "Oak View" Care Home, mounted on existing sign boards., PERM,19/02/2009

09/55601/013 - Display of 2No. banners mounted on pole and 1No. banner hung on east elevation., WD,26/05/2009

APP/10/00283 - Amendments to internal layout and fenestration of single extension approved by Planning Permission 06/55601/011.(Retrospective), PERM,12/10/2011

09/55601/014 - Discharge of Condition No's 1, 2, 4, 5, 6, 7, 9, and 11 of Planning Permission 06/55601/011., PERM,18/11/2009

09/55601/015 - Discharge of Condition No's 3, 8 and 10 of Planning Permission 06/55601/011., PERM,08/03/2010

APP/13/01061 - Fell 1No. Ash tree (T4) subject to TPO 1270., PERM,28/11/2013

APP/15/00903 - Insertion of 2No. ground floor windows to east elevation and reduction to size of ground floor window to north elevation to accommodate internal layout changes., PERM,08/10/2015

APP/16/00168 - Proposed replacement entrance porch, single storey rear extension, raised decking/ramps, alterations to fenestration and associated alterations., PERM,14/04/2016

APP/16/00169 - 1No. non-illuminated ground mounted sign., PERM,14/04/2016

APP/16/00904 - Proposed re-rendering and external cladding., PERM,13/10/2016

APP/17/01043 - Display of 1No. internally illuminated ground mounted sign; 1No. internally illuminated logo signage., PERM,16/11/2017

APP/18/00379 - Single storey side and rear extension., PERM,24/05/2018

Of particular note is 06/55601/011 which approved both ground floor and first floor rear extensions. The ground floor element has been implemented, although the first floor was not, but this permission remains extant.

3 Proposal

First floor rear extension to provide 11 additional rooms.

The proposal would result in a T shaped first floor rear extension, above the existing ground floor, having maximum width of 29.5m and depth of 18.5m. The hipped roof is such that the height would be lower than the original two storey building and includes a central gable feature with glazed end to provide a resident lounge. Due to internal re-configuration of existing rooms, the proposal would result in 9 additional residents, such that the home would have a maximum of 51 residents.

During the course of determining this application a revised Transport Assessment with parking survey has been undertaken. A materials schedule with details of the bike stands and lockers has been submitted.

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)
CS21	(Developer Requirements)
CS9	(Housing)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM7	(Elderly and Specialist Housing Provision)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

No objection

Building Control

No comments

Environmental Health Manager

I have no objection in principle to this application.

If the Committee were of a mind to approve this application I would ask that an external lighting condition and Informatives re hours of work; dust control & bonfires be applied to any consent granted

Hampshire Fire & Rescue

Access and facilities for Firefighting should be in accordance with Approved Document B5 of the current Building Regulations.

Access to the site should be in accordance with Hampshire Act 1983 Sect, 12. Access roads to the site should be in accordance with Approved Document B5 of the current Building Regulations.

Fire and Rescue Services Act 2004

The following recommendations are advisory only:

Access for High-reach Appliances

High reach appliances currently operated by the HFRS exceed the maximum requirements given in Section 17 of the Approved Document B.

Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for fire fighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, S050 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HFRS would strongly recommend that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.

Testing of Fire Safety Systems

HFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Fire-fighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place. This of course could lead to the total loss of the building and its contents.

Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Timber-framed Buildings

These types of buildings are particularly vulnerable to severe fire damage and fire spread during the construction phase.

The UK Timber Frame Association publication '16 Steps to Fire Safety on Timber Frame Construction Sites' provides guidance on this issue and is available from: <https://ttf.co.uk/download/16-steps-fire-safety-timber-frame-construction-sites/>

This guidance should be read in conjunction with the 'Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation', published by the Construction Confederation and The Fire Protection Association (Sixth Edition, ISBN 1-902790-33-2)

Copies of the 'Joint Codes of Practice' and useful sister publication, 'Construction Site Fire Prevention Checklist' (Second edition, ISBN 1-902790-32-4), are available for purchase from the Fire Protection Association: (www.thefpa.co.uk)

Hampshire County Highways

The application is supported by a Transport Statement (Brightplan - February 2020).

The application site currently houses 40-bed care home accommodating 42 residents and is served by two points of vehicular access.

The proposal involves a first-floor extension to the existing building in order to create a 51-bedroom facility accommodating 51 residents equating to an increase of 11 bedrooms and 9 residents. Access is proposed as per the existing arrangements.

In order to inform the Transport Statement, a full PIA assessment has been undertaken within the vicinity of the site for the most recent 5-year period. Highways Development Planning is satisfied that there are no existing accidents trends within the vicinity of the site that this development would likely exacerbate.

Whilst access provision is proposed to remain unchanged, the applicant has submitted vehicular visibility splay drawings demonstrating that the required levels of vehicular visibility can be achieved.

It would appear that the provisions for numbers and shift patterns of staff will not change or will not significantly change as a result of the proposed extension, nor will

there being any changes for emergency service access/refuse collection.

A Framework Travel Plan has been submitted and referred to within the Transport Statement. A full Travel Plan should be secured via a suitably worded condition for any planning permission that may be granted.

The submitted Transport Statement provides details and methodology behind parking provision. The application site is currently considered under-provided against adopted standards. HBC will need to review the issue of parking provision in their capacity as local parking authority and determine if the proposal falls adequately in line with adopted standards.

A parking survey has been undertaken in line with the "Lambeth Methodology" which demonstrates that there is sufficient spare on-street capacity within 200m of the application site.

An interrogation of the TRICS database has been undertaken in order to determine valid trip rates in order to estimate likely increased traffic generation. The dataset utilised has been provided and is considered to be fully representative in this regard.

The results would demonstrate an additional 19 two-way vehicle movements daily and circa 2 two-way movements during the network peak hours. This level of additional traffic is considered to be immaterial in traffic impact terms.

Subject to HBC's review of parking requirements as detailed above, Highways Development Planning raises no objections to this proposal.

Additional comment following submission of Parking Survey

The Highway Authority previously raised no objection to the application in a response dated 25th February. Additional information has been submitted to satisfy Havant as the local parking authority that the increase in parking can be accommodated within the local highway network.

The updated parking survey identifies a maximum parking stress of 57%. The Highway Authority therefore maintains the recommendation set out in the previous response.

Traffic Management Team

The Traffic Team would raise a concern that there would be an insufficient amount of on site parking available for the proposed additional rooms, and this does not adhere to the HBC Parking Supplementary Planning Document July 2016

Amended comment following submission of Parking Survey

The Traffic & Parking Team need to register that our objection to the presumed availability of kerbside parking remains the same.

Local knowledge and periodic complaints from residents confirm that parking congestion contributes to a significant day-to-day pressure of conflict and stress to locals and the effect of this additional on-street parking demand will be exacerbated here by the potential introduction of proposed safety-related parking restrictions in Bacon Lane and St Mary's Road, Whilst appreciating that this cannot be taken into account before implementation, this will effectively negate the allowances made in the survey for those locations, as well as impacting on Beach Road and Hollow Lane due to the inevitable displacement of parking to other local areas within the survey extent.

It is also cause for concern generally that whilst the SPD allows for a reduced standard where supported by a parking survey, in this case the available provision

is less than half of that required?

Natural England

Deterioration of the water environment – No objection subject to securing mitigation

The nutrient budget has been calculated in line with Natural England's Advice on Achieving Nutrient Neutrality in the Solent (version 5 June 2020). Provided the competent authority is assured and satisfied that the site areas used in the calculation are correct and that the existing land uses are appropriately precautionary, then Natural England raises no concerns with regard to the nutrient budget.

We note a net increase of 9 total population has been used, due to internal reconfiguration and loss of double rooms. It is Natural England's view that competent authorities may choose to adopt bespoke calculations for detailed planning applications, if sound evidence is available. These are matters for each competent authority.

Please note the calculation is based on all wastewater from the development being treated at Budds Farm WwTWs. If this situation changes, a reassessment of the nutrient calculation will be required and a revised Habitats Regulations Assessment will be necessary.

In line with Natural England's advice, it is noted that a planning condition will be imposed on any permission to secure that the dwellings shall not be occupied until the Building Regulations Optional requirement of a maximum water use of 110 litres per person per day has been complied with. It is noted that the approach to address the positive nitrogen budget for this development is via Havant Borough Council's mitigation scheme. We welcome and support this initiative which has scope for nutrient offsetting and biodiversity gain.

Natural England has reviewed the Position Statement and Mitigation Plan for Nutrient Neutrality Development (August 2020) and Warblington Farm Study Evidence Base (Ricardo, June 2020). Natural England concurs with the conclusion of this work that this scheme will deliver effective mitigation for developments draining to Budd's Farm WwTW and Thornham WwTW.

The nitrogen capacity of the land and proposed management of the offsetting land has been discussed and agreed. It is understood that this has been secured through legal agreements to ensure that effective mitigation is delivered for the lifetime of the development. It is also understood that a system has been set up to monitor the developments using the mitigation scheme to ensure there is capacity available for each scheme. Provided this is the case and the long term management of the mitigation scheme is monitored by the local planning authority, as competent authority, to ensure effective mitigation for the lifetime of the development, Natural England raises no further concerns.

It is for the competent authority to determine the importance of timing issues for each development, depending on location and form of mitigation applied. Given the close proximity of the mitigation land to designated sites, Natural England is not expecting any significant timing issues in this case, provided the land is brought into appropriate management at the earliest opportunity. In considering the significance of timing issues within an appropriate assessment competent authorities should take account of the average time taken from the removal of agricultural activities to first occupation and rate of completions for each development. Provided the local planning authority is satisfied that timely mitigation can be delivered in this case, Natural England raises no further comments for consideration.

Nutrients Team

Confirm sufficient capacity within Council's mitigation scheme

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: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 4

Comment	Officer Comment
the objections received can be summarised as follows:	
<u>Character of area</u> Beach Road residential area; property has undergone numerous developments changing it from standard Victorian mid sized semi detached property in keeping with surroundings, to a large imposing building, dominating the street with no green space and lots of parking	Noted - see section 7
<u>Overdevelopment/insufficient car parking</u> already expanded beyond capacity of land causing issues with visitor and staff parking all along roads and visibility at zebra crossing; will be extra demand for parking outstripping on site provision, resulting in parking in road and bus lay by; site full, no scope for further traffic servicing the operation - visitors, emergency vehicles or deliveries	Noted - see section 7
<u>Noise & Disturbance</u> Deliveries of laundry commence at 5am with loading & unloading noise, this will only increase ; increased noise from residents and staff	Noted - delivery hours not restricted; Environmental Health could investigate under their separate legislation
2 storey development unsightly eyesore	See section 7
Loss of sunlight from garden and property	Separation significant - see section 7
<u>Disturbance during construction</u> Previous builders caused mayhem with reduced visibility; will result on another 6 - 12 months of noisy, dusty construction traffic competing for	Temporary disturbance during construction work an unfortunate consequence of development - Informative's can be added re hours of

parking spaces and blocking drives; area will become dangerous building site again	work
<u>Loss of views</u> Previous extensions resulted in loss of views of parks, now will even lose tree tops	See section 7
<u>Devaluation of property</u> bigger becomes, further devaluating of our property	Not a material consideration
Previous illegal banners and flood lighting of entire premises testing patience of residents	This application considered on its merits

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) Appropriateness of design and impact on the character of the area
- (iii) Impact upon residential amenity
- (iv) Highways and parking
- (v) Compliance with Habitat Regulations

(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 control criteria. Adopted policy DM7 specifically considers elderly person and specialist housing provision and similar emerging policy H5 has limited weight. As an application for an extension to an existing established care home, it is the detailed criteria with respect to amenity space and outlook for residents, servicing, and setting that are relevant to be considered below.

7.3 The planning history is also of relevance, with extant permission 06/55601/011 having previously approved a first floor rear extension of very similar scale and dimensions. That permission previously found a similar mass and bulk of development in the same position as being acceptable. Since circumstances have not significantly altered in the area, then the principle of a first floor rear extension remains acceptable, subject to detailed considerations:

(ii) Appropriateness of design and impact on the character of the area

7.4 The proposed extension would be to the rear of the site and in part screened by the original frontage two storey building. The proposed side wings are wider than the frontage building and would therefore be visible, but would appear as recessive elements, set below the main ridge by some 1.5m. Materials would blend with the main building and overall, the separation to Beach Road is such that the development would not be overly dominant in street scene terms.

7.5 Views of the development would also be clear from within the park to the rear and from this direction there would be an increased height and silhouette. The design of this rear, western facade, would be symmetrical, with a large central glazed gable.

Given that this profile is only marginally higher than the extant permission, the increased building bulk when seen from this direction is considered to remain acceptable.

- 7.6 Third party comments note the cumulative additions to the site over time has changed the character of the site beyond its original residential scale. But the site area is considerably larger than a standard residential plot and as such the site has been capable of accommodating more development. The original host building remains the dominant feature in street scene terms with all extensions set back and recessive. Accordingly it is considered that the domestic scale of the site is preserved and the design and appearance of the proposal is deemed appropriate in context to the setting of the main building. Therefore the proposal is considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy).

(iii) Impact upon residential amenity

- 7.7 In terms of impacts on neighbouring amenity, the proposed first floor additions would be sited 5m from the northern boundary and 18m from the southern boundary. The significant separation to the bungalow to the south is such that there would be no additional overshadowing and privacy has been protected with the use of obscure glass windows in the south elevation serving the stairs and an en-suite. Similarly the closest windows in the north elevation would also be obscure glazed. Mature trees on this northern boundary, largely in control of the neighbour, also provide screening to protect privacy. This relationship with neighbouring properties is considered acceptable.
- 7.8 Noise from early morning deliveries has been noted in third party comments, but as an established care home where deliveries are not currently restricted, it would be unreasonable to now limit movements. Environmental Health could investigate any nuisance under their separate legislation; and an Informative can be added reminding of the need to be respectful to the neighbouring amenity. Environmental Health also request that any external lighting be controlled, and this can be conditioned.
- 7.9 In terms of amenity for future occupiers, policy DM7 requires appropriate levels of on-site amenity space accessible to meet the needs of residents with a satisfactory outlook. Whilst it is recognised that the rear garden is modest, nevertheless it is partly decked and ramped and provides an accessible area for residents with restricted mobility commensurate to their needs. Being immediately adjacent the park it benefits from this pleasant outlook and setting. As part of the proposal which increases resident numbers by 9, a new large first floor lounge with fully glazed windows overlooking the park would provide both existing and new residents with improved and suitable indoor amenity space to comply with policy DM7.
- 7.10 Overall the proposal is considered to have acceptable impact on neighbouring amenity and provide adequate and improved amenity for existing and future residents, meeting the requirements of Policies DM7 and CS16 of the HBLP (Core Strategy).

(iv) Highways and parking

- 7.11 Access to the site would remain unchanged and previous permissions for implemented extensions at the site have conditioned the provision of 15 on site parking spaces. The existing plans do show the provision of 15 spaces but realistically the spaces in front of the south elevation and main entrance are not used. The proposed plans only show 12 on site spaces ie with no extra car parking spaces to

meet the demands of this development, although 2 separate visitor cycle stands are proposed, one at each end, sufficient for 16 bikes; as well as 3 secure bike lockers for staff. To justify the lack of additional parking, a full Transport Statement with parking survey, and a Framework Travel Plan has been submitted.

- 7.12 In terms of access and trip numbers, Hampshire County Council has confirmed existing visibility splays are sufficient and noted that the additional 19 two-way daily vehicle movements, of which 2 would be within peak hours, would make an immaterial impact on traffic levels. There is therefore no objection on highway safety grounds. The servicing of the home, emergency access etc would remain unaltered.
- 7.13 In terms of staff numbers, the additional 11 rooms and 9 residents (totaling 51 residents) would only make a marginal difference to numbers of employees. Shift patterns are such that it is likely that there would be 16 staff present on site in the mornings, 18 in the afternoons and 3 overnight carer's. The majority of existing staff are local and only 2 drive to work and need to park - others get lifts, walk or cycle.
- 7.14 The adopted Parking SPD would require 13 parking spaces for residents/visitors and 18 spaces for staff ie a total of 31 spaces. With only 12 provided there is a significant shortfall of 19 spaces, although full cycle storage has been shown to encourage alternative access. Therefore a parking survey has been undertaken to demonstrate availability of on street spaces within a 200m walking distance of the site. (This was undertaken in August 2020 when Covid restrictions were lifted sufficiently to allow visitors to the home as normal and road conditions were considered relatively normal). The results indicate a weekday minimum spare capacity of 22 spaces and average of 23 spaces; and weekend minimum spare capacity of 24 spaces and average of 31 spaces available. This demonstrates that the shortfall of 19 spaces could be met within 200m of the site.
- 7.15 It is further noted that the shortfall of 19 spaces is based on HBC parking standards that trigger 18 staff spaces, but in reality they currently only have 2 staff that drive, so the realistic shortfall is considerably less. A Framework Travel Plan for the site sets out methods by which staff could be encouraged to use alternative sustainable modes of transport to keep car usage down. The action plan recommendation at para 6.4 of the report needs to be conditioned to ensure implementation and continued low car usage amongst staff.
- 7.16 Overall, despite the shortfall of spaces on site, it has been adequately demonstrated that on-street capacity exists in the vicinity of the site to serve the development, largely for visitors as in this instance staff parking need is less than the adopted ratios. On balance it would be difficult to refuse the development based on parking grounds.

(v) Compliance with Habitats Regulations

- 7.17 The Council has conducted a Habitats Regulations Assessment (HRA), including Appropriate Assessment (AA), of the proposed development under Regulation 63 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The Council's assessment as competent Authority under those regulations is included in the case file. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on several Solent European Sites due to the decrease in water quality that would result from the proposed development resulting in 9 additional residents.
- 7.18 The planning application was then subject to Appropriate Assessment under

Regulation 63. This included a package of measures based on the Position Statement on Nutrient Neutral Development. It is noteworthy that the type of residents were considered unlikely to generate additional recreational trips to the SPA(s) and as a result it was concluded that there would be no increased recreational harm and mitigation via the Solent Recreational Mitigation Strategy was not necessary.

- 7.19 With respect to the water quality issue and the Councils updated Position Statement, August 2020, the applicant has been able to use the mitigation scheme at Warblington Farm to offset the nitrogen from the development. A bespoke nitrogen budget was received, based on the 9 additional residents, that showed a 2.92 kg/TN/year nitrogen load. A Unilateral Undertaking has been received, together with the appropriate contribution of £3,629.20 as nutrient mitigation. This is based on the development achieving a water efficiency of 110 l/p/p/d and to ensure these measures are provided as part of the development, and for ongoing compliance, it is necessary to add 2 conditions.
- 7.20 The Appropriate Assessment concluded that this is sufficient to remove the significant effect on the SPAs which would otherwise have been likely to occur. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) who have confirmed that they agree with the findings of the assessment and raise no further objection.

8 Conclusion

- 8.1 The proposed rear extension would be appropriately subservient and recessive relative to the host building and visually appropriate in street scene terms. It would have an acceptable relationship with neighbours. Although no additional on site parking is to be provided, a parking survey demonstrates adequate availability of on street spaces to meet the demands of the development, with staff to be encouraged to use alternative modes of transport via a Travel Plan. The appropriate mitigation has been secured to offset the additional nitrogen load arising from the additional 9 residents to comply with the habitats Regulations. Overall the scheme is considered acceptable, in compliance with relevant policies CS16, DM7 and DM14 and is recommended for permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00002 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:
Location Plan and Existing Floor Plans Drawing Number SK001 Rev L
Proposed Site plan Drawing Number SK008 Rev O
Proposed ground floor plan Drawing Number SK003 Rev B
Proposed first and second floor plan Drawing Number SK004 Rev G
Proposed elevations Drawing Number SK005 Rev F

Materials Schedule on Council's website dated 18 Feb 2020

Planning, Design & Access Statement by Robert Tutton Planning Consultants Ltd dated 13 December 2019

Transport Statement by Bright Plan Doc ref PMGL/18/4482s dated September 2020

Framework Travel Plan by Bright Plan Doc ref PMGL/18/4482s dated 13 February 2020

Reason: - To ensure provision of a satisfactory development.

- 3 A detailed Travel Plan, as set out in the Action Plan at figure 6.1 of the Framework Travel Plan by Bright Plan dated 13 February 2020, shall be implemented in full with the appointment of a Travel Plan Co-ordinator prior to the commencement of the hereby approved development. The stages of the Travel Plan and surveys shall be adhered to in accordance with figure 6.1 to the satisfaction of the Local Planning Authority. Documentary evidence of the Travel Plan and surveys shall be kept and made available for inspection by the Local Planning, to facilitate monitoring of compliance with this condition.

Reason To encourage sustainable travel patterns by staff and reducing the need for car parking spaces, in the interests of highway amenity and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011, the adopted Parking SPD 2016 and the National Planning Policy Framework.

- 4 The 16 visitor bike stands and 3No secure vertical bike lockers shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: To encourage sustainable modes of transport in the interests of highway amenity and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 No additional, new resident shall occupy any of the rooms hereby permitted until:

(a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the new development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; and

(b) All measures necessary to meet the approved water efficiency calculation have been installed.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this

decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011, and Policy E14, EX1 and E12 of the Pre-Submission Havant Borough Local Plan.

- 6 At all times following occupation of the development hereby approved, all measures necessary to meet the approved water efficiency calculation shall be maintained so as to ensure that no more than 110 litres per person per day shall be consumed in the development in perpetuity.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. To ensure that the proposal may proceed as sustainable development, there is a duty upon the local planning authority to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council have had regard to Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011, and Policy E14, EX1 and E12 of the Pre-Submission Havant Borough Local Plan.

- 7 No floodlighting or other form of external lighting scheme shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, location, height, type and direction of light sources and intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants of nearby residential properties from light disturbance / pollution and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.