

**TOWN AND COUNTRY PLANNING
ACT 1990 (AS AMENDED)**

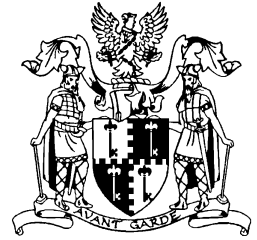
**STATEMENT OF
HAVANT BOROUGH COUNCIL**

(95 North Street, Emsworth)

**Local Planning Authority Reference:
APP/16/00821**

**Planning Inspectorate Reference:
APP/X1735/W/17/3174481**

HAVANT BOROUGH COUNCIL



TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

APPEAL BY MR DAVID LUCAS AGAINST THE DECISION OF HAVANT BOROUGH COUNCIL TO REFUSE TO GRANT PLANNING PERMISSION FOR (DEMOLITION OF EXISTING REAR OUTBUILDINGS, ERECTION OF 4NO. 3-STOREY TOWNHOUSES WITH PARKING AND RAISE HEIGHT OF EXISTING PUB ROOF TO FORM 1NO. SELF CONTAINED FLAT TO SECOND FLOOR AT 95 NORTH STREET, EMSWORTH, PO10 7PQ)

Planning Inspectorate Reference: APP/X1735/W/17/3174481

LPA REF: APP/16/00821

1.0 THE APPEAL SITE AND ITS SURROUNDINGS

- 1.1 The appeal site is located on the corner of North Street and Sultan Road in Emsworth. The entrance to the Emsworth railway station is located opposite to the site. The area is characterised by mainly Victorian style terrace housing along Sultan Road and North Street. A number of the properties on North Street, including the adjacent neighbour at No. 93 have been subdivided into two flats. Parking is predominantly on street. A recent development has occurred at the adjacent site on Sultan Road which involved a conversion of a former industrial/office building into three dwellings with a further new dwelling located in the rear garden facing onto Seagull Lane.

The application site comprises a two-storey building, with a traditional pitched roof. It has a white painted render finish to the external facade with some mock Tudor detailing. The building is currently used as a public house with B & B accommodation at first floor level. The main entrance fronts onto North Street and includes a front external seating area enclosed by iron railings. There is a flat roof area at first floor level at the rear of the building which includes a single storey unit of accommodation which is ancillary to the public house and used as managers accommodation. There are other flat sections of the building which are not enclosed and used for servicing.

2.0 PLANNING HISTORY

- 01/63424/000 - Installation of two windows to ground floor, side (north) elevation. PERM,19/06/2001
- 06/63424/001 - Replace pan tiles to roof. PERM,04/12/2006
- 07/63424/002 - Retention of refrigeration unit. Resited to east elevation and enclosed with insulation board. PERM,15/08/2007
- 09/63424/003 - Enclosure of the front forecourt including the erection of 0.9m high railings positioned above the existing 0.4m high boundary wall, erection of 0.4m high conifer planters above the existing brick piers and the erection of 1.3m high railings and iron gate in between the existing brick piers and boundary wall and the erection of 1No. retractable awning to the north side of the front entrance.

PERM,02/02/2010

- APP/16/01311 – Raise roof height and form 1no. self contained manager's flat to second floor area with new internal stairwell from first floor. PERM, 14/03/2017
- APP/17/00567 – Demolition of existing rear outbuildings, erection of 2no. 2 bed dwellings with parking fronting Sultan's Road (revised submission). DECISION PENDING.

3.0 THE APPLICATION

- 3.1 The application was received on 5th August 2016 and sought permission for the demolition of existing outbuildings and the erection of 4no. 3-storey townhouses with parking and to raise height of existing pub roof to form 1no. self contained flat to second floor area.

The application was refused under delegated powers on 18th October 2016 on the following grounds:

1. Development of the site in the manner proposed would amount to over-development, in that it would give rise to unsatisfactory plot sizes for two-bedroomed dwellings with minimal external amenity space. Furthermore, in providing this level of accommodation the proposed design features on the front elevations of the terraced units including balconies and undercroft parking would be out of keeping with the character of the streetscene and harmful to the visual amenity of Sultan Road. The proposal is therefore contrary to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, the Havant Borough Design Guide Supplementary Planning Document 2011 and the National Planning Policy Framework 2012.
2. The proposed development would result in an excessive building bulk adjacent to No. 93 North Street, visible from the adjoining wider terrace row, detrimental to the visual outlook and amenities of these properties. The proposed balcony to serve the access to the second floor accommodation would give rise to the potential for overlooking of the private amenity space of No. 93 North Street. The presence of windows in the rear elevation of the proposed residential units would result in a loss of privacy in terms of the potential for noise disturbance and light pollution. The proposal is therefore contrary to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, the Havant Borough Design Guide Supplementary Planning Document 2011 and the National Planning Policy Framework 2012.
3. Development of the site in the manner proposed would not provide adequate provision of car parking in accordance with the Local Planning Authority's adopted standards and would therefore encourage the parking of vehicles on the public highway which would be harmful to the amenity of the immediate locality. The proposal is therefore contrary to Policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011, the Parking Supplementary Planning Document 2016 and the National Planning Policy Framework 2012.
4. The proposal, without completion of the appropriate binding arrangements to secure a contribution towards the Solent Recreation Mitigation Partnership, is contrary to the Council's Policy on contributions towards measures of mitigation adopted by the Local Planning Authority which seeks to ensure

that the provision is made from new development towards mitigating against increasing recreational pressure on the Solent SPA. It is therefore contrary to Policy CS21 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy DM24 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework 2012.

4.0 PLANNING POLICY

4.1 The Development Plan comprises the Havant Borough Local Plan (Core Strategy) 2011 the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework 2012.

4.2 The following policies of the Havant Borough Local Plan (Core Strategy) 2011 (HBLP (CS) 2011) are considered to be particularly relevant to the determination of this appeal:

CS9 (Housing)

CS16 (High Quality Design)

CS17 (Concentration and Distribution of Development within the Urban Areas)

CS21 (Developer Requirements)

DM13 (Car and Cycle Parking on Residential Development)

The following policy of the Havant Borough Local Plan (Allocations) 2014 (HBLPA 2014) is also of relevance.

DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from

Also of relevance is the Borough Design Guide (2011)

4.3 Also of relevance to this appeal is the adopted Havant Borough Housing Supplementary Planning Document 2011, the Havant Borough Developer Contributions Guide 2016, the Havant Borough Council Guide to Residential Extensions and New dwellings 2011 and the Solent Mitigation Strategy 2014.

5.0 CONSULTEE RESPONSES AND REPRESENTATIONS

5.1 The application, which is the subject of this appeal, was published in accordance with the Council's adopted publicity procedures and 19no. letters of representation were received from 17no. addresses.

5.2 Copies of all consultee responses have been forwarded with the questionnaire. The representations from the members of the public raised mainly related to loss of amenity, loss of privacy and parking issues.

6.0 PLANNING CONSIDERATIONS

6.1 Although the development proposal subject to this appeal included both the extension to the roof on the main building and the new dwellings, the applicant has since sought a separate permission (APP/16/01311) for the works to the main building to form the manager's accommodation. This appeal therefore now only relates to the new dwellings at the rear of the site fronting onto Sultan Road.

- 6.2 The Council's decision in this case is best explained by expanding upon the reasons for refusal having regard to the local and national policy framework outlined in Section 4 above.
- 6.3 The National Planning Policy Framework (NPPF) advises that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. To achieve sustainable development, these gains should be sought jointly. Paragraph 12 of the NPPF advises that proposed development should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise. This is reflected in Policy AL1 of the Council's Local Plan (Allocations 2014) which advises that planning applications should positively seek opportunities to meet the development needs the area unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 6.4 Relevant development plan policies allow in principle for new residential dwellings in existing urban areas subject to various issues being satisfied. In the case of the appeal development these issues are primarily identified in Policies CS9, CS16, CS17, CS21 and DM4.
- 6.5 Policy CS9 (Housing) identifies the need to deliver housing and achieve sustainable development, and this is supported by Policy CS 17 (Concentration and Distribution of Development within the Urban Areas) which promotes the most effective use of land and the concentrating of development within the urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island.
- 6.6 Policy C16 (High Quality Design) sets out criteria for new development and of particular relevance is:-
- 1e) The development does not cause unacceptable harm to the amenity of neighbour's through smell, the loss of privacy, outlook, noise and overlooking.
- 6.7 Policy CS21 (Developer Requirements) advises that where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. While Policy DM 24 seeks to mitigate the impacts of disturbance from recreational activities on the Solent SPAs.
- 6.8 Having regards to the relevant policies of the development plan and supplementary planning documents, and the reasons for refusal given in the Decision Notice dated 18 October 2017, it is considered that the main issues arising from this appeal are:
- Impact on the character and appearance of the area from the new dwellings
 - Impact on the neighbouring properties from the new dwellings
 - Parking and highway considerations
 - Solent Recreation Mitigation Project

Impact on the character and appearance of the area from the new dwellings

- 6.9 At present, the rear of the public house comprises a flat roof rear extension with a

single storey unit of accommodation located on top of the flat roof which is ancillary to the use of the main building. To facilitate a degree of privacy, a fence and trellis has been erected along the edge of the section of flat roof. Further to this is a covered smoking shelter and store room. Overall this section of the building does not positively contribute to the context of the streetscene in design terms, which is generally characterised by flat fronted terraced properties with no front forecourt.

- 6.10 In terms of the proposed dwellings which would replace this section of the building, they could in principle, have potential to improve the streetscene. However this depends on the quality of the design, particularly as the key to the success of a terrace is a degree of uniformity. Other than the Railway Inn itself, the height of the existing terrace along Sultan Road is two-storey, within none of the properties having dormer windows in the front roof elevations or on site parking provision. The recent development at Tealwood, Sultan Road has resulted in properties with a slightly different front elevation in terms of window apertures, however this still draws inspiration from the existing terrace row.
- 6.11 Policy CS16 of the Local Plan advises that all development should demonstrate in its design that it responds to, draws inspiration from and respects local context and in section 1.c. advises that it uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing building lines, plot widths and depths, materials and proportions of windows and doors.
- 6.12 In contrast to the existing terrace in Sultan Road, the proposed dwellings would be 2 1/2 storeys in height and include open, undercroft parking bays at ground floor level, balconies at first floor level and dormer windows at roof level. The combination of these design features would result in the extension to the terrace forming a highly incongruous pocket of development, with a contrived appearance, resulting in a harmful impact to the visual amenity of the streetscene and contrary to Policy CS16 of the Local Plan (Core Strategy)
- 6.13 The importance of high quality design is also set out in the National Planning Policy Framework (NPPF) in paragraph 56 which states that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 6.14 The proposed dwellings would be 10m in depth and each would contain 2 bedrooms i.e. suitable for family occupation. However, no rear gardens or external amenity space, other than the balcony area on the front elevation is proposed. This is contrary to the advice laid out in the Council's Design Guide for new dwellings which advises that new dwellings, as a guide, should have a rear garden depth of at least 10m. Due to the limited space in terms of width, this would be impossible to achieve on this site. However, as a result the development would be out of character with other properties in the immediate locality, all of which have some degree of external amenity space. This includes the recently converted units immediately next door which have external rear gardens. The lack of amenity space available for the 2 bedroom family occupation suggests that 4no. units on the site constitutes overdevelopment, resulting in a cramped form of accommodation, harmful to the character of the locality.

Impact on the neighbouring properties from the new dwellings

- 6.15 The proposal would be visible from the rear gardens of No's 93-85 North Street and beyond. However, the most immediate impact would be on No. 93. The existing

south elevation of the ground floor of the public house and the manager's accommodation unit at first floor, forms the shared boundary between the two plots. The first floor building comprises a gable end and then a pitched roof with two roof light windows. There is a 4.5m gap between the main building and manager's accommodation which provides a gap in the built form and views of the sky at first floor level.

- 6.16 If built, the rear elevation of the four terraced dwellings would form a parapet wall of 6.9m in height, directly on the shared boundary with No. 93 of over 15m in length. Further to this would be an additional 1.7m height of roof scape. This would be a significant increase in building bulk and mass on this boundary and would be excessively overbearing on the amenity of the neighbouring property and to a lesser degree the other properties in the terrace row. This is contrary to the advice laid out in Policy CS16 which advises that development should not cause unacceptable harm to the amenity of neighbours through smell, loss of privacy, outlook, noise or overshadowing.
- 6.17 At present the only windows which face onto the rear garden of No. 93, are the two no. roof light windows located in the first floor manager's accommodation unit. The proposal would introduce a total number of 12no. windows onto the rear elevation of the new dwellings. Whilst the plans show that the first floor windows would be obscurely glazed, it would be unlikely that these could be fixed shut as they would serve as the only window to the kitchen area internally. If the windows could be opened, it would have to be to a fixed degree and difficult to monitor/enforce if this opening was widened. There would also be the potential from noise disturbance from the 4no. windows so close to the amenity space of No. 93. The roof level windows would serve a bedroom and would need to be openable for fire escape purposes. Given that these would be the only windows to serve these rooms, they would need to be clearly glazed. As the cill height would only be 1.4m from finished floor level, clear views could be afforded out of these windows. However, it is noted that the height of the parapet wall would limit the potential for direct overlooking. There is also the issue of potential light pollution directly onto the rear garden of No. 93 as a result of an increase from 2no. windows to 12no windows in total.
- 6.18 Overall it is considered that the rear elevation of the proposed units would be highly overbearing and oppressive on the amenity of No. 93 and to a lesser extent the properties further to the south and that the presence of windows immediately on the shared boundary could give rise for the potential for unreasonable disturbance and light pollution.

Parking and highway considerations for the new dwellings

- 6.19 Each of the terraced units proposes 2no. bedrooms and therefore requires 2no. spaces in order to meet the adopted parking standards of the Council. The undercroft parking area measures 9.1m and is therefore unable to facilitate 2no. 4.8m deep parking spaces. The proposal does not meet the adopted parking standards and is therefore contrary to Policy DM13 in the Local Plan (Core Strategy 2011) for residential parking.
- 6.20 The recently developed site adjacent to the public house on Sultan Road was approved with a lack of parking provided. However, a main consideration of this application was that this was a conversion of a former office building which already generated traffic /parking and the residential conversion was considered to result in less parking and therefore the shortfall was justified.

- 6.21 This application would require 8no. spaces to be provided (2 per dwelling). Furthermore, this would result in the loss of 4 spaces on the street as parking could not occur in front of the dwellings or 2m either side to allow for sight lines and reversing. As there would be a shortfall in the parking provided for the new dwellings(1 space per dwelling), there would be a net loss of 8no. spaces. Sultan Road is not covered by a residents parking permit system, unlike Seagull Lane or Palmers Road, nor does it have time restrictions like North Street and therefore has a higher demand for parking from residents and train station users. Although the application site is considered to be in a sustainable location, close to the train station and on the main road, the combination of the loss of further spaces on Sultan Road and the increase in demand from future occupiers is considered to have a highly adverse impact on the amenity of the occupiers of the immediate locality who depend on on-street parking. The application is therefore considered to be contrary to Policy DM13 of the Local Plan (Core Strategy).

Solent Recreation Mitigation Project (SRMP)

- 6.22 The agent was advised early on that the application was to be refused and therefore the matter of the contribution required towards the SRMP was not completed in terms of the relevant paperwork or payment. A contribution towards the SRMP is required as outlined by Policy DM24 of the Local Plan (Allocations) and therefore a reason for refusal was included for the non payment of the contribution. The Council's case in respect to this reason for refusal is as follows:-
- "The Solent coastline provides feeding grounds for internationally protected populations of overwintering waders and wildfowl. It is also extensively used for recreation. In response to concerns over the impact of recreational pressure on birds, the Solent Forum initiated the Solent Disturbance and Mitigation Project to determine visitor access patterns around the coast and how their activities may influence the birds. The research concluded that there was mortality arising from disturbance in the populations of some SPA species, which would be exacerbated through new (residential) development".
- 6.23 Natural England has advised "competent authorities" including Havant Borough Council, Portsmouth City Council and Chichester District Council that a significant effect on the Solent SPAs is likely, as a result of the extra disturbance caused by new residential development. By law authorities must ensure these impacts are mitigated when they allocate or permit developments. Natural England 'police' this responsibility under the Habitats Directive and Regulations. They have advised the coastal authorities that a process for mitigation needs to be in place by 1 May 2014, otherwise the authorities who permit residential development without mitigation will be in breach of EU law. The Council addressed this responsibility through Policy DM24 Recreational Disturbance to Special Protected Area (SPAs) from Residential Development, which is in the Council approved Local Plan (Allocations):Submission Version. This allows mitigation through a) a financial contribution. The coastal authorities have been working with Natural England since 2013 to understand how much a financial contribution may be.
- 6.24 On the 5th November 2013, the Solent SPA Interim Planning Framework was published. This was produced in response to the SDMP Phase 3 work, which advised that "quick win" measures should be introduced in order to address the requirements of the Habitat Regulations. These measures consist of the provision of dog wardens and rangers to educate visitors about the impacts of their actions on protected species.

- 6.25 The Interim Framework concludes that a contribution of £171.94 per dwelling was required subsequently increased on an annual basis (it was £176 at the time of the determination of the application, plus a monitoring and administration fee). In applying this contribution to all new residential development, the Council will ensure compliance under the Conservation of Habitats and Species Regulations 2010 (The Habitats Regulations).
- 6.26 It is worth noting that Policy DM24 also states that an applicant can avoid making a financial contribution where, subject to the tests of the Habitats Regulations, they can show that there would be no adverse effect on the integrity of the Special Protected Area (SPA). No evidence has been submitted in this respect and therefore the financial contribution is required to address this matter.

COMMENT ON THE GROUNDS OF THE APPEAL

- 6.27 The appellant states that limited communication was made the Planning Authority during the process of the application and no opportunity given to discuss or consider amendments to the application. However, updates were provided to the agent in the form of an email on 22/9/16 and 11/10/16 (Appendices E and F) setting out why the application was to be refused and an opportunity given to withdraw the application. The Council seeks to work with applicants / developers where possible to achieve high quality development however in this case, significant changes were required which could not have been dealt within in the existing application.
- 6.28 The remaining points raised in the appellants' grounds for appeal have largely been dealt with under the 'Planning Considerations' section of this statement.

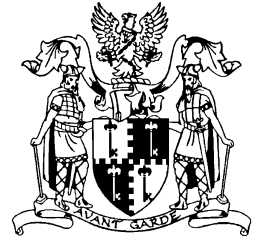
CONCLUSION

- 6.29 The proposal is considered to be unacceptable in terms of the impact on the neighbouring properties, particularly No. 93, with regards to the oppressive and overbearing impact from the rear elevation and the loss of privacy and potential disturbance from the rear facing windows. The scale of the development is considered to result in an overdevelopment of the site, with a severe lack of amenity space provided for family style accommodation. The design of the front elevation of the terrace row is considered to be out of character and visually harmful to the streetscene. The proposal results in a lack of parking provision which would have an adverse impact on the amenity of the immediate locality and no contribution has been provided towards the Solent Recreation Mitigation Project. Overall it is considered that the proposal is contrary to Policies CS16, DM13 and DM24 of the Local Plan and advice laid out at national planning policy level and results in a form of unsustainable development of which the harm heavily outweighs any perceived benefits. The Council therefore respectfully requests that the appeal is dismissed.

APPENDICES

- A – Location plan
- B – Existing plans and elevations
- C – Proposed plans and elevations
- D – Proposed layout and sections
- E – Email from Rachael McMurray to agent dated 22/9/17
- F – Email from Rachael McMurray to agent dated 11/10/17

HAVANT BOROUGH COUNCIL



TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)

APPEAL BY MR DAVID LUCAS AGAINST THE DECISION OF HAVANT BOROUGH COUNCIL TO REFUSE TO GRANT PLANNING PERMISSION FOR (DEMOLITION OF EXISTING REAR OUTBUILDINGS, ERECTION OF 4NO. 3-STOREY TOWNHOUSES WITH PARKING AND RAISE HEIGHT OF EXISTING PUB ROOF TO FORM 1NO. SELF CONTAINED FLAT TO SECOND FLOOR AT 95 NORTH STREET, EMSWORTH, PO10 7PQ)

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SUGGESTED 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 approved plans:

Reason: - To ensure provision of a satisfactory development.

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

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

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

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

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

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

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6 No development hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

7 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order 2015, no additional windows shall be inserted above ground floor level without the prior approval of the Local Planning Authority.

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

8 Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order 2015, prior to first occupation of the building the windows on the rear elevation shall be fitted with textured glass which obscuration level is no less than Level 4 of the Pilkington Texture Glass scale (or equivalent) and retained as such thereafter.

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

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

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

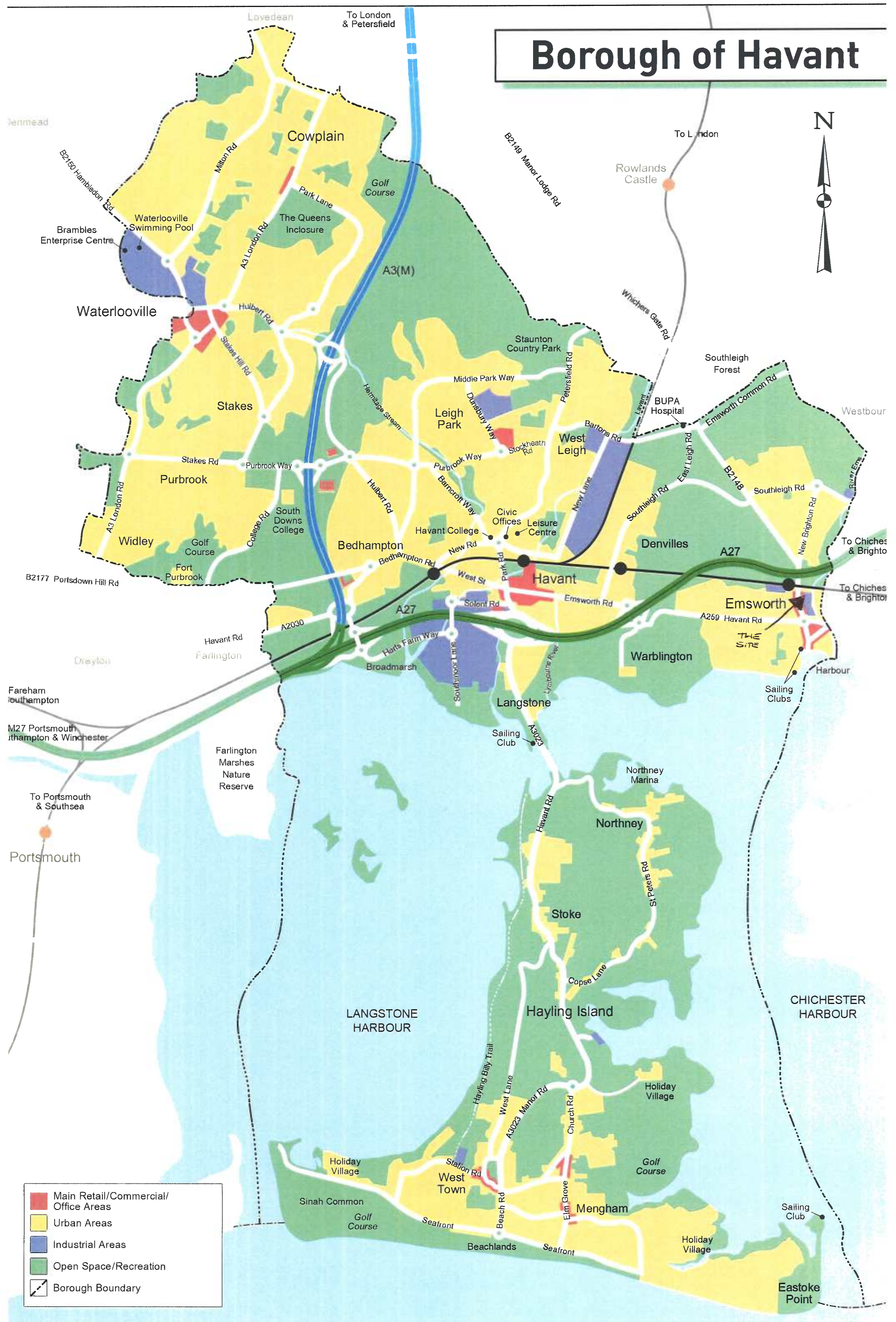
10 At no time shall gates or garage doors be installed at the entrance to the undercroft parking area.

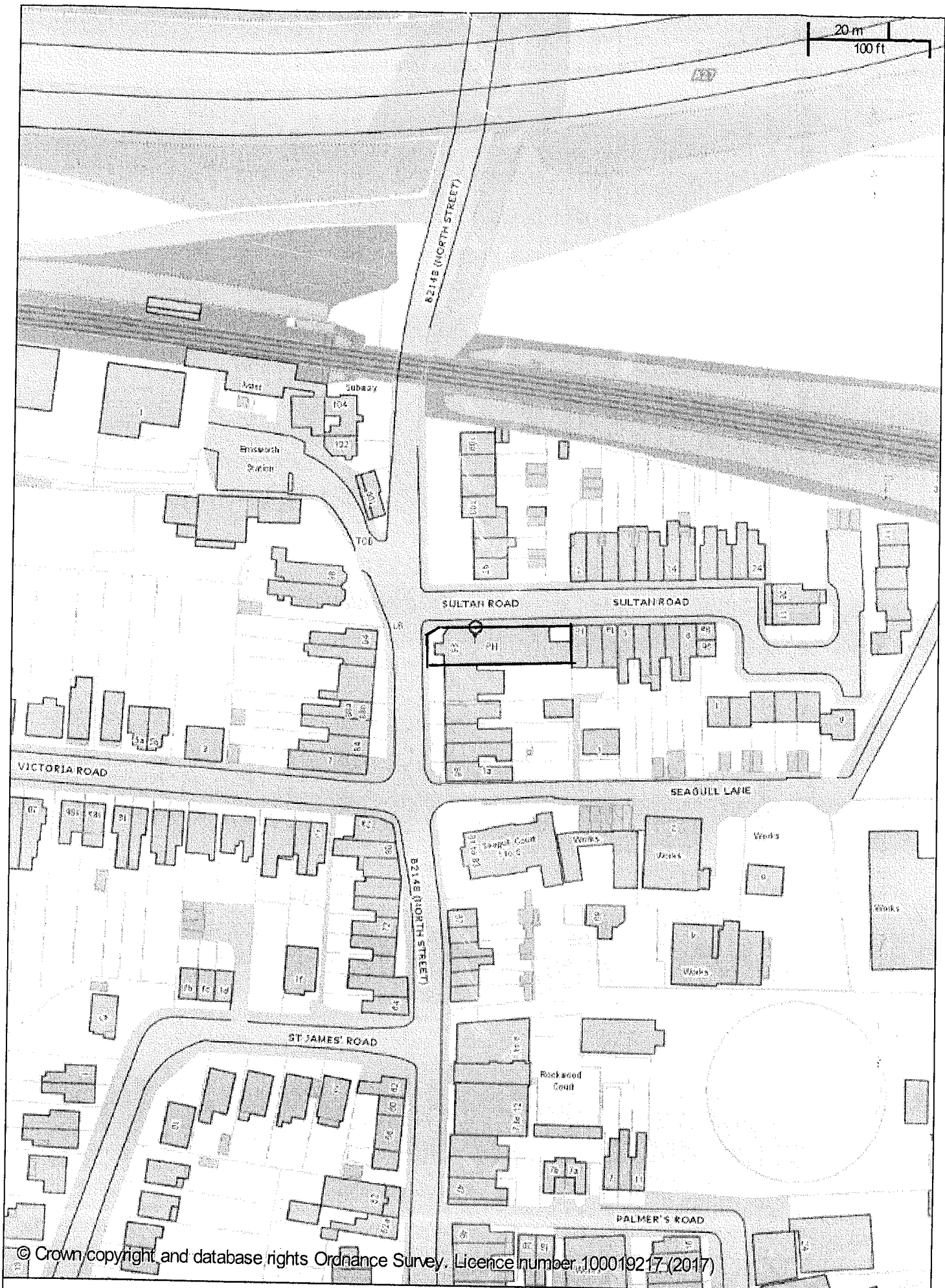
Reason: in the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

11 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extensions (including that to the roof) shall be constructed within the curtilage of the site without the prior approval of the Local Planning Authority.

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

Borough of Havant





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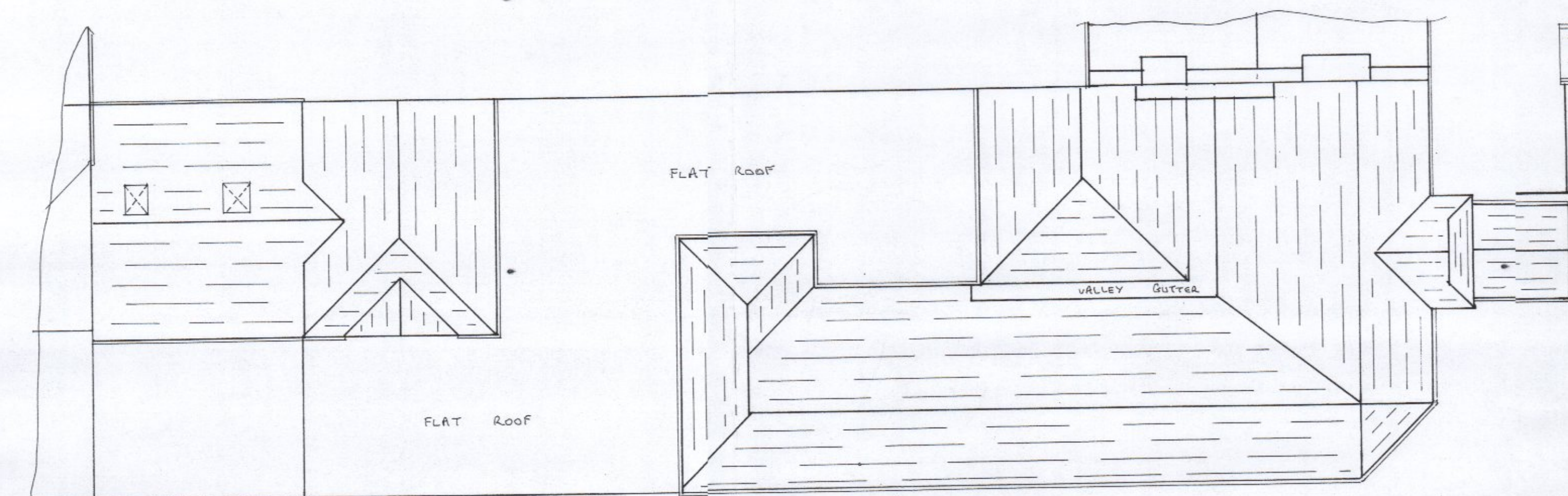
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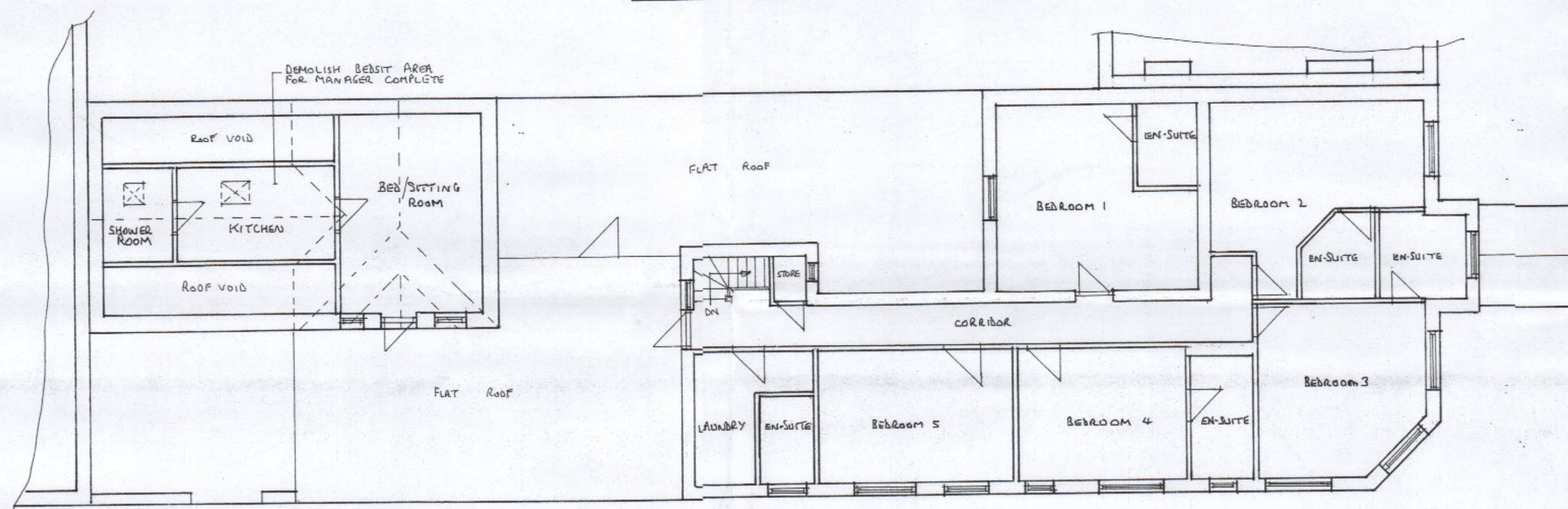
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Havant
BOROUGH COUNCIL

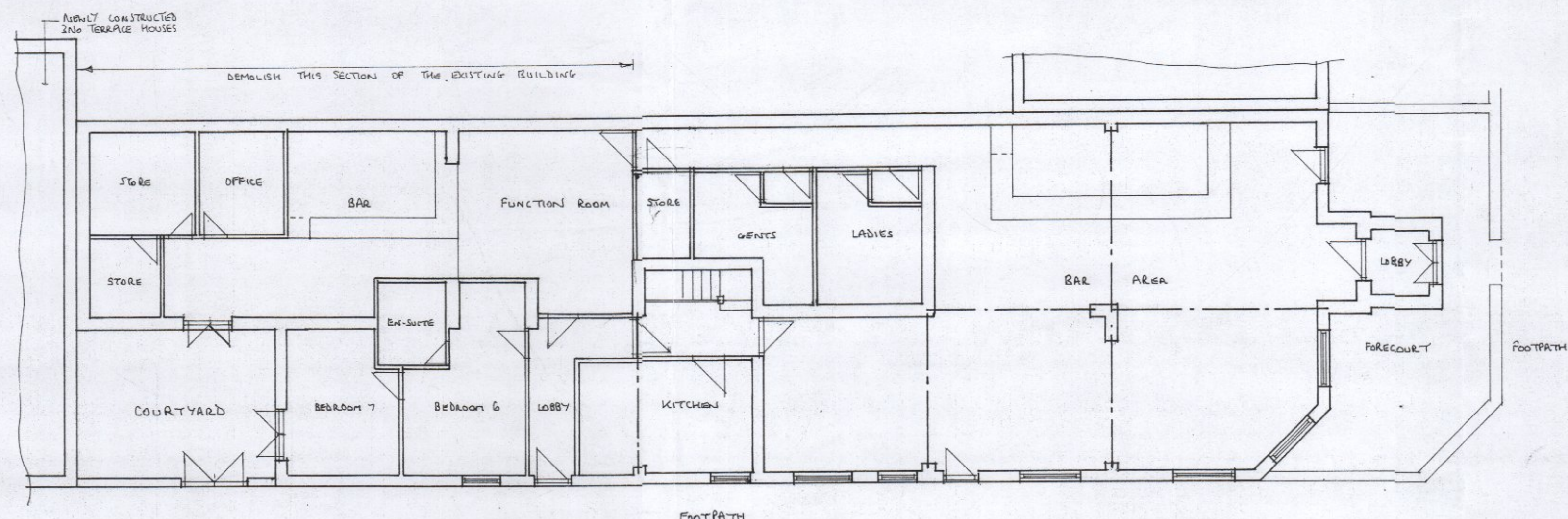
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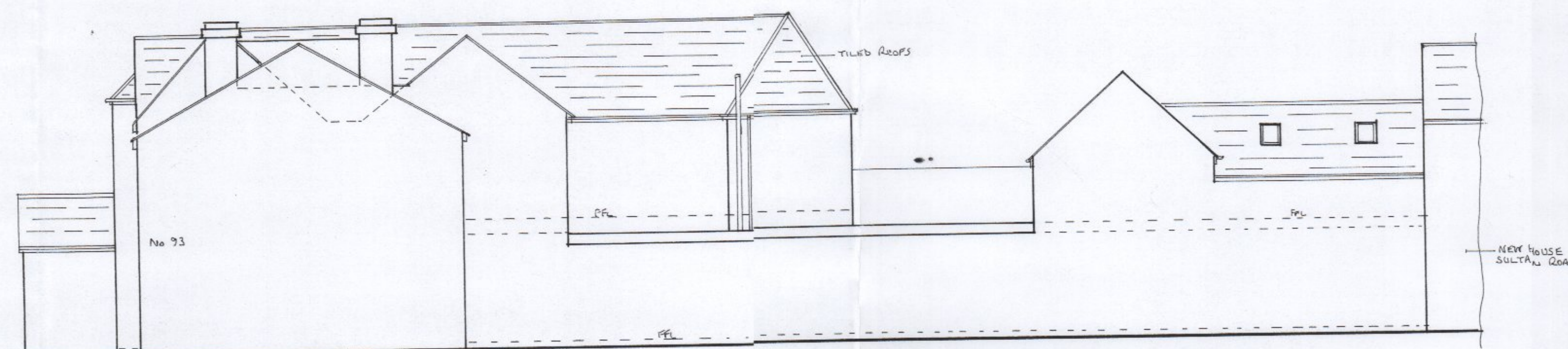
ROOF PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN



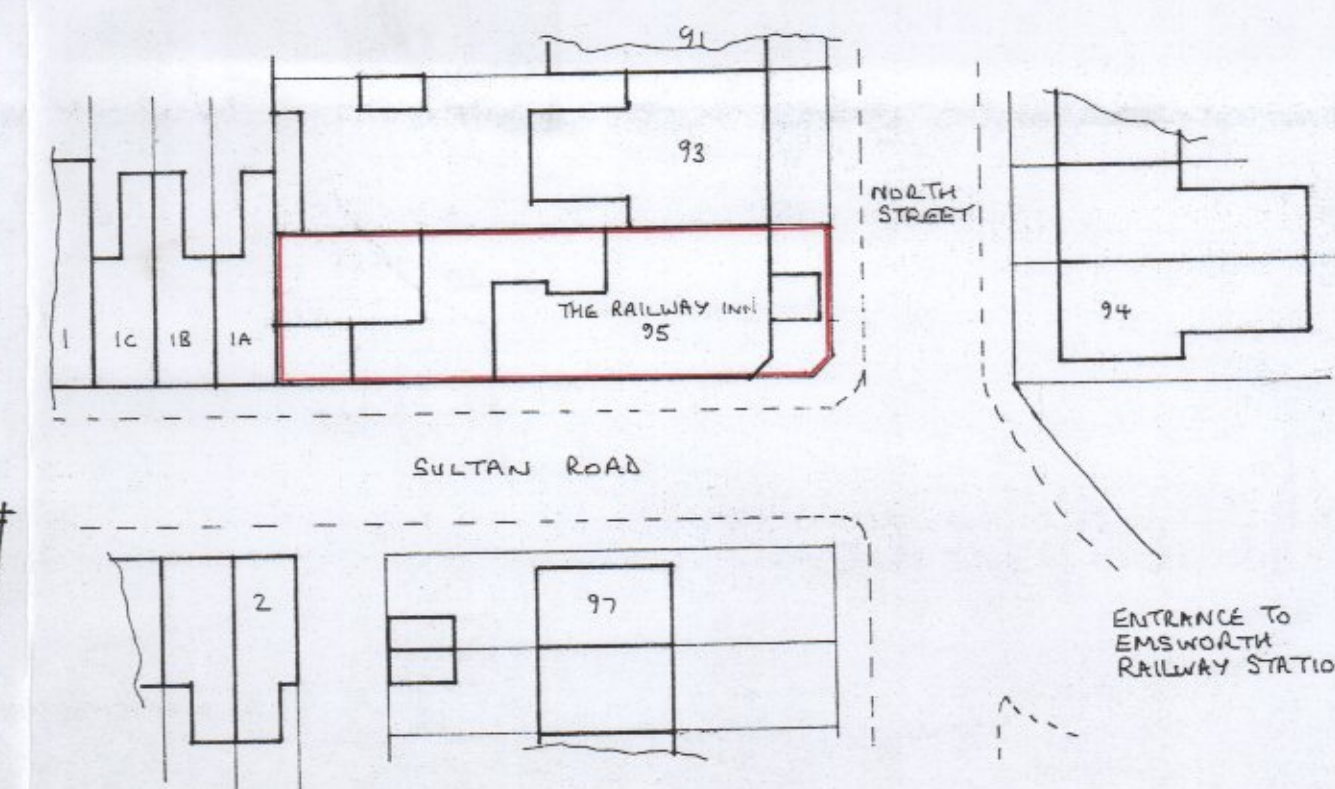
SIDE (SOUTH) ELEVATION



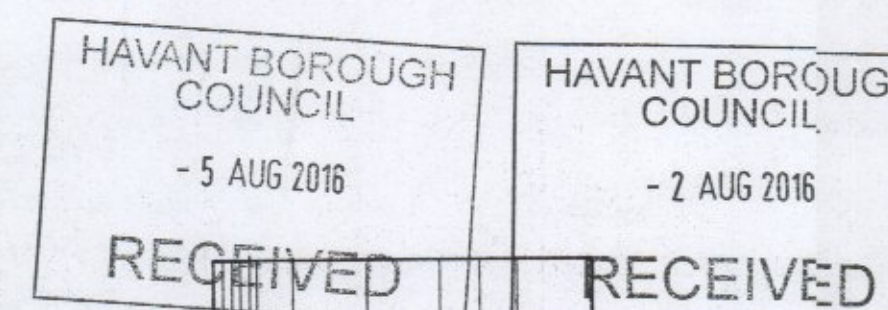
SIDE (NORTH) ELEVATION



FRONT (WEST) ELEVATION



SITE PLAN SCALE 1:500



SCALE BAR 1:100 @ A1 SIZE

THE RAILWAY INN,
95, NORTH STREET,
EMSWORTH,
HANTS.

FOR: MR D. LUCAS

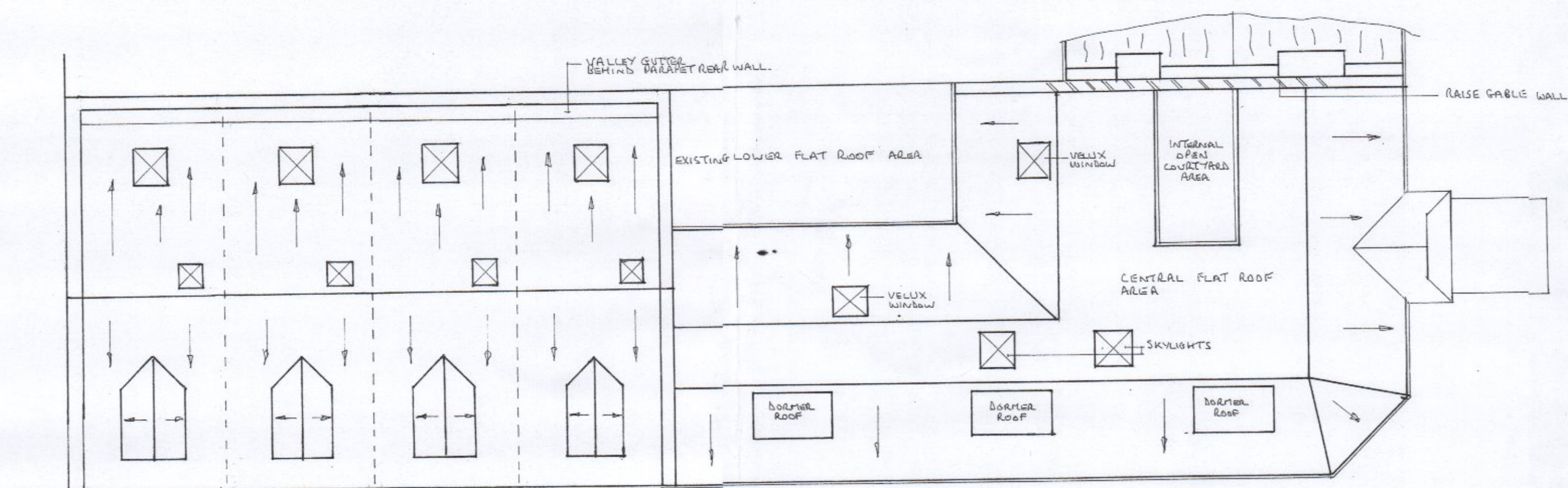
EXISTING PLANS AND ELEVATIONS

SCALE 1:100 DATE 22-7-16

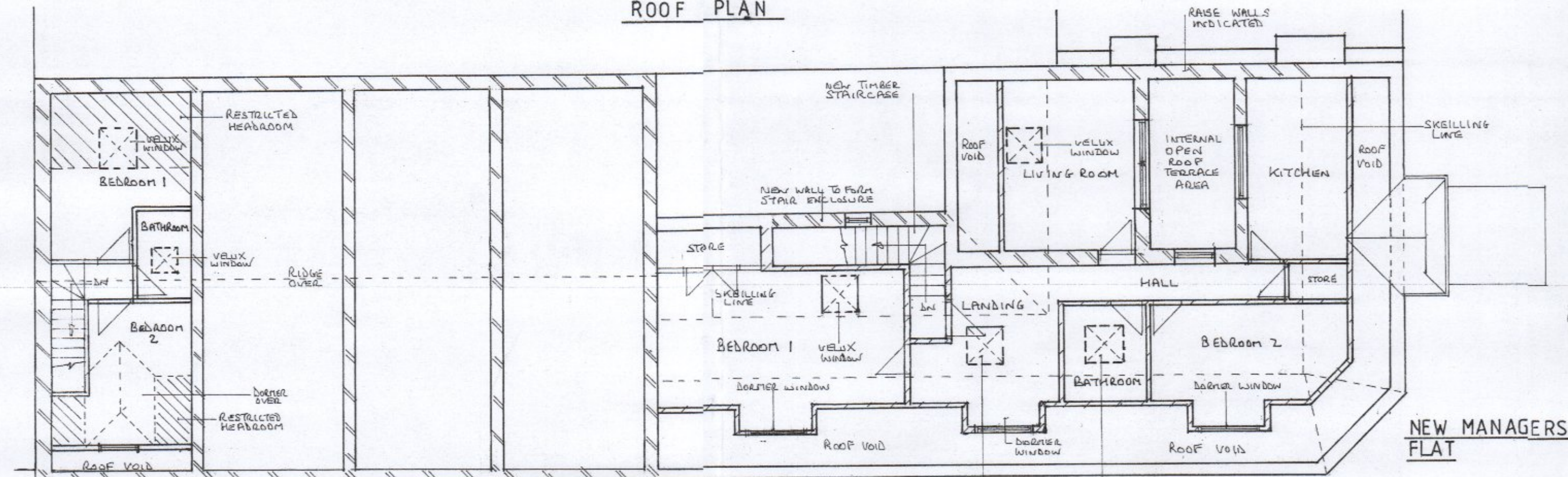
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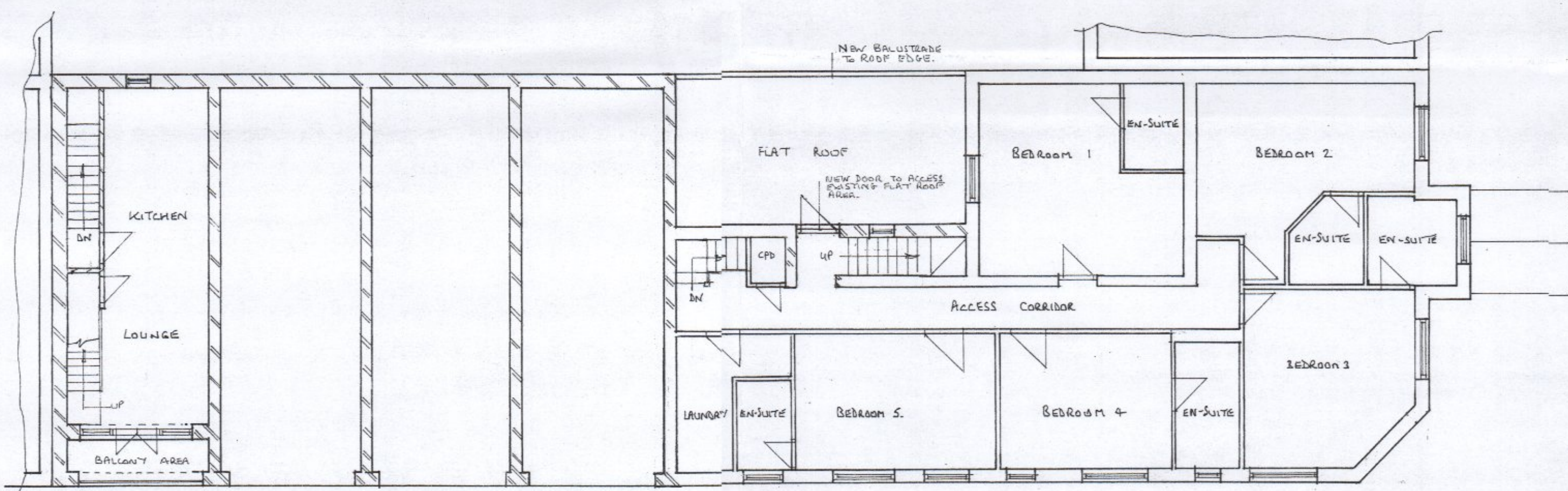
APPENDIX C



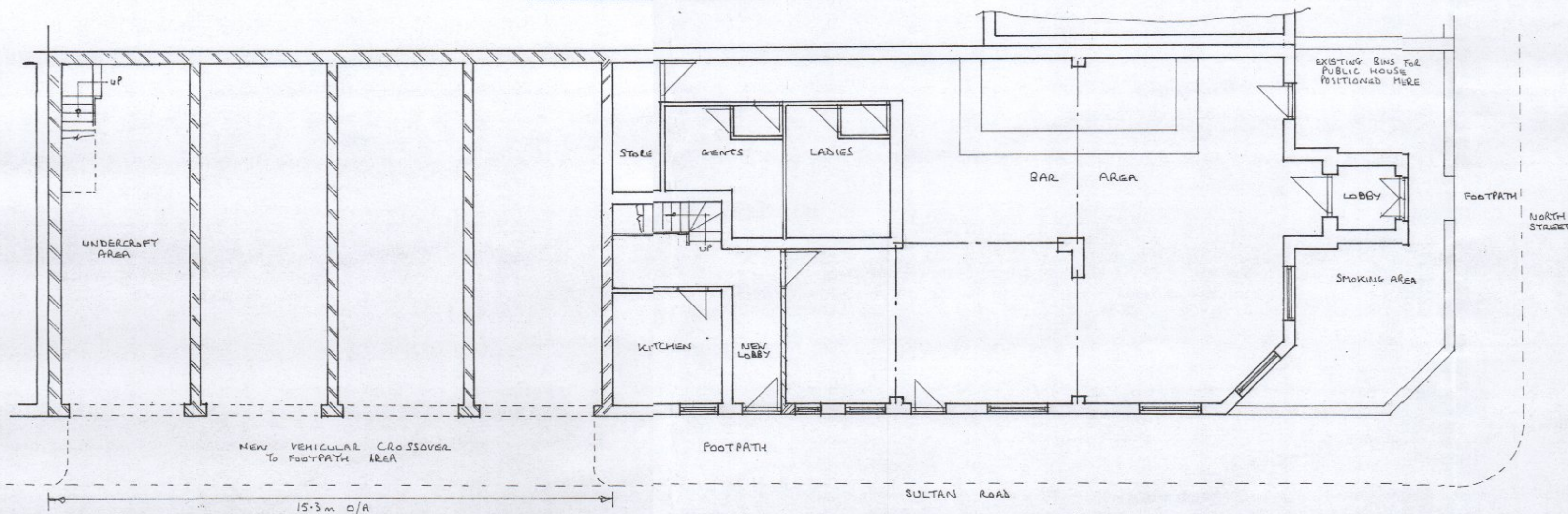
ROOF PLAN



SECOND FLOOR PLAN

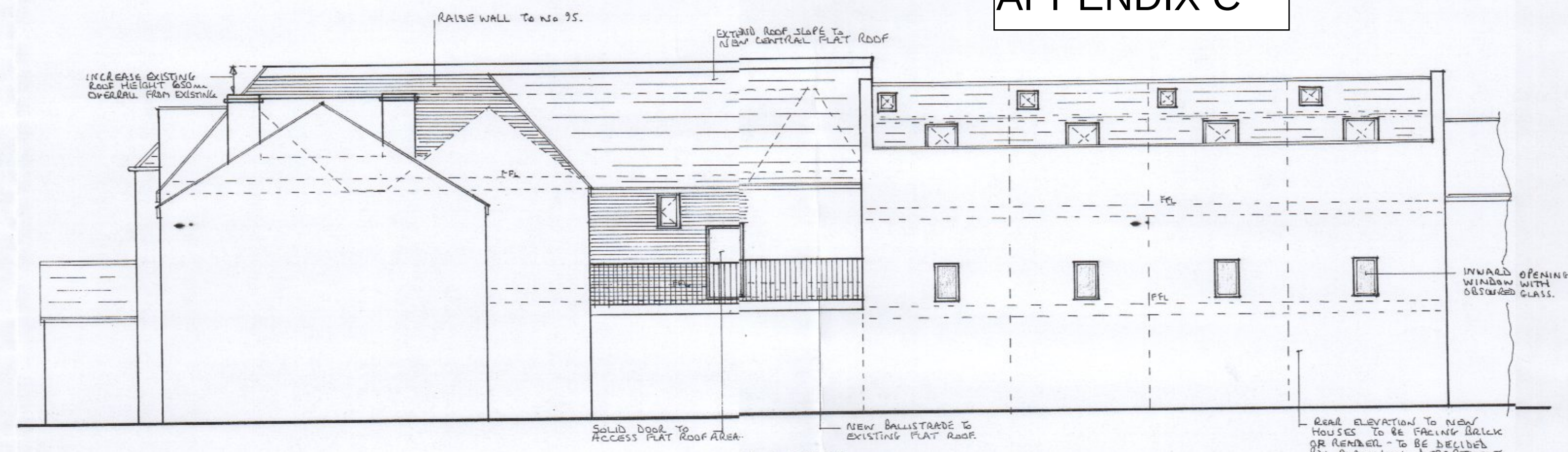


FIRST FLOOR PLAN

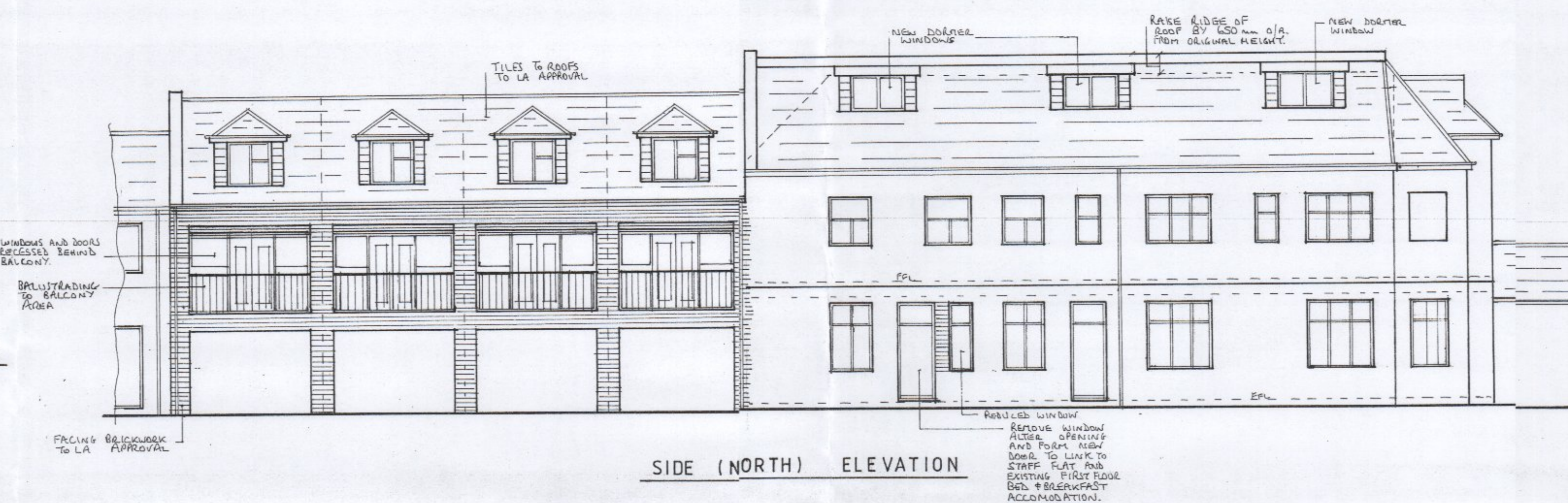


(NEW HOUSES PLOTS 1-4)

GROUND FLOOR PLAN



SIDE (SOUTH)	ELEVATION
1	100
2	100
3	100
4	100
5	100
6	100
7	100
8	100
9	100
10	100
11	100
12	100
13	100
14	100
15	100
16	100
17	100
18	100
19	100
20	100
21	100
22	100
23	100
24	100
25	100
26	100
27	100
28	100
29	100
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85	100
86	100
87	100
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89	100
90	100
91	100
92	100
93	100
94	100
95	100
96	100
97	100
98	100
99	100
100	100



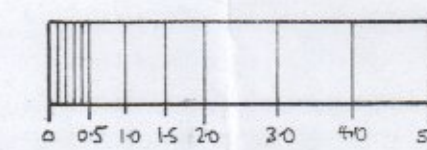
SIDE	(NORTH)	ELEVATION
1	1	1
2	2	2
3	3	3
4	4	4
5	5	5
6	6	6
7	7	7
8	8	8
9	9	9
10	10	10
11	11	11
12	12	12
13	13	13
14	14	14
15	15	15
16	16	16
17	17	17
18	18	18
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21	21	21
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25	25	25
26	26	26
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62	62	62
63	63	63
64	64	64
65	65	65
66	66	66
67	67	67
68	68	68
69	69	69
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75	75	75
76	76	76
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82	82	82
83	83	83
84	84	84
85	85	85
86	86	86
87	87	87
88	88	88
89	89	89
90	90	90
91	91	91
92	92	92
93	93	93
94	94	94
95	95	95
96	96	96
97	97	97
98	98	98
99	99	99
100	100	100



FRONT (WEST) ELEVATION

NOTES:

1. ALL DIMENSIONS TO BE CHECKED ON SITE.
2. PROPOSED WORKS SUBJECT TO PARTY WALL AGREEMENTS WHICH MAY BE REQUIRED.
3. NO PART OF NEW WORKS TO EXTEND BEYOND BOUNDARIES.
4. NEW WORKS TO BE SUBJECT TO CDM 2015 REGULATIONS.
5. NEW WORKS SUBJECT TO APPROVALS WITH STATUTORY SERVICE PROVIDERS FOR NEW INCOMING SERVICES AND EXISTING DRAINAGE CONNECTIONS.
6. ALL EXTERNAL FINISHES TO BE AGREED WITH LOCAL AUTHORITY PLANNING DEPARTMENT.
7. ALL FINAL DESIGNS AND LAYOUTS SUBJECT TO FULL SURVEY.



SCALE BAR 1:100 @ A1 SIZE

HAVANT BOROUGH
COUNCIL

- 5 AUG 2016

RECEIVED

THE RAILWAY INN,
95 NORTH STREET,
EMSWORTH,
HANTS.

FOR: MR D.LUCAS.

PROPOSED PLANS AND ELEVATIONS

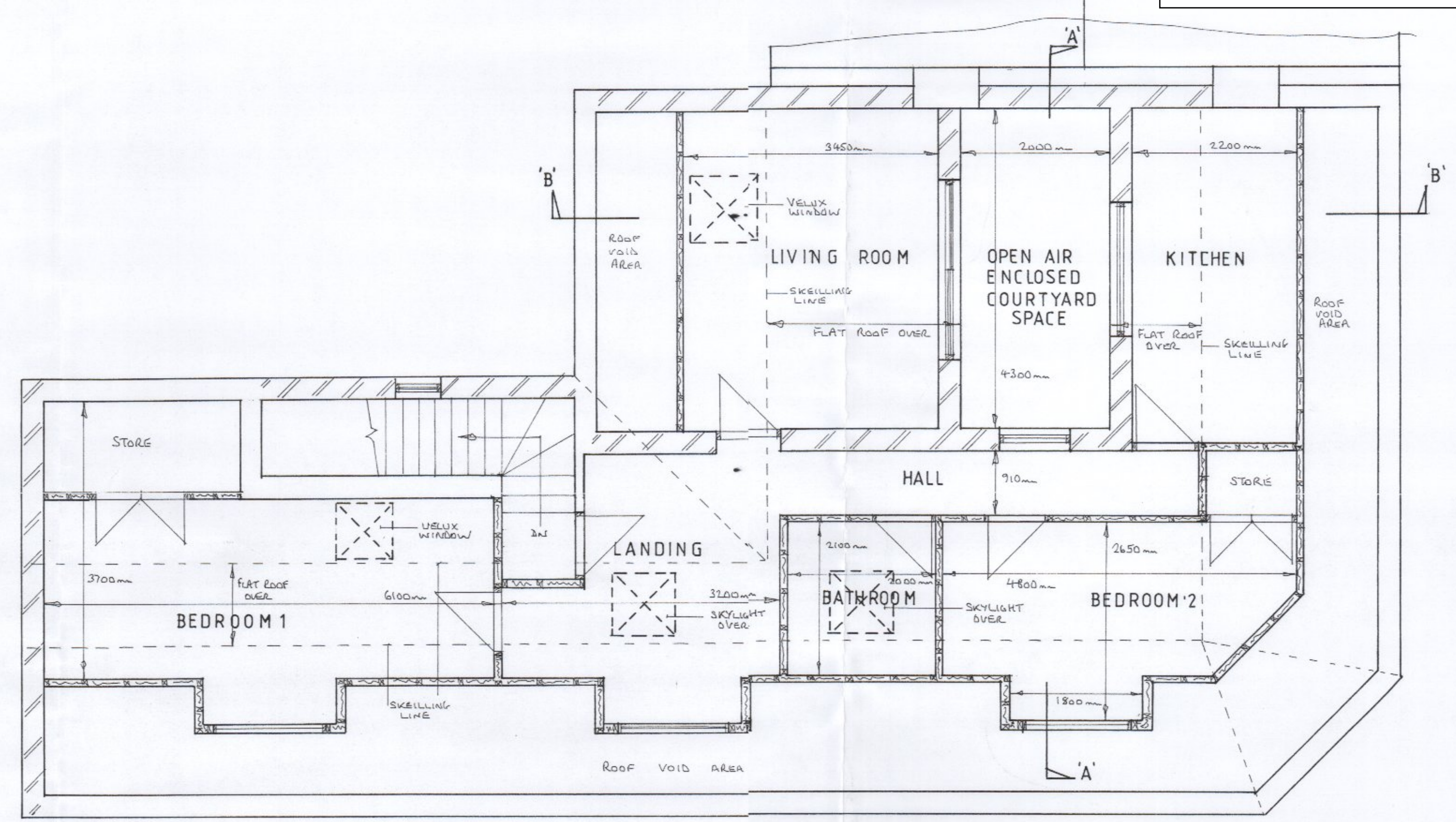
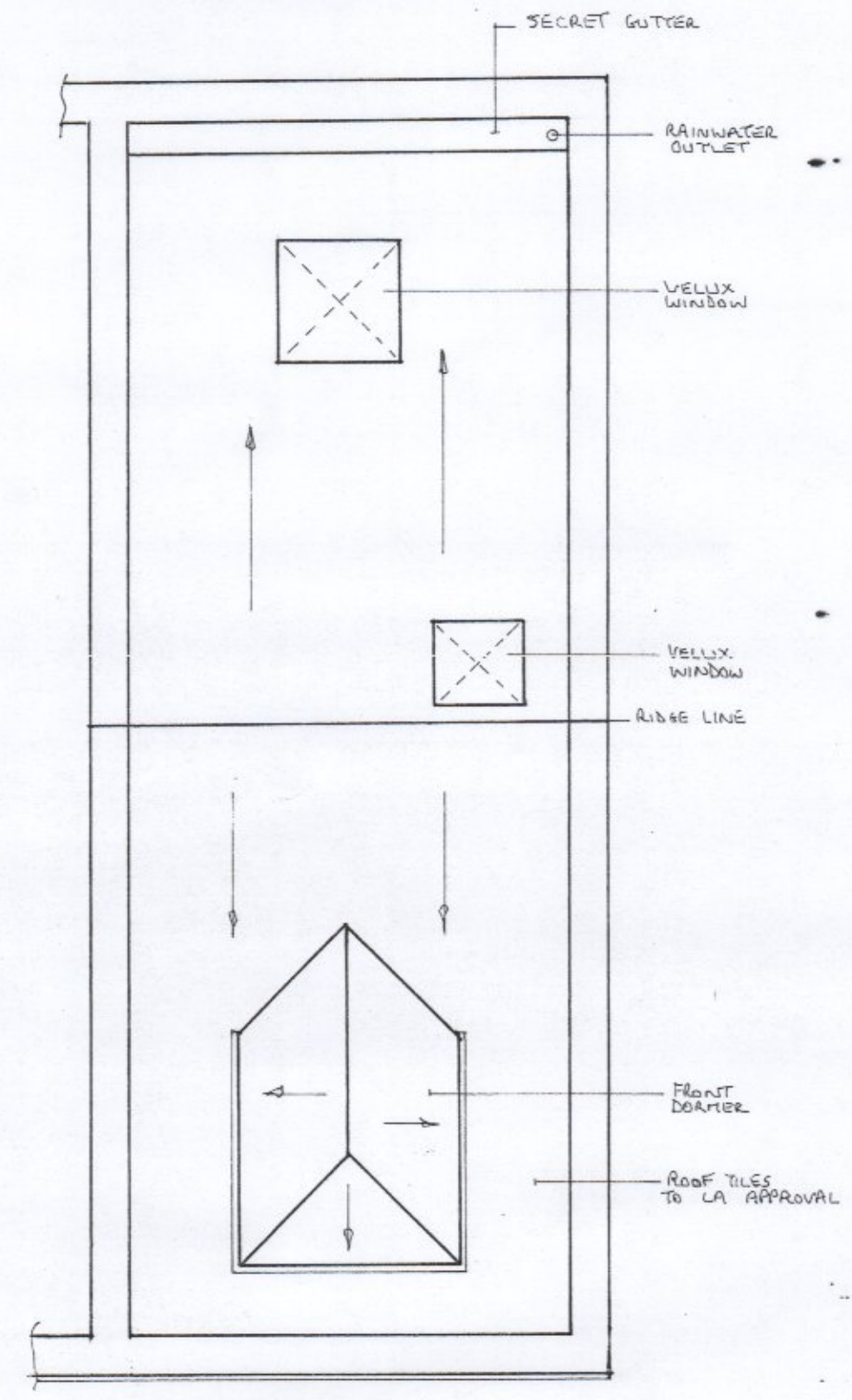
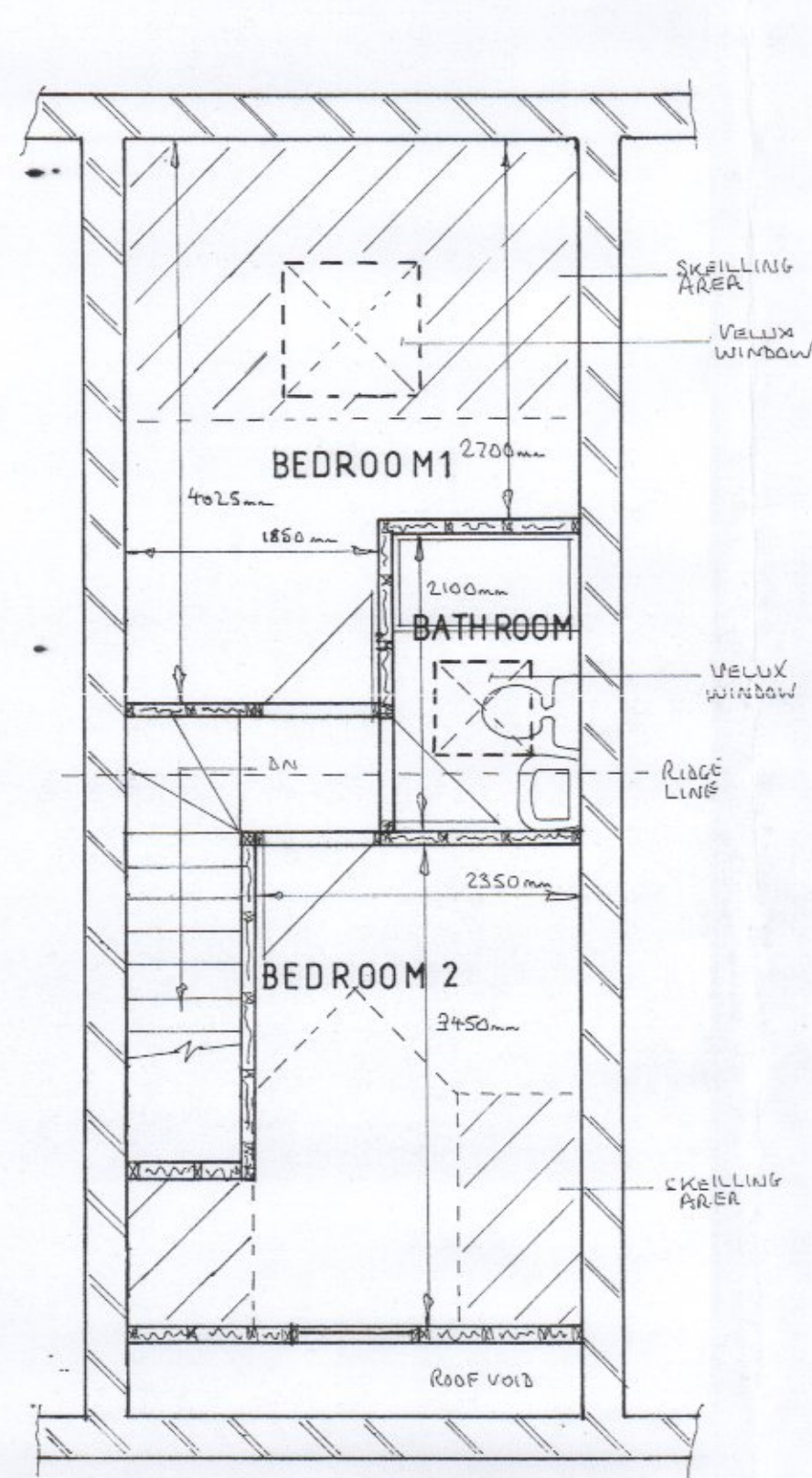
SCALE 1:100

DATE 24-7-16

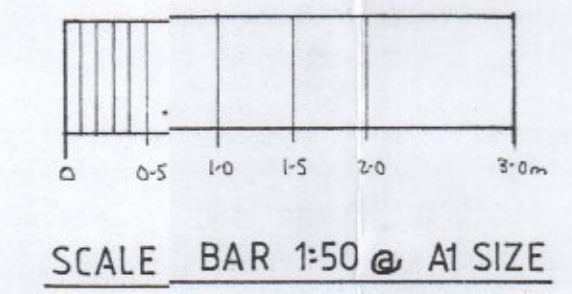
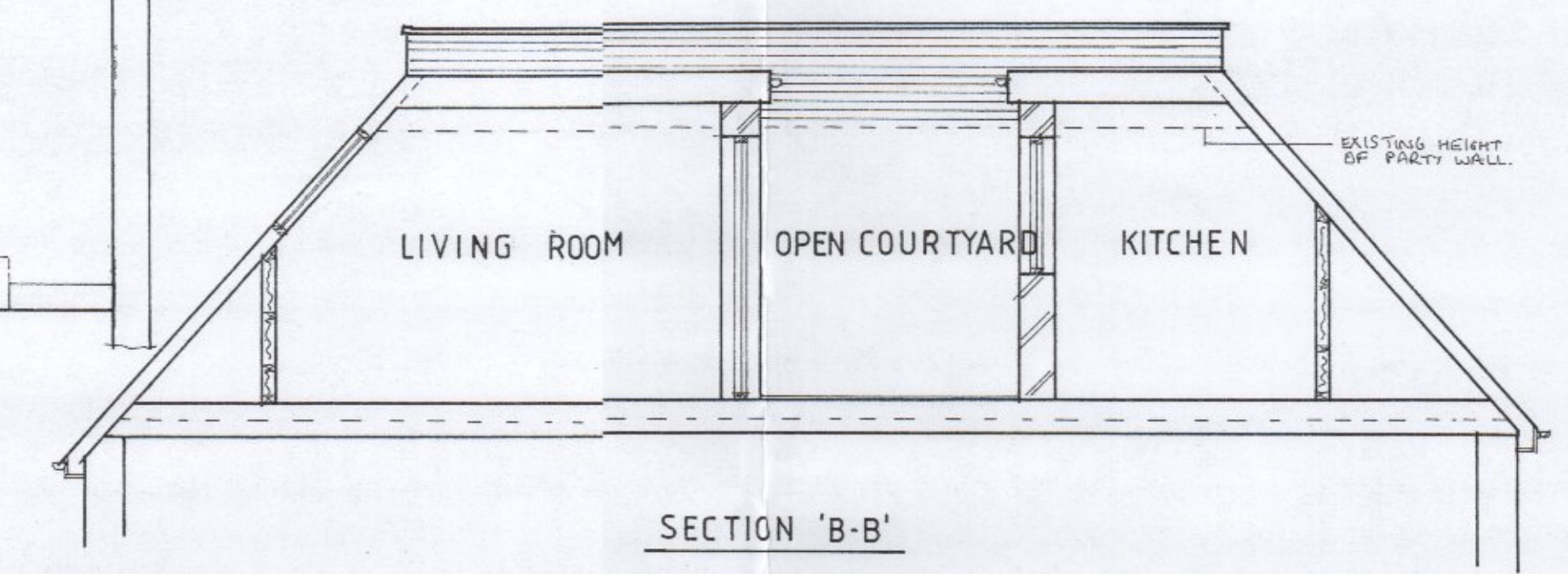
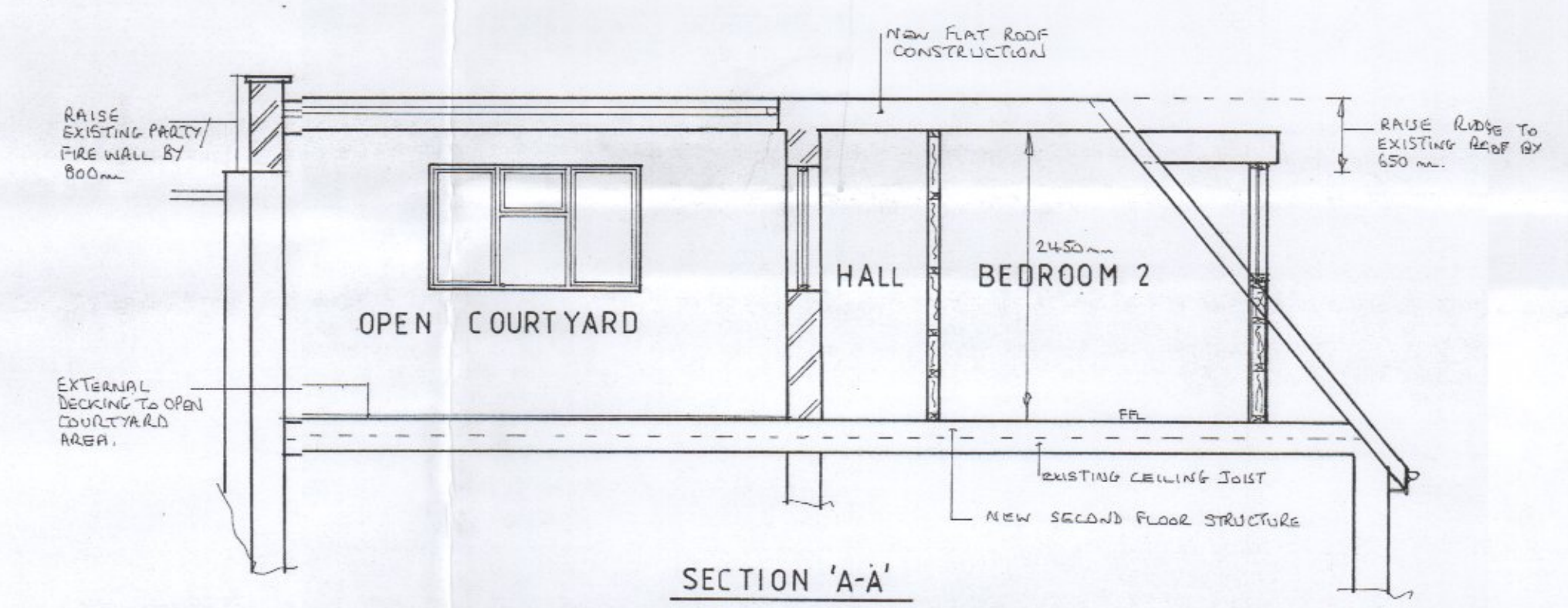
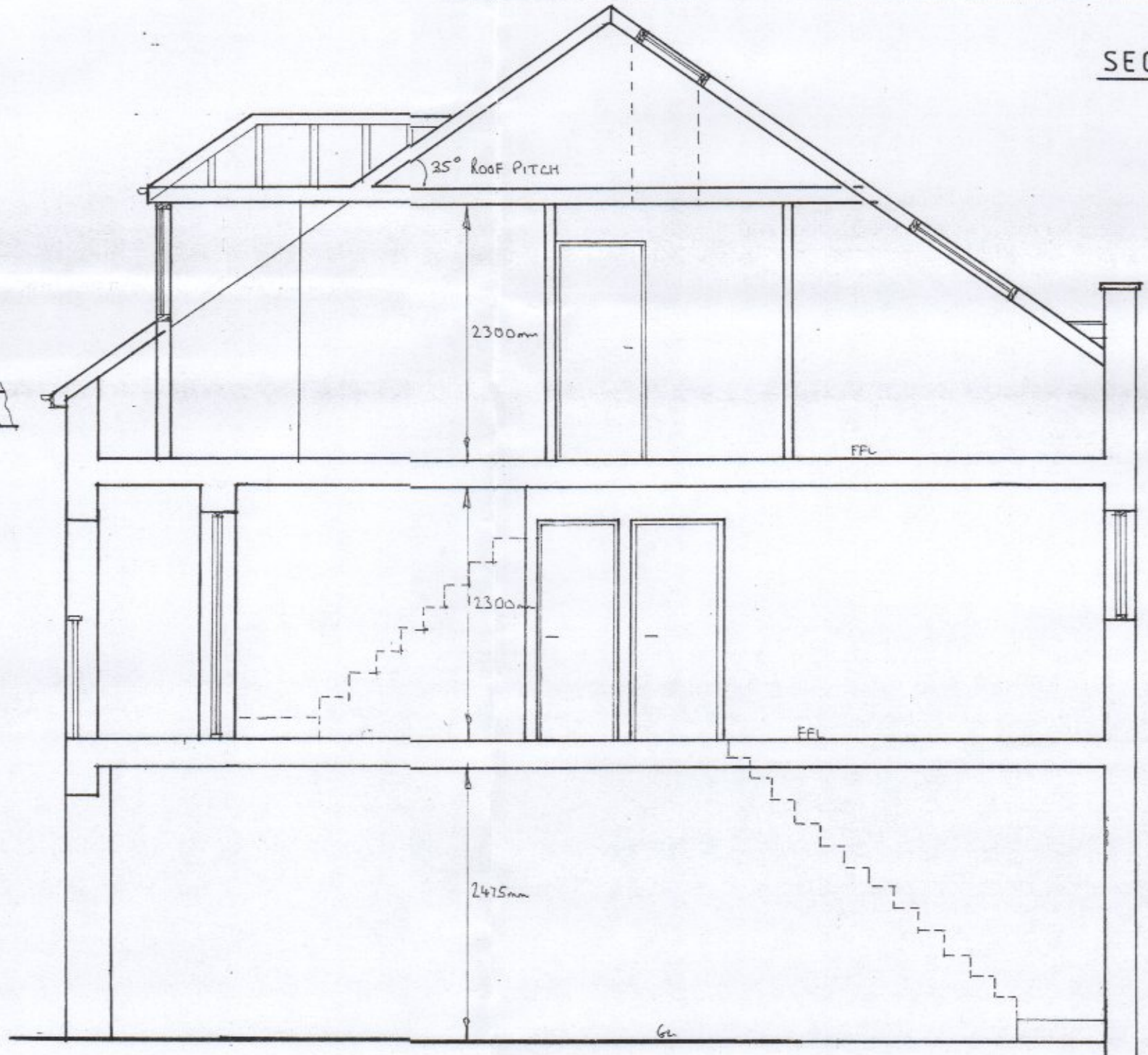
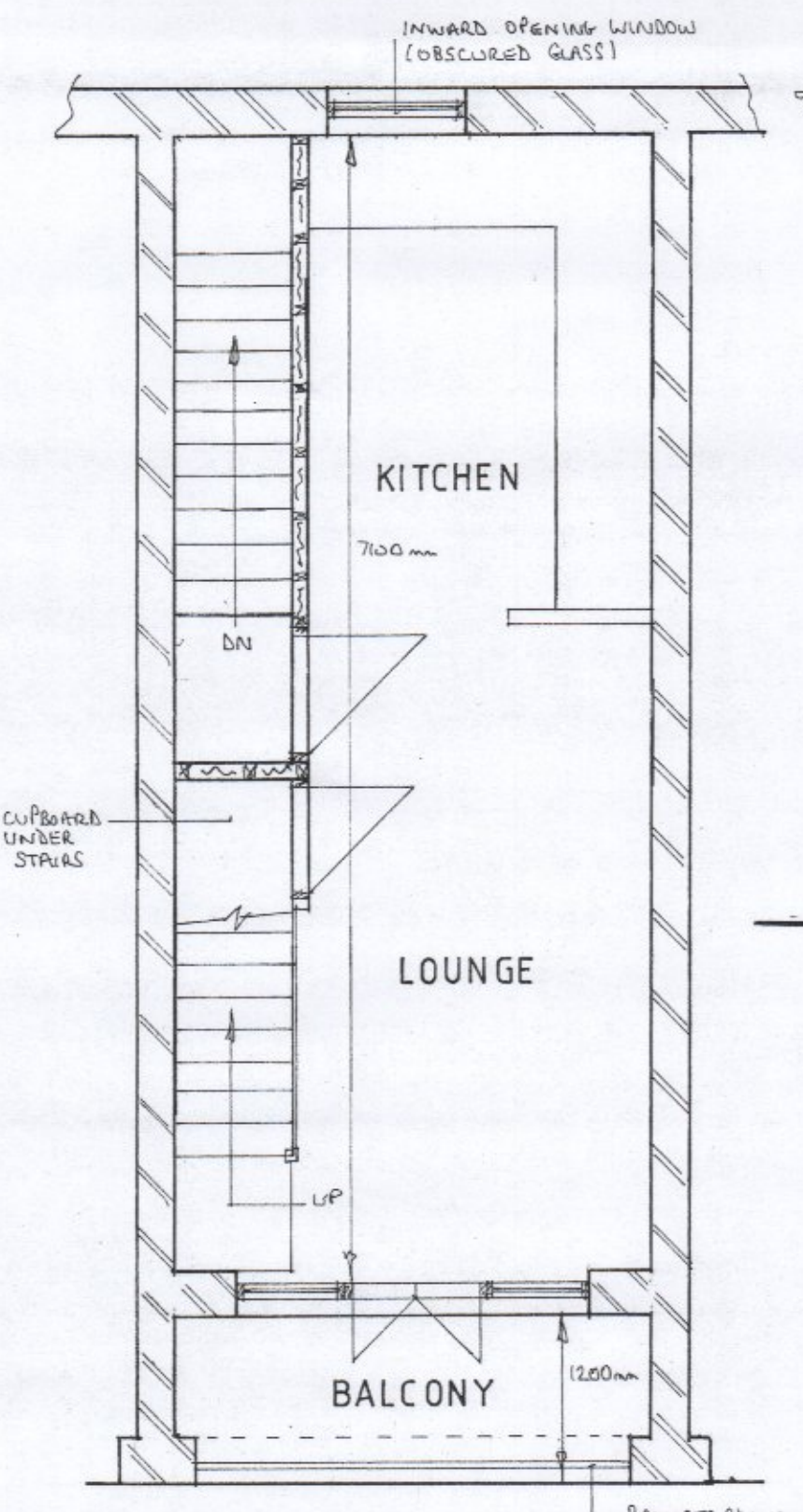
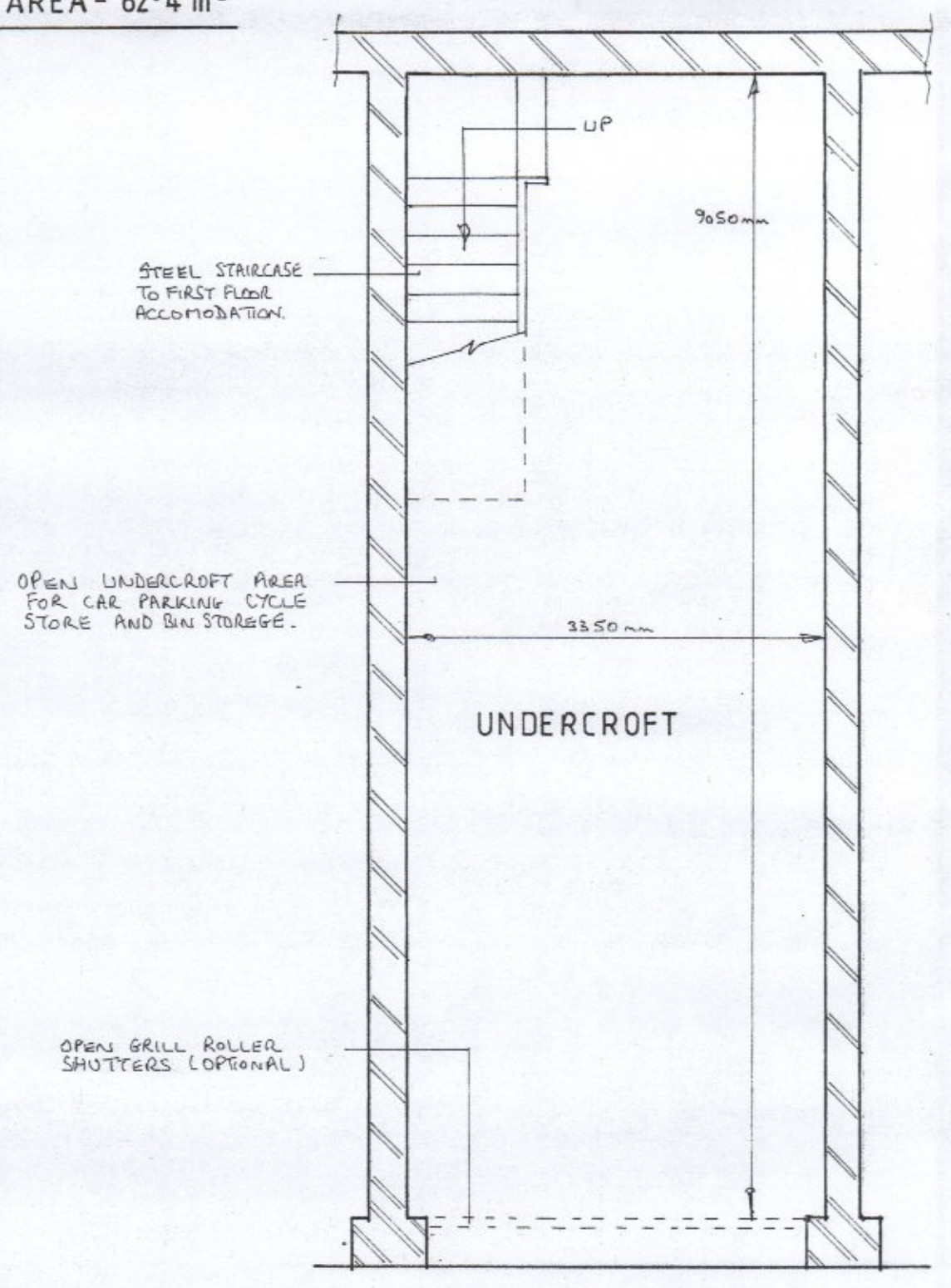
JOB No. 06/16 (02)

DWN. BY MS

DRAWING FOR PLANNING PURPOSES ONLY.



EACH HOUSE TOTAL
FLOOR AREA - 62.4 m²



HAVANT BOROUGH COUNCIL
- 5 AUG 2016
RECEIVED

THE RAILWAY INN, 95 NORTH STREET, EMSWORTH, HANTS.	
FOR: MR D. LUCAS	
PROPOSED LAYOUT PLANS AND SECTIONS	
SCALE 1:50	DATE 29-7-16
JOB No. 06/16 (03)	DWN BY MS
DRAWING FOR PLANNING PURPOSES ONLY	

Dear Mark

I am the case officer dealing with the application. I on leave from the office after today so wanted to email you with a brief update, with a more detailed update to follow on my return on 3rd October.

The publicity expiry period has now ended and the application has received 16no. objections. These mainly relate to the loss of car parking in Sultan Road but also to the design and the impact on neighbouring properties. All are available to view on the Council's website. I visited the property at No. 93 North Street who would be more affected by the proposal and viewed the site from within their garden and internal rooms. I do have concerns at this stage over the impact that the proposal would have on their amenity from the scale and massing of the rear elevation of the terraced units and the siting of windows and the balcony elements on the existing building.

In terms of consultees, the Highways Officer has advised that the proposed parking does not meet the Council's adopted standards. The combination of this and the impact on the existing parking situation in Sultan Road also raises concern.

Whilst I will contact you on my return from leave with a more in-depth update, I would advise at this stage that the application is unlikely to be favourably received at officer level.

Kind regards

Rachael McMurray
Principal Planner
Development Management

Direct Dial: 023 9244 6546

Email Address: Rachael.mcmurray@havant.gov.uk

Please note my normal working days in the office are **Monday, Wednesday and Thursday**

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Civic Centre Road Havant PO9 2AX
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APPENDIX F

Dear Mark

Thank you for your email and I apologise at the delay in this response. I have now discussed the application in detail with my line manager and can confirm that it is to be recommended for refusal.

The main reason being as explained in my previous email, the impact on the neighbouring properties - No. 93A and B North Street. I do have concerns over the impact that the proposal would have on their amenity from the scale and massing of the rear elevation of the terraced units, the siting of windows and the balcony elements.

I have looked at the issue of parking and the history of the planning development at the neighbouring site. A reduction in parking was considered to be acceptable here given that it is a sustainable location and therefore a similar approach would be taken with this application.

I feel there is scope for some form of residential development on this part of the site whether that be working with the existing building or something new. However, further consideration needs to be given to the design in terms of impact on neighbours and the character of the streetscene.

Please can you confirm if you wish to withdraw the application or continue as submitted by 13th October 2016?

Kind regards

Rachael McMurray
Principal Planner
Development Management

Direct Dial: 023 9244 6546
Email Address: Rachael.mcmurray@havant.gov.uk

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From: Mark Singleton [<mailto:mark.singleton@hotmail.co.uk>]
Sent: 22 September 2016 15:51
To: Rachael McMurray
Subject: Re: The Ralway Inn - APP/16/00821

Rachel

Thank you for your email and points raised.

I have been viewing the comments posted and presume not all points as raised are necessarily of relevance to the current application.

However the application as submitted was in line with the requests of the applicant and I had my reservations on some aspects on the submitted drawings. I did advise the applicant that an approval may not be given at this stage. If this is the ultimately the outcome can advise on some principals for the site - a) is the raising of roof to the pub and creation of the flat possible as aseparate matter. b) is the principal for redeveloping the rear for residential units possible- perhaps flats or 2/3 houses only.

Your views on these points would be appreciated so that I can advise the applicant on apossible revised scheme if necessary.

With regards to parking tequirements I would argue that with the location beingaccessible for trains buses cycleways walking to town centre etc reductions on requirements should be considered.

In conclusion the applicant was intending the new houses be provided for local people where possible.

Yours Sincerely

Mark Singleton

Sent from Samsung Mobile

----- Original message -----

From: Rachael McMurray
Date:22/09/2016 14:04 (GMT+00:00)
To: 'Mark Singleton'
Subject: The Ralway Inn - APP/16/00821

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Kind regards

Rachael McMurray

Principal Planner

Development Management

Direct Dial: 023 9244 6546

Email Address: Rachael.mcmurray@havant.gov.uk

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