
Site Address:	Land rear of former Police Station, 35-37 South Road, Hayling Island, PO11 9AE		
Proposal:	Construction of 1No.3 bedroom bungalow		
Application No:	APP/17/00401	Expiry Date:	08/06/2017
Applicant:	Mr Harding		
Agent:	Mr Galloway	Case Officer:	Rachael McMurray
	Peter Galloway Partnership		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site comprises a plot of land to the rear of No. 35-37 South Road, Hayling Island. The building used to form the Hayling Island police station and is now being converted into residential accommodation. There is an access driveway which runs adjacent to No. 41 to a row of garages to the rear of No. 39 and 41. This also provides access to the plot of land to the rear of the former police station which was previously used for the parking of police cars. The plot of land is level, with minimal landscaping. To the rear of the site is a group of bungalows in Garden Close with No. 12 sharing a direct boundary. The site is enclosed on the west and south boundaries by a 1.8m high close boarded fence.

2 Planning History

90/54448/000 - Conversion of garden to car parking area and creation of gated entrance on land to rear of police station., UNK,
02/54448/001 - The creation of additional car parking hardstanding for police and staff use to the rear of the property, Disability Discrimination Act improvements and associated revised public enquiry office., PERM,25/02/2003
APP/13/00584 - Change of use from Police Station (Sui Generis) to a single family dwelling (C3) comprising 1No. 4 bed house., PERM,30/08/2013
APP/17/00542 - Replacement of existing flat roof with hip roof, UNK,

3 Proposal

Construction of 1No.3 bedroom bungalow with access from South Road including 2no. parking spaces provided in two of the existing garages.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011
CS16 (High Quality Design)

CS21 (Developer Requirements)
CS9 (Housing)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

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

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council

The location of the dwelling would not comply with Requirement B5, alternative measures (such as a sprinkler system) will be required.

The bin storage location would not comply with Requirement H6, the collection authority should be consulted to confirm the collection point.

Highways Engineer, Development Engineer

The Highway Authority has no adverse comment on 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: 7

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: Not applicable.

Number of representations received: 3

Three objections recieved from three different addresses. Points raised are summarised below:

Comment	Officer Comment
Not in keeping with the scale and proportions of surrounding buildings and would be out of character for the	Please see planning considerations section 7.

area.	
Noise disturbance from noise from use of driveway from vehicles, deliveries etc.	Please see planning considerations section 7.
Has consideration been made for refuse bins and refuse collection. Is the site safe for pedestrian access and emergency services access?	Please see planning considerations section 7.
Given the right of access over the driveway given to Nos 39 and 41 we would question whether, if permission were to be granted, consideration has been given as to how to prevent construction vehicles from impinging on this access and once constructed whether there is sufficient parking for residents' vehicles and visitors of those residents as the only available parking in the proposal is to be provided by the garages. We would require reassurances that access to our driveway, rear access to our property and access to our garage will not be affected.	Please see planning considerations section 7.
The amended plans do not address previous concerns raised.	Noted.
Overdevelopment and garden-grabbing. It clearly impinges on light and even access to adjoining properties. The proposed building has no architectural features that would make it a welcome addition to the area. South Road has a mixed range of properties and doesn't deserve to have the footprint increased to the sort of density found in neighbouring Portsmouth.	Please see planning considerations section 7.
Access route blocked by construction traffic.	Please see planning considerations section 7.
The amended scheme is totally out of keeping with the other properties in the road.	Please see planning considerations section 7.

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 provision
- (v) Other matters

(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

South Road is characterised by mainly large detached dwellings with landscaped front gardens and on site parking provision. On the west side of South Road, the dwellings form a linear pattern. There is one form of backland development to the rear of No's 29 and 30 however, this may have been there for a number of years. No's 37-41 form a terrace row in the streetscene, set back from the highway. No's 35-37 were previously used as a police station but are now being converted into residential dwellings. To the rear of the site is Garden Close which is a cul-de-sac of bungalows, none of which appear to have extended into the roof areas. The proposal would form a backland development to the rear of No. 35-37. There is an existing access in place leading to the rear of the terrace as this serves a block of garages, two of which are in applicant's ownership. This access was formerly used by the police who parked police vehicles on the land to the rear where the dwelling is now proposed.

The originally submitted plans showed a chalet style bungalow with dormer windows front and rear. Following concerns raised that this would be inappropriate for backland development, the plans were amended to show a single storey building with hipped roof corners. A rear garden of 8.5m is proposed and two parking spaces which would be located in the garage block. Whilst the garden is slightly short of the 10m advised in the Borough's design guide, it would be 12.5m in width giving a total of 106.25sqm which is considered sufficient for a dwelling of this size. The amended design with hipped corners and reduced ridge height results in a building which would intergrate well with the existing character of the area, being comparable to those dwellings in Garden Close in terms of scale and layout. The proposed dwelling would be subservient to development fronting onto South Road and would not be visible from the streestcene. Overall it is considered that the proposal accords with Policy CS16 of the Local Plan in terms of its impact on the character and appearance of the area.

(iii) Impact upon residential amenity

Concern has been raised that the proposal would appear overbearing and dominant, resulting in a loss of amenity and privacy to nearby neighbours. The east boundary of the proposed dwelling would be over 15m in distance from the rear elevations of No's 35-37, 39 and 41 which is considered to be a reasonable distance so as not to result in an overbearing impact. Furthermore, during the course of the application the height and scale of the proposed dwelling has been reduced so that is now a single storey building with a hipped roof. It would not have any first floor windows and therefore loss of privacy would be limited. In terms of impact on No. 12 Garden Close, the proposal

would still be visible due to the proximity to the boundary. However as a result of the changes made to the height and roof, it is considered that the impact would now be acceptable.

In terms of concerns raised over the use of the access drive and potential disturbance, it is noted that this is already used for vehicular access to garages owned by No's 41 and 39 and has previously been used for the police cars which parked at the rear. It would be difficult therefore to warrant a reason of refusal on these grounds. The agent has confirmed that any access rights with neighbours would remain in place and that refuse collection would take place from the end of the driveway therefore not requiring refuse lorries to enter the access driveway.

Consequently, it is considered that the proposal is unlikely to appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). A condition would be placed on a permission to secure details of where construction vehicles and material storage would be located to ensure that these do not block neighbours parking spaces.

(iv) Parking provision

The proposed dwelling has 2no. bedrooms and 1no. study so overall is classed as a 3no. bedroom dwelling. It therefore requires two parking spaces to be in accordance with the Council's adopted parking standards. The scheme provides this by including the two garage spaces which are within the site ownership and is therefore in accordance with Policy DM13.

(v) Other matters .

The proposal requires a contribution towards the Solent Recreation Mitigation Project (SRMP) and the relevant payment and paperwork have been received. The proposal is also CIL liable for an amount of £11,616.29.

8 Conclusion

The proposal would result in a form of sustainable development, making a small contribution to the housing demand within the borough and having a limited impact on the nearby residential amenity. It is therefore recommended for planning permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00401 subject to the following conditions

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

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

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

Amended block plan - DN: 17/03/B01 Rev B

Amended proposed plans and elevations - DN: 17/03/P01/ Rev B

Site location plan - DN: 17/03/L01

Reason: - To ensure provision of a satisfactory development.

- 3 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.

- 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 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.

- 5 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.

- 6 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 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.

- 7 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.

- 8 No part of the development shall be first occupied until details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls, have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 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.