

Planning Application Response of Planning Policy

Application No:	APP/24/00096
Site Address:	Garage Compound, Whitsbury Road, Havant
Development:	Demolition of existing buildings and erection of a supported housing building for mothers and children (use class C2) with associated access and parking
Case Officer:	David Eaves
Comments by:	Emma Chisnall
Date of Comments:	13 th March 2024

Policy Status:

The [Local Plan \(Core Strategy\)](#) and the [Local Plan \(Allocations\)](#), together with the [Hampshire Minerals and Waste Plan](#), provide the development plan for the borough.

The following policies are of relevance:

- AL1- Presumption in Favour of Sustainable Development
- AL2 - Urban Area Boundaries and Undeveloped Gaps between Settlements
- CS7- Community Support and Inclusion
- CS9 – Housing
- CS14- Efficient use of resources
- CS16 – High Quality Design
- CS17- Concentration and Distribution of Development within the Urban Areas
- CS21 – Developer Requirements
- DM7- Elderly and Specialist Housing Provision
- DM10 – Pollution
- DM13- Car and Cycle Parking on Residential Development
- DM24- Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development

Principle of the proposed development

The site is located within the built up urban area as defined by policies CS17 and AL2. These policies seek to concentrate development within the defined urban area and therefore the development proposals would be acceptable in principle, subject to other material considerations.

The application seeks the removal of some existing garage blocks and the erection of a supported housing building for mothers and children (use class C2) with associated with access and parking.

The site is shown as one of the Leigh Park Housing Allocations (Garage Courts/Parking Areas) under Policy LP2 and specifically as site L56. All of the garage court areas are shown to have capacity for 60 dwellings in total however it is noted that L56 has a site area of 0.11 hectares and is one of the larger sites in the overall allocation. The policy states that the opportunities for these sites are:

- New homes including affordable housing
- To utilise underused urban areas that can be vulnerable to crime, misuse and fly tipping.

The policy states 'These underused areas present a suitable opportunity to make better use of the land in order to accommodate the need for new homes'.

The policy has specific requirements for any submitted application including that the development address any legally established rear access points, that there is an appropriate level of car parking survey done to establish the existing level of use and capacity, that flood risk assessments are done when required and that access from the existing established area is used.

Whilst the proposal is a different form of residential accommodation to what the policy states consideration needs to be given to contribution that is made to shared and sheltered residential accommodation as well as the visual uplift to the area which will be generated. It is therefore considered that the principle of the proposed development can be supported.

5 Year Supply

The Council's [Five Year Housing Land Supply Update \(March 2023\)](#) indicates that the Council has 1.81 years supply with a 20% buffer applied. This is below the five year supply threshold.

The lack of a five year supply triggers a presumption in favour of sustainable development, in line with paragraph 11 of the NPPF. The scheme's potential contribution to the 5 year supply must be afforded weight in the overall planning balance as 9 units are proposed to be built.

Elderly and Specialist Housing Provision

Policy DM7 is of relevance to the specialised supported housing provision, and requires the following criteria to be met:

1. *It is demonstrated that appropriate levels of on-site amenity space are accessible for residents' use which provides a satisfactory outlook for all residents.*
2. *A setting for the building is provided which is in keeping with the surrounding area.*
3. *Sufficient space for servicing is provided.*
4. *Services that may generate noise and disturbance (such as laundry rooms, kitchens and refuse storage) are located and designed to avoid undue disturbance to the amenities of neighbouring properties.*
5. *The development would not result in a concentration of such uses in one of the five areas of the borough or an over-concentration within each of these areas.*

In particular, it is questionable whether criteria 1, 3 and 4 could be met given the partially constrained nature of the site. It will also be of relevance to consider whether there would be any rise to disturbance to neighbouring residents and this is addressed in detail below.

Other Material Considerations

- It is noted that the access is proposed to be joined to the existing access onto Whitsbury Road and that parking and cycle provision are provided onsite. Policy DM13 and the Havant Borough Parking SPD (September 2019) set out the parking standards for new residential development in the borough. Given the specialised nature of the housing provision, consideration should also be given to the parking requirements of staff and visitors as well as the loss of the garages onsite.

- CS14 requires all development for multi occupational homes over 500sqm to achieve BREEAM 'very good' on completion, unless proven to be financially or technically unviable. Improvements to these standards will be encouraged and it should be demonstrated within the application that this can and is being achieved. A BREEAM pre-assessment should be submitted with any application to demonstrate how the development will meet this standard.
- It is noted that a development of this scale in this location would have the potential to have an adverse impact on any neighbouring properties as well as prospective residents living in the units themselves. Policy DM10 would require any such impact to be acceptable on the future occupiers and neighbours. The Council's Environmental Health Team will be able to offer further advice on this matter.

Conclusion

The principle of the demolition and creation of the C2 use is considered acceptable in policy terms. However, further detailed consideration will need to be taken by the case officer in relation to the proposal meeting parking standards and whether any significant impacts are caused to existing and new residents.

A BREEAM pre-assessment report should be submitted as part of the application to ensure a 'Very Good' standard can be achieved onsite.