

Recommendation: **GRANT PERMISSION**

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)

CS17 (Concentration and Distribution of Development within the Urban Areas)
CS21 (Developer Requirements)
CS9 (Housing)
DM13 (Car and Cycle Parking on Residential Development)

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

Building Control, Havant Borough Council

No comments.

Crime Prevention -Minor Apps

No comment received.

Developer Services, Southern Water

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. It should be noted that Southern Water is currently consulting on the New connections charging process as directed by Ofwat. Please refer to Southern Water's website <https://www.southernwater.co.uk/new-connections-charging-consultation> for further details.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove, House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

NB: Informative recommended

Environment Agency

No comment received.

Highways Engineer, Development Engineer

No adverse comment.

Natural England Government Team

Since this application will result in a net increase in residential accommodation, impacts to the coastal Special Protection Area(s) and Ramsar Site(s) may result from increased recreational disturbance. As your authority has measures in place to manage these potential impacts through the agreed strategic solution, subject to the appropriate financial contribution being secured, Natural England is satisfied that the proposal will mitigate against the potential effects of the development on the site(s) and that the proposal should not result in a likely significant effect.

Traffic Management

The traffic team has no adverse comment to make on this application

Waste Services Manager

No adverse comment.

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: 4

Number of site notices: 1.

Statutory advertisement: Not applicable.

Number of representations received: 2

Comment	Officer Comment
I wish to raise an objection regarding Planning Application, Your Ref APP/18/00097. My objection is not related to the change in the property which I have no problem with. What I am concerned about is the new access for the rear property onto Kingfisher Close. My family have lived at number 1 Kingfisher Close since the start (1995) and throughout the 23 years we have found that either side of the pinch point as you enter the Close suffers from casual parking mainly by people not from the Close, which reduces it to only one vehicle width which over the	See section 7.

time has caused many a near miss. I feel it would be a bad decision road safety wise to add another driveway in this location. I am more than happy to discuss this further.	
Please note that my objection is NOT to the proposed building modifications, which cause no concern to us, however I do have concern with the proposed access/road layout. There is already an existing traffic problem at the entrance to Kingfisher Close, in the form of two vehicles persistently parking in the entrance on the left hand side. The owners of the vehicles live in Fishery Lane. Alternatively a very large van is parked there. This causes a visibility hazard, not being able to see clear access in to the road, and if a vehicle is coming the other way it is dangerous due to the road width being only for a single car at the 'pinch' point and often you enter into a near head on situation. It is especially dangerous for bikes turning into the road, and pedestrians crossing over the road. My concern is that another driveway being positioned even closer to the pinch point and road entrance may cause further danger. My simple suggestion that would ease if not solve the existing problem, and therefore ease the added dangers would be for the road entrance on the left hand side to have double yellow lines. This would eliminate the make shift parking bay and create perfect visibility for those exiting and entering the road. I presume that the council has no plans to alter the road layout, only to drop the kerb at the driveway entrance point of the new property? It was advised to me by the council that in this current winter period they would be removing the shrubbery on this side of the entrance and replacing with grass - which would be in the very area of access being created. This, I presume would still be	See section 7.

going ahead in time but may be delayed?	
I wish the applicant success in the application to modify the property however sincerely hope that the road/parking/traffic problem will be addressed in the interest of everyone's safety, with double yellow lines at the immediate road entrance to prevent parking and obstruction to visibility. I welcome any response on this matter.	

7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Parking
- (v) Planning Obligations

(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.

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

7.3 The works proposed would be a north/south division of the property resulting in the front elevations facing onto Kingfisher Close with the provision of two canopied front doors. In addition, a single storey extension is proposed the southern elevation of the property. The development would be visible from the public realm, although it is considered it would not significantly alter the visual appearance of the dwellinghouse. The single storey extension is of a modest size to provide a kitchen and will be built in matching materials. A new vehicular access will be provided from Kingfisher Close and the existing access from Fishery Lane will be extended. The situation of the property is such that sufficient private amenity area would be provided for both units.

7.4 The design and appearance of the proposal is appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Impact upon residential amenity

7.5 Concern has been raised regarding the provision of the new vehicular access onto Kingfisher Close. It is adjacent to the existing access which serves 39 Kingfisher Close and approximately 28 metres from the entrance of Kingfisher Close. Whilst the comments received have been noted, the submitted plans meet the required parking standards. Furthermore following consultation, neither the Council's Highways Engineer or Traffic Management Team had any adverse comment to make regarding

the proposal. The provision of double yellow lines to restrict parking does not fall within the realms of planning and would need to be addressed by Hampshire Highways.

- 7.6 The single storey extension is set in 0.4 metres from the eastern elevation of the property, 4.5 metres from the boundary with 23 Fishery Lane and there are no windows in this elevation. The other elevations of the extension face onto Fishery Lane and Kingfisher Close and consequently it is deemed the window and door in these elevations are a sufficient distance away from neighbouring properties for any impact to be minimal.
- 7.7 There are no new windows in any first floor elevations and it is considered the new doors and windows at ground floor in the existing building would not give rise to any additional overlooking.

(iv) Parking

- 7.8 The proposal will result in two properties, each with two bedrooms. The Council's parking SPD adopted in July 2016 has a requirement for two off road parking spaces for two bedroom dwellings and the submitted block plan demonstrates this. This aspect of the proposal is therefore considered to be acceptable.

(v) Planning Obligations

- 7.9 The conversion of the original dwellinghouse into two would increase the number of dwellings within the 5.6km zone identified as significant in potentially increasing recreational pressure on the Solent SPA. Therefore an additional financial contribution towards the Solent Disturbance Mitigation Project, in accordance with Policy DM24 of the Allocations Plan is required. This is set at £181 per dwelling to the Solent Disturbance Mitigation Project. For the proposed dwelling, plus admin and monitoring fee, the appropriate payment of £210 has been paid and the relevant form has been completed by the applicant.
- 7.10 The Community Infrastructure Levy (CIL) is not applicable to this application due to the new floor space proposed not breaching 100sqm.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and character of the area and is therefore considered to be appropriate and recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/00097 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 external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.

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.

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

Site and location plan

Existing elevations plan

Existing ground floor plan

Existing first floor plan

Proposed elevations plan

Proposed ground floor plan

Proposed first floor plan

Proposed section plan

Proposed section plan of extension

Reason: - To ensure provision of a satisfactory development.