

Planning Statement

Manor Road Nurseries, Manor Road, Hayling Island, Hampshire, PO11 0QL

Construction of 9 No. Three Bedroom Houses, Following Demolition of Existing Glasshouse together with Improved Site Access and Associated Vehicle Parking



Figure 1

View to East Across Application Site

1.0 Background & Introduction

1.1 This application seeks a grant of planning permission for the construction of 9 three-bedroom houses on land to the west of the existing host dwelling, Manor Oaks, at Manor Road Nurseries, Manor Road, Hayling Island. The site is located within the Urban Area Boundary as designated by the Development Plan which comprises the Havant Borough Core Strategy, 1st March 2011 and the Havant Borough Local Plan (Allocations), Adopted 23rd July 2014 together with a number of Supplementary Planning Documents (SPDs). Whilst it is recognised that the adopted Local Plan is under review, and that this site is currently being considered as a potential housing allocation, it remains the case that applications should be determined in accordance with the Development Plan *“unless material considerations indicate otherwise”*¹.

1.2 The site, which has a mixed use consisting of residential, garden nursery and caravan storage, is located on the west side of Manor Road, to the north of residential development on Brights Lane in Hayling Island. The redevelopment of the site was the subject of a pre-application enquiry made to Havant Borough Council in October 2018. The Council’s initial response, which is attached to this statement at **Appendix I**, incorrectly advised that the site was “outside of the urban area as defined by policies CS17 and AL2 in the context of the adopted local plan.” The response recognised that the site was being considered as a possible future housing allocation within the draft Local Plan, and provided advice setting the proposed development in a context of mainly emerging policy, rather than adopted Local Plan policy. Given that it was recognised by the LPA, in its pre-application response, that the policies of the emerging Local Plan only carried ‘limited weight’, it is considered that the correct approach to determining this planning application is on the basis of adopted Local Plan policy.

1.3 The applicants architects queried the pre-application advice and asked Officers to reconsider their comments. On 26th November 2018 the schemes architect received an email from the case officer which advised “I have gone back to our Policy team who have now clarified that there would be no in principle objection to the proposal as the site is in the urban area, even though it is on Hayling Island...” This email is attached to this statement at **Appendix II**. A revised pre-application response letter was then received on 10th December 2018 (attached as **Appendix III**). This letter concludes by stating *“...whilst the principle of development is supported, at this stage in the draft plan’s preparation, there is not the necessary certainty at this stage that strategic infrastructure issues are not an overriding constraint to sustainable development. That said, the site lies within the built up area and therefore there would be nothing to preclude the site coming forward for development in advance of the new Local Plan...”*

1.4 In order to allow what is a relatively small site coming forward for housing, during the current plan period, the applicant respectfully requests, therefore, that the LPA determines this application on the basis of the policies of the adopted Local Plan.

1.5 The application proposal has been reviewed following the receipt of the Council’s pre-application response. The adopted solution is now submitted in this planning application for the consideration of the LPA. This statement describes our Client’s proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our Client’s application proposal should receive support and be granted planning permission.

¹ Please refer to paragraph 4.5 of this Planning Statement which sets out the Government’s advice in the NPPF, July 2018 on relation to “Determining applications”.

2.0 Application Site and Surroundings

2.1 The application site is on the west side of Manor Road, immediately to the north of existing residential development on Brights Lane, in Hayling Island. To the north of the site is arable farmland, whilst to the west is garden land and, to the east on the opposite side of Manor Road, is a church. Beyond the church is “The Oven Campsite” to the south of which is “Hayling Island Holiday Park”. The site is in a sustainable location being within the designated Urban Area Boundary (as shown on the proposals map of the adopted Local Plan) approximately 400m from the new Lidl Supermarket constructed on Manor Road to the north-east, and 1km to the north of the shops and services on Station Road. The site is also approximately 800m from Mill Rythe Infant and Junior Schools and is a similar distance from Hayling College.



Figure 2 Application Site and Surrounding Area

2.2 Residential development to the south of the site consists predominantly of a range of detached and semi-detached dwellings as well as bungalows and chalet bungalows. The dwellings between Brights Lane and the site are built at a density of approximately 13 dwellings per hectare and are of different ages and designs and built with a variety of finishes including brick, painted render and tile hanging beneath both hipped and gabled roofs. On the south side of Brights Lane are terraces of 1970s housing which are built at a higher density.

2.3 The site itself is flat and roughly rectangular in shape, with an approximate width of 95m and a depth of 28m and developable area of around 0.27 of a hectare. The site, excludes the existing frontage dwelling Manor Oaks (which would be retained) and has an existing mixed residential, market garden and caravan storage use. Access to the site is via a vehicular crossover from Manor Road. The site has recently been cleared with 2.0m high fencing erected along the site's boundaries.



Figure 3

Above: Left: View West from North-East Corner of Site

Centre: View East

Right: View of Eastern End of Site

3.0 Development Proposal

4.1 A grant of planning permission is sought for the construction of 9 three-bedroom, 2 storey houses to the west of the sites host dwellinghouse Manor Oaks, which would be retained. The development would utilise the sites existing access from Manor Road, which would be retained and improved, with a width of 4.8m generally, including 1.2m wide footways. The sites junction onto Manor Road, which is on the outside of a bend, would be redesigned enabling the provision of visibility splays of 2.4m x 120.



Figure 4 View of Application Site from West Lane to the East

4.2 The site access would run adjacent to the sites southern boundary with three rows of three dwellings, oriented north-south, being located to the north. Each row of houses would comprise one detached and one pair of semi-detached, 3-bedroom dwellings. Each of the proposed dwellings, together with the retained house, would have 10m rear gardens. Each of the new houses would be allocated 2 parking spaces with an additional 4 spaces being provided for visitors, at the eastern end of the development. Additionally, 1.8m high, secure refuse and cycle stores would be provided within the back garden which would be accessed via a side entrance and pathway.

4.3 Externally, the proposed houses would be built with either white painted render or red/brown facing brick elevations, complemented with contrasting brick banding, beneath concrete tile, gabled, roofs. The proposed windows and doors would be white upvc; rainwater goods would be black upvc. One of the semi-detached houses and each of the detached dwellings would be built with decorative feature gables. Additionally, all front doors would be protected by open sided porch canopies.

4.4 Internally, each dwelling would be built with entrance hall, kitchen, w.c. and lounge dining/room at ground floor with stairs leading to a first floor accommodating three bedrooms and a bathroom.

4.0 Relevant Policies

4.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised 24th July 2018, (NPPF) and the Development Plan which comprises the Havant Borough Core Strategy, 1st March 2011, the Havant Borough Local Plan (Allocations), Adopted 23rd July 2014 together with relevant Supplementary Planning Documents relating to Design and Parking.

National Planning Policy Framework

Relevant Parts of the NPPF

4.2 Paragraph 7 of the Framework states that *“...The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...”*

Environment

4.3 The NPPF states (at para.8) that *“... Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...”* The economic objective is described as helping to *“...build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*; The social objective requires planning to support *“...strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being...”* The environmental objective relates to the protection and enhancement of *“...our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy...”*

4.4 Paragraph 38 states *“...Decision-makers at every level should seek to approve applications for sustainable development where possible....”*

Determining applications

4.5 Paragraphs 47 to 50 of the NPPF are very relevant to the determination of this application. Paragraph 47 states *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”* Paragraph 48 states that *“Local planning authorities may give weight to relevant policies in emerging plans according to... a) the stage of preparation of the emerging plan... b) the extent to which there are unresolved objections to relevant policies... c) the degree of consistency of the relevant policies in the emerging plan to this Framework...”* . Paragraph 49 goes on to explain that *“...in the context of the Framework...arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both... a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area...”* Paragraph 50 of this part of the NPPF concludes *“Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination... Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process...”*

Housing

4.6 At paragraph 59 the Government comments that *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Paragraph 63 of the NPPF clarifies that *“Provision of affordable housing should not be sought for residential developments that are not major developments...”* (i.e. less 9 dwellings or fewer). With regards to the delivery of housing paragraph 68 states *“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly...”*

Highways

4.7 With particular regard to transportation and highways matters paragraph 109 of the revised NPPF states *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Design

4.8 Section 12 of the NPPF relates to *“Achieving well-designed places.”* Paragraph 124. states *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”* Paragraph 127 sets out 6 design criteria. It states that *“Planning policies and decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

4.9 Paragraph 130 goes on to state *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions...”*

Havant Borough Local Development Framework

4.10 The Havant Borough Core Strategy was formerly adopted on 1st March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

CS6 Regeneration of the Borough

“...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough...”

CS9 Housing

“Planning permission will be granted for housing proposals that will: -

1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.
4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.
6. Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.
7. Contribute to achieving 450 extra-care dwellings between 2006 and 2026.
8. Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites.”

CS16 High Quality Design

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:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) 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;

- d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
- e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
- 2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
- 3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
- 4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
- 5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
- 6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
- 7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

CS17 Concentration and Distribution of Development within the Urban Areas

“Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

- 1. Concentrates new housing... within the five urban areas of Havant.
- 2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.
- 3. Broadly distributes the new housing and employment development in the five areas of the borough...”

CS20 Transport and Access Strategy

DM12 Mitigating the Impacts of Travel

DM13 Car and Cycle Parking on Residential Development

Havant Borough Local Plan (Allocations), Adopted 23rd July 2014

4.11 The following policies of the above part of the Development Plan are also relevant to the determination of this application.

Policy AL1 *Presumption in Favour of Sustainable Development*

“...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)...”

Policy AL2 *Urban Area Boundaries and Undeveloped Gaps between Settlements*

“...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map...”

Policy DM17 *Contaminated Land*

“Planning permission will be granted for development on or near contaminated land where an appropriate investigation of potential risks is undertaken by the developer and identified risks are mitigated. Where risks are identified, the necessary remediation measures to be undertaken by the developer must take full account of the intended use and ensure it does not have a negative effect on human health, groundwater and the wider environment.”

Policy DM24 *Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development*

4.12 Havant Borough Council has also produced a number of Supplementary Planning Documents. Those relevant to this application are: - Borough Design Guide – Adopted 14th December 2011 (This provides guidance on building design), and; Parking Supplementary Planning Document (SPD) (27th July 2016). This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces per dwelling, according to the number of bedrooms. Table 4A of the Parking SPD states that for allocated parking each 3-bedroom dwelling should be provided with 2 parking spaces plus an additional 20% for visitors.

Other Documents

4.13 In advance of preparing the draft Local Plan, and as an interim measure, the LPA produced a “Local Plan Housing Statement, December 2016”. This states that “*The Local Plan Housing Statement is the first stage in the review of the Adopted Local Plan which will address the housing need for the Borough in light of the updated evidence.*” This document contains six Guiding Principles relating to housing provision across the Borough. Of note in relation to this application is Guiding Principle 2 which states: -

“The Adopted Local Plan continues to form the starting point for the determination of planning application and appeals. Due weight will be given to the Borough’s dynamically changing five year supply of housing land and the implications under Paragraphs 47 and 49 of the NPPF. Planning permission will therefore only be granted for housing proposals on appropriate and sustainable sites identified by the Adopted Local Plan and the Local Plan Housing Statement (December 2016). Development proposals on those sites must be shown to constitute ‘sustainable development’ in accordance with Paragraphs 8-9, 14 and 47 and 49 of the NPPF. Due weight will be given to the housing supply position at the point in time at which the decision is to be taken; and the progress made towards the adoption of the Havant Borough Local Plan 2036 which addresses housing need in line with Paragraphs 47 and 49 of the NPPF.”

4.14 Also of relevance to the determination of this application is the Borough’s current Housing Land supply. National planning policy requires the LPA to identify land within the Borough that would ensure the delivery of a five-year supply of housing sites. Each year the Council publishes an Annual Monitoring Report (AMR) which

explains the position with regards to the supply of housing sites across the Borough. At the time of writing this Planning Statement the latest AMR, dated December 2017, advised that “At present the Council has approximately a 4.9 year housing supply with a 5% buffer, or a 4.3 year supply with a 20% buffer.” However, it is understood following a discussion with Officers, that the Council can now demonstrate a 5 Year Housing Land Supply (5YHLS). Information clarifying the 5YHLS position will be published in January 2019 as evidence in support of the emerging Local Plan.

Emerging Havant Borough Local Plan 2036

4.15 The pre-application response from the LPA made reference to the following policies of the emerging Local Plan. Whilst it is accepted that these policies provide the Council’s ‘direction of travel’, with regards to planning within the Borough they can, at this stage, only be given limited weight given that they are subject to change following the further public consultation and examination stages.

- IN1 Effective Provision of Infrastructure
- IN3 Transport and Parking in New Development
- IN4 Future Management and Management Plans
- E1 Health and Wellbeing
- E6 High Quality Design
- E7 High Quality New Homes – including space and accessibility standards
- E8 Low Carbon Design
- E10 Landscape and Townscape
- E13 Drainage Infrastructure in New Development
- E15 Ecological Conservation
- E16 Solent Special Protection Area
- E17 Brent Goose and Wader Feeding and Roosting Sites
- E18 Protected Species
- H1 Housing need, supply and brownfield sites
- H2 Affordable Housing
- H3 Housing Mix and Density
- H33 Manor Nurseries

5.0 Planning Consideration

5.1 This application seeks a grant of planning permission for the construction of nine three-bedroom houses on land to the west of Manor Oaks at Manor Road Nurseries. The site is located within the designated Urban Area Boundary as defined by the adopted Havant Borough Core Strategy, 1st March 2011 and the Havant Borough Local Plan (Allocations), Adopted 23rd July 2014. Whilst the site is identified by the emerging Draft Havant Local Plan 2036 as a potential housing allocation (i.e. Policy H33) it is considered that the proposed development represents sustainable development that is compliant with current policies of the adopted Local Plan. Since receipt of the initial pre-application response from the LPA on 15th November 2018², Officers have clarified that the site is actually within the Urban Area Boundary and, as such, the principle of developing the site for housing was acceptable (please refer to **Appendices II & III**).

5.2 This is considered to be the correct approach bearing in mind advice within the revised NPPF. With regards to determining planning applications Government guidance is quite clear when stating *“Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.”* (paragraph 47). Guidance at paragraph 49 explains that *“...in the context of the Framework...arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both... a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area...”* It is quite clear that this site is relatively modest in size (so it is not “so substantial”) and given that it is already within the designated Urban Area Boundary would not undermine the plan making process due to its *“scale, location or phasing”*. Furthermore, it is apparent that the emerging Local Plan is to be the subject of an additional public consultation exercise and has yet to be submitted for examination. Given these circumstances it is considered that to refuse this application on the grounds of prematurity would be in conflict with paragraph 50 of the NPPF.

Pre-Application Response of the LPA

5.3 Having clarified that the site was within the Urban Area Boundary, and that a housing redevelopment of the site would be acceptable in principle, the revised pre-application enquiry provided observations in relation to site layout. These stated that *“The site comprises detached, semi-detached and terraced properties all served by a 4.5m wide access leading from Manor Road. It is noted that the rear garden depths are approximately 10m and the back to back distances at 20m which accord with the advice laid out in the Council’s Design Guide for new residential development 2011. The indicative design includes a traditional design approach utilising materials which are common to the local vernacular.”*

Application Proposal - General Commentary

Principle of Development

5.4 It is considered that the site is well placed to provide a medium density residential development. The site is within the designated Urban Area, close to a bus stop (Stagecoach 30/31 – Havant, Mengham, Sandy Point, South Hayling – Service), is within ¼ of a Lidl Supermarket, ½ a mile from Infant, Junior and Secondary Schools and 2/3 mile from other shops and services on Station Road. The site, is therefore considered to be in a sustainable location within a convenient distance of a good range of shops

² Which advised that the proposals would be premature given that the site was outside of the Urban Area and the subject of emerging Local Plan Policy 33 which had yet to be adopted (please refer to **Appendix I**).

and services as well as alternative modes of transport to the private motor car. As such it is considered that the principle of the proposed development is acceptable in this location in accordance with policies CS6 (Regeneration of the Borough) and CS17 (Concentration and Distribution of Development within the Urban Areas) in particular.

Housing Provision

5.5 With regards to policies CS9 (Housing) and CS17 (Concentration and Distribution of Development within the Urban Areas) the proposals would result in the provision of 9 well designed new dwellings, within the Borough's designated Urban Area Boundary. These new dwellings would, therefore, contribute towards the identified need of 6,300 new homes within the Borough by 2026. Given that the proposal is not a major development (i.e. it is for 9 dwellings) it falls below the threshold described at paragraphs 63 of the NPPF, July 2018, requiring the provision of affordable housing. As such, the proposed development is considered to be in compliance with policies Local Plan policies CS9 and CS17.

Design

5.6 Policy CS16 requires new development within the Borough to be of a high-quality design; responding to the local context; producing a positive relationship between building, and; improving the public realm. With regards to design of the submitted scheme the LPA commented in its pre-application response that *"...It is noted that the rear garden depths are approximately 10m and the back to back distances at 20m which accord with the advice laid out in the Council's Design Guide for new residential development 2011. The indicative design includes a traditional design approach utilising materials which are common to the local vernacular."*

5.7 The layout of the proposed development has been considered further since receipt of the LPAs pre-app response. When assessed in relation to the prevailing pattern of development in the area (i.e. the segment of housing east of West Lane, north of Brights Lane and west of Manor Road) it was apparent that the provision of 10 dwellings within the site would appear congested and cramped with little space separating the houses at the western end of the site especially. Consequently, the layout has been refreshed to provide 9 houses made up of detached and semi-detached units. These are configured in three rows, each comprising one pair of semi-detached houses and one detached house. One of the other benefits of this layout is that all of the proposed dwellings future occupiers would be able to access their cycle storage and refuse storage facilities (which are located in back gardens) via gated external paths around the side of each house. This layout is considered to more accurately reflect the prevailing pattern and character of existing residential development in the area whilst still achieving a density of 33 dwellings per hectare on the redeveloped part of this site. Given the foregoing, it is considered that the proposed development represents a high-quality design solution which is compliant with policy CS16.

Highways Matters

5.8 The proposed development is also considered to be in compliance with the other Development Plan policies in relation to sustainability, transportation and travel which are referred to in Section 4 of this Statement (i.e policies CS20, Transport and Access Strategy; DM12, Mitigating the Impacts of Travel; DM13, Car and Cycle Parking on Residential Development).

5.9 In terms of its accessibility the site is located within approximately ¼ of a Lidl Supermarket, ½ a mile from Infant, Junior and Secondary Schools and 2/3 mile from other shops and services on Station Road. The site neighbours existing residential development to the south, west and east and is within a convenient distance of the Hayling Billy cycle lane to the west. The location of the site in relation to existing pedestrian, cycle and public transport infrastructure presents a good opportunity to encourage travel by non-car modes and therefore creates a sustainable development.

5.10 Car and cycle parking to support the proposed level of development has been provided in accordance with HBC's standards, therefore ensuring that all parking will be accommodated on site with no overspill onto the local road network.

5.11 The pre-application response also included a summary of the comments from the Council's Highway Engineer. The advice given in this respect stated:

"...The Council's Highways Engineer has been consulted and has advised that the existing access is not suitable for more than 5 units. For more than 5 units, access to the site will require a standard Highway Authority (HA) radius kerb junction onto Manor Road with sight lines commensurate with the measured speed of vehicles on Manor Road.

The HA requires that where more than one dwelling is served by a single point of access, then provision should be made within the site boundary for turning provision so that vehicles can enter and leave the highway in a forward gear. This should include consideration of small delivery vehicles where it is necessary for this type of vehicles to enter the development."

5.12 Following the receipt of this specific pre-application advice the proposed junction with Manor Road (A3023) has been redesigned to indicate a bell-mouthed junction onto the public highway. This junction would be provided with visibility splays of 2.4m x 120m. Whilst a measured speed survey has not been undertaken it is considered lines of sight from the junction (which is on the outside of a bend) is excellent offering greater visibility than the 120m indicated on the submitted drawings. As such, it is considered that a measured survey is unnecessary. This would seem to be consistent with Hampshire County Council's "Technical Guidance Note TG3 - Stopping Sight Distances and Visibility Splays" which advises at pages 9 & 10 that a 'Y' Distance of 120m is required for a dropped kerb access where the road speed limit is 40mph.

5.13 With regards to the Council Highway Engineers' comments, concerning on site turning, it is demonstrated on drawing No. 18-3060-100 P5 (Proposed Site layout) that it would be possible for a 11.5m long refuse truck to enter the site and turn, and leave in a forward gear. Furthermore, having reviewed the Council's Parking Supplementary Planning Document (27th July 2016) it is considered that the provision of 22 on-site parking spaces (together with those serving the existing house) is compliant with current parking standards for small developments. Given the foregoing it is considered that the proposed development is compliant with policies CS20, DM12 and DM13 as well as the Council's Parking SPD.

Residential Amenity

5.14 The layout of the application proposal has been very carefully considered by the Development Team in order to prevent any adverse impacts upon the amenities of neighbouring and future residents. The layout that is proposed would ensure that the proposed houses are oriented in such a way so as to not directly overlook existing dwellings, or their gardens, to the south. Similarly, the spacing of the proposed dwellings away from the site's southern boundary would ensure that the development would not cause either a loss of light, or create an overbearing sense of enclosure, to the detriment of the occupiers of these dwellings. With regards to the amenities of the occupiers of the proposed dwellings the layout would ensure that the rear elevations of dwellings would be separated from each other by a distance of 20m.

5.15 Given the foregoing, it is considered that the proposed development represents a high-quality scheme with an appropriate layout which would not have a detrimental impact upon the occupiers of existing houses to the south. As such, it is considered that the proposed development would be compliant with Borough Design Guide – Adopted 14th December 2011 and Core Strategy policy CS16.

Ecology

5.16 This application is also accompanied by an Ecological Appraisal by consultants Ecosupport. This report considers all aspects of the proposed development in relation to its ecological impacts. The report, in summary, observes that the site has a 'negligible' potential for roosting bats and a 'low' potential for foraging bats. Similarly, the site has 'low' potential for foraging and commuting badgers and has a 'negligible' potential for both reptiles and over-wintering birds. The report recommends that site clearance should take place outside of the bird-nesting season (typically March – August, dependant on weather and that if any active nests are

found they should be left undisturbed with a suitable buffer of undisturbed vegetation (ca. 3m) until nestlings have fledged. The report provides advice with regards to ecologically 'friendly' lighting on site and recommends the provision of 5 integrated bat boxes on the gable ends of the new houses.

5.17 Finally, the applicants are aware that they would need to enter into S106 legal agreement with the LPA to ensure that the requisite financial contribution is made towards the "Solent Recreation Mitigation Strategy". It is understood that each 3 bedroom dwelling would necessitate a contribution of £637 per which would amount to a total of £5,733. The applicants are in the process of drafting a S106 unilateral undertaking to this effect. Consequently, given the above, the application proposal is considered to be compliant with policy DM24.

Land Contamination

5.18 This application is submitted with a "Report on Desk Study & Preliminary Ground Investigation" by Dig-Geotech Limited. The report concludes by stating "...A desk study and preliminary ground investigation for proposed new domestic houses at land to the rear Manor Oaks, Hayling Island has shown no major concerns related to potential soil contamination. Some additional ground investigation is recommended to confirm that no significant contamination is present and to obtain information for foundations depth assessments." It is considered, in this instance, that it would be reasonable for the LPA to impose a pre-commencement condition on any forthcoming grant of planning permission requiring the further ground investigations to be carried out and appropriate mitigation to be undertaken as may be necessary. As such, it is considered that the proposed development would be compliant with policies DM17 of the Havant Borough Local Plan (Allocations), 2014 and Core Strategy policy CS16.

6.0 Conclusions

6.1 The applicants are of the view that their proposals represent a sustainable development that would be of a high-quality design which would sit comfortably within the site and Manor Road streetscene without any adverse impacts. The development of 9, three-bedroom dwellings would, whilst being of a significantly higher density than development to the south, would be of a design, scale and siting which would complement and reflect the prevailing character of development in the immediate area. The proposed site layout has been carefully thought out so as to both reflect the character and context of existing housing development in the area whilst also ensuring that there are no adverse impacts upon the residential amenities of the occupiers of housing to the south. Additionally, the detailed layout would ensure that all future householders would be provided with adequate levels of vehicle parking as well as external access to refuse and secure cycle storage facilities within each of the dwelling's rear gardens. Access into the site would be achieved by a new bell-mouthed access which would be provided with lines of site onto Manor Road of 2.4m x 120m +. Furthermore the layout would enable a 11.5m long refuse vehicle to enter, turn and leave the site in forward gear.

6.2 The reports submitted in support of this application regarding ecology and land contamination confirm that: (i) there would be no adverse impacts upon local ecology and; (ii) that it is unlikely that future home owners would be placed at risk from on-site contamination.

6.3 Given the above it is concluded that, in terms of current planning policy, the proposed development would be an example of 'sustainable development' and would, as such, be compliant with both the NPPF and the Havant Borough Core Strategy and the Havant Borough Local Plan (Allocations) document.

6.4 The applicant respectfully requests that Officers and Councillors look favourably on this proposed development and grant planning permission.

Appendix I

Officers Pre-Application Response Letter dated 15 November 2018

Appendix II

Officers Email dated 26 November 2018

Appendix III

Officers Revised Pre-Application Response Letter dated 10 December 2018