

Recommendation: **GRANT PERMISSION**

DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council

Bin storage to be provided for both dwellings.

Coastal Engineering

No objections

Engineering/Drainage

No comments received.

Highways Engineer, Development Engineer

This should be dealt with under standard advice. However the Highway authority has no adverse comment but suggest that the planning authority conditions two parking spaces per property along with the footway access to the southern semi property

Natural England Government Team

No objections

Southern Water

Standard advice - see full response on Council's website.

Officer Note - *the only physical works to be carried out is the removal of the garage and therefore it is unlikely that any infrastructure would be affected.*

Traffic Management, HBC

Two parking spaces per property comply with the minimum parking standards as per Havant Borough Council residential parking policy, therefore there are no known traffic management concerns with this application.

Waste Services Manager

No objections

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: 0

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) Ecology Implications

(i) Principle of development

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

As no physical changes are required, the impact that the proposal would have is limited and negligible. Furthermore, the property used to exist as two separate dwellings. The garden would be subdivided so that each dwelling had a separate rear amenity space. Each dwelling would have 3no bedrooms. Two parking spaces per dwelling would be provided on site which is accordance with the Council's adopted parking standards. Overall it is considered that the proposal is in accordance with Policies CS16 and DM13 of the Local Plan.

(iii) Impact upon residential amenity

As no physical changes are required (other than the removal of the garage), the potential impact on neighbouring properties would be limited and negligible. It is noted that no objections were received against the proposal.

(vi) Ecology implications

As the proposal comprises the creation of a new residential unit and given the proximity of the application site to sites designated for their nature conservation interest the application has been assessed under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended) (The Habitats Regulations). The proposal would lead to a net increase in dwellings, which would be likely to lead to a significant effect (as described in Regulation 61(1)(a) of the Habitats Regulations) on the Chichester and Langstone Harbours Special Protection Areas (SPA). Furthermore the development is not necessary for the management of the SPA. As a result a mitigation package is required, which can be secured through a financial contribution to the Solent Recreation Mitigation Project at a scale of £181 per dwelling (net) (plus monitoring and administration fees). Subject to this mitigation package being secured, the level of mitigation provided is considered sufficient to remove the significant effect on the SPA which would otherwise have been likely to occur. As such, an appropriate assessment under Regulation 61 of the Habitats Regulations is not necessary. The relevant fee has been paid and the paperwork signed and returned. The proposal therefore accords with Policy DM24 of the Local Plan.

8 Conclusion

The proposal to return the dwelling into 2no. units is considered to be acceptable in terms of its impact and is recommended for permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00517 subject to the following conditions:

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- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Location Plan - A101
Proposed site and location Plan - A106
Proposed floor plans - A107
Proposed elevations - A108
Proposed site sections - A109

Reason: - To ensure provision of a satisfactory development.

- 3 The development shall not be occupied as two separate dwellings unless and until the existing garage has been demolished and the debris removed from the site unless otherwise agreed in writing by the Local Planning Authority.

Reason - to ensure that the required rear amenity space is provided for the future occupants and having due regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 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 and allocated on a two spaces per dwelling basis prior to the development being first brought into use as two separate dwellings 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.