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Site Address: 3 Nutbourne Road, Hayling Island, PO11 9RT  
Proposal: Detached residential dwelling with off street car parking and associated landscaping (resubmission of APP/20/01217).  
Application Type: Full Planning Permission  
Application No: APP/22/00724 Expiry Date: 28/09/2022  
Applicant: Mr R Steul  
Agent: Mr Patrick Arthurs Case Officer: Selina Donophy  
Arthurs Planning and Development  
Ward: Hayling East

Recommendation: **GRANT PERMISSION**

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## **1 Site Description**

This application site is a new build dwellinghouse, approved in 2020 under application reference APP/20/01217 located on the west side of Nutbourne Road, Hayling Island. This property has a pitched roof with dormer style windows to the front elevation roof slope. The elevations are timber clad with grey slate effect tiles to the roof. There is undercroft parking with a small garden wrapping around the property.

## **2 Planning History**

APP/20/01217 - Demolish existing 2-bedroom chalet bungalow to be replaced by 1.5 storey 2-bedroom detached dwelling, with new replacement vehicle cross-over and off street car parking. 2.3m western boundary fence (1.8m close boarded fence with 0.5m lattice design trellis). (Approved 23.03.2021). Request to discharge condition No/s 3 and 7 (10.06.2021)., PERM,23/03/2021  
APP/21/00674 - Refer to materials schedule., UNK,  
APP/22/00358 - Application for non-material change to planning permission  
APP/20/01217 relating to amendment of internal floor area., WD,14/06/2022

## **3 Proposal**

Detached residential dwelling with off street car parking and associated landscaping (resubmission of APP/20/01217).

## **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

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)  
CS15 (Flood and Coastal Erosion)  
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)

Submission Version Havant Local Plan

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

**5 Statutory and Non Statutory Consultations**

**Building Control, Havant Borough Council**

No comment received

**Coastal Engineering, Havant Borough Council**

Thank you for consulting with Coastal Partners on the above application, I can confirm that we have no objection in principle to the proposed development from a tidal flood risk perspective, however are able to offer the following comments and advice. The site is shown to lie within the Environment Agency's Flood Zone 3 and is therefore considered to be at risk from a 1:200 year (0.5% annual probability) extreme tidal flood event. For information, the present day 1:200-year extreme tidal flood level for Chichester Harbour is 3.4mAOD, increasing to a predicted 4.5 mAOD by the year 2115, due to the effects of climate change.

The applicant has submitted a Flood Risk Assessment (FRA) compiled by Arthurs Planning & Development, dated June 2022, which sufficiently outlines how flood risk at the site will be mitigated. As stated within the FRA:

- Ground floor levels will be raised to 4.2 mAOD, approximately 500mm higher than the existing ground level.
- Bedrooms and study will be located on the first floor.

As the site is located within an area considered to be at risk of flooding, we recommend that flood resilience measures are incorporated into the design of the development. We would expect flood resistance measures to be implemented in all situations where internal flooding could occur.

Resilience measures should not be utilised instead of resistance measures but alongside them.

For more information on flood resilience techniques, please see the Department for Communities and Local Government (DCLG) guidance document "Improving the Flood Performance of New Buildings – Flood Resilient Construction, 2007", which is available on the following website:

<https://www.gov.uk/government/publications/flood-resilientconstruction-of-new-buildings>

Coastal Partners would also recommend that occupants of the property sign up to the Government's Flood Warning Service and consider preparation of a Flood Warning and Evacuation Plan, in accordance with advice from the EA.

**Community Infrastructure, Planning Policy & Urban Design**

This application relates to a replacement dwelling. As there is no net increase in dwellings, SRMS or Nutrient Neutrality will not apply.

CIL liability will be reviewed for any additional floorspace created compared with the previous application APP/20/01217, where CIL has been paid.

**Councillor Leah Turner - Hayling East**

No comment received

**Councillor M Wilson - Hayling East**

No comment received

**Councillor R Raines - Hayling East**

No comment received

**Highways Development Planning, Strategic Transport, Economy, Transport and Environment Department**

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

The Highway Authority note that this is a resubmission of planning consent APP/20/01217 which the Highway Authority previously provided no objections to. It is noted however that the plans differ slightly to those submitted under the previous planning permission.

The Highway Authority note that the applicant is proposing to extend the existing dropped kerb providing access to the neighbours driveway. The applicant has not provided the full length of the dropped kerb including the existing, however, it is noted from the drawings submitted that this would be less than 10m.

It is recommended to the applicant that they should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link:

Apply for a vehicular access | Hampshire County Council ([hants.gov.uk](https://hants.gov.uk)). It is important Director of Economy, Transport and Environment

Stuart Jarvis BSc DipTP FCIHT MRTPI

Call charges apply. For information see [www3.hants.gov.uk/contactus/call-charges](https://www3.hants.gov.uk/contactus/call-charges)

Your name and

address will be recorded in our database and may be made available to others only in accordance with the

Data

to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee.

The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Having regard to the above, the Highway Authority provide no objections to this planning application.

**Nutrient Team, Planning Policy**

There is no net increase in dwellings no nutrient budget is needed and there is no need for a HRA.

## 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: 1

Statutory advertisement: Not applicable.

Number of representations received: 0

| Comment              | Officer Comment |
|----------------------|-----------------|
| No comments received |                 |

## 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) Flood Risk
- (iv) Impact upon residential amenity
- (v) Parking and access
- (vi) Developer Contributions and CIL
- (vii) Compliance with Habitats Regulations and Nutrients Neutrality

(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.

7.3 This property was recently constructed under application reference APP/20/01217 following the demolition of the previous dwelling on this site. This current application seeks to amend the approved plans with alterations to the layout and parking .

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

- 7.4 This resubmission application proposes alterations to the previously approved APP/20/01217. These alterations include the use of what was previously void space at first floor level to create an additional bedroom/ study. Other alterations include the moving of the study at ground floor level and the enclosure of the car port to create an enclosed garage. Walls would be added alongside an up and over garage door to the front. Anthracite render is proposed to the walls to match existing. The remainder of the property would remain unchanged from as previously proposed and as built. The alterations to the garage are not considered to be harmful additions to the host dwelling.
- 7.5 The previous assessment of the site under APP/20/01217 remains relevant . The proposal is for a 2 bedroom dwelling of contemporary design incorporating flat roofed dormers and roof lights, set within a shingle roof and with vertical timber clad walls. Whilst this is in contrast to the existing character of development, which is mainly traditional bungalows, the overall design approach is attractive and provides separation to the site boundaries and as such will not detract from the street scene.

(iii) Flood risk \_

- 7.6 The site is shown to lie within the Environment Agency's Flood Zone 3 and is therefore considered to be at risk from a 1:200 year (0.5% annual probability) extreme tidal flood event. For information, the present day 1:200-year extreme tidal flood level for Chichester Harbour is 3.4mAOD, increasing to a predicted 4.5 mAOD by the year 2115, due to the effects of climate change. The applicant has submitted a Flood Risk Assessment (FRA) compiled by Arthurs Planning & Development, dated June 2022, which sufficiently outlines how flood risk at the site will be mitigated.

(iv) Impact on residential amenity \_

- 7.7 The garage would be located closes to no 5 to the north . There is already a high boundary treatment in situ on the property boundary and the infilling of the wall is not deemed to result in harmful overshadowing or overbearing impact to no 5. To the rear is no 32 Wheatlands Avenue - there is already a first floor above the car port and the infilling of the wall to the rear is not considered to result in harm to the amenity of this property.

(v) Parking and access \_

- 7.8 The dwelling would retain the car port space with a parking space at the front and the 2 parking spaces meet the requirements of Havant's Parking Supplementary Planning Document and Policy DM13 of the Local Plan and emerging policy. The increase in bedroom number would not require any further parking allocation as specified in the Havant Borough Design Guide.

(vi) Developer contributions and CIL \_

- 7.9 The proposal would result in new residential development which is Community Infrastructure Levy (CIL) liable and the appropriate forms have been submitted. The gross increase in new internal floor space for the dwelling has been calculated by the agent as 6.5 sqm, which would generate a CIL liability of £963.3.

(vii) Compliance with Habitats Regulations and Nutrients Neutrality

- 7.10 The proposal would not result in a net increase in dwellings at the site. As such, it is not considered that the proposal would result in any likely significant effects on the Solent SPAs.

## 8 Conclusion

- 8.1 The proposed alterations to this dwelling are considered to be acceptable . The development would not be harmful to the locality, or residential amenity. In highways, parking and flood risk terms the proposal is acceptable, and matters raised by consultees can be appropriately addressed by conditions and/or informatives. Therefore, the proposal is considered to be appropriate and recommended for approval.
- 8.2 In the overall planning balance and having due regard to all material planning considerations, it is considered that the proposal would not appear overbearing or lead to significant overlooking or loss of light and would have a limited and acceptable impact on the properties immediately adjacent to the application site and the properties to the rear in terms of residential amenity, meeting the requirements of Policy CS16 of the HBLP (Core Strategy) and emerging local plan policies. However, to bring under control any future extensions to the proposal, it is recommended that permitted development rights be removed.

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## 9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/22/00724 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:

002 C Location plan  
004 D Proposed ground floor plan  
005 C Existing and proposed first floor plan  
006 C Proposed roof plan  
007 C Proposed north and east elevations  
008 B Proposed south and west elevations  
009 B Proposed section A-A  
Flood Risk Assessment dated June 2022

**Reason:** To ensure provision of a satisfactory development.

- 3 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.

- 4 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extensions, building alterations or side windows shall be constructed within the curtilage of the site without the prior approval of the Local Planning Authority.

**Reason:** In the interests of neighbouring residential amenity and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

- 5 The development hereby permitted shall be carried out in accordance with the flood resilience measures as set out in the Flood Risk Assessment dated June 2022

**Reason:** To ensure provision of a satisfactory development and having due regard to policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The car parking 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.

- 7 Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order, prior to first occupation of the building hereby permitted the windows in the ground floor and first floor on the south elevation, and first floor of the west and north elevations shall be fitted with, to a height of no less than 1.75m above finished floor level, 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.