

Demolition of the Existing 7-Bedroom Dwelling and Construction of Detached Building Comprising 9No. 'Assisted Living' Apartments (Class C3) and Carers Management Suite (Class C2) together with Ancillary Parking, Secure Mobility Scooter & Bicycle Storage, Refuse /Recyclables Storage and Landscaping

At

78 Havant Road, Emsworth, Hampshire, PO10 7LH

Planning Statement



Figure 1 Existing Dwelling at 78 Havant Road

Applicant:
Baytree Securities Limited

1.0 Introduction & Background

1.1 This application seeks a grant of planning permission for the demolition of the existing 7 bedroom detached dwelling and the construction of a new detached building comprising 9 'Assisted Living' apartments and a staff management suite. The proposed development would be provided with 8 vehicle parking spaces, secure electric mobility scooter storage and refuse/recyclables storage, all set within landscaped grounds. The proposed building has been designed to appear as a two-storey structure with its second floor of accommodation being provided within in the roof space.

1.2 The applicant is an associate company of Springfield Health Services Limited who are an experienced operator in the provision of care for older people in the local area. Springfield Nursing Home, which is just 60m to the east on Western Avenue, is operated by Springfield Health Services Limited. Over the years the applicant has found that there is a lack of suitable accommodation which 'bridges the gap' for persons who are a stage of their lives where they wish to remain living independently yet require some care – but are not yet ready to move into a home providing full-time care.

1.3 As such, the proposed apartments are intended for occupation by older persons (i.e. 65 years +) who do not yet require full-time residential care but are at the point of being unable to manage sufficiently well in their own homes. The proposed accommodation would, therefore, allow future residents to maintain a high degree of independence yet would be supported by experienced care staff, who would be available on site to help them 24 hours a day should they need assistance.

1.4 This statement describes our client's proposal and places it in a context with relevant national and development plan policy, guidance and advice. It will be concluded that our client's application should receive support and be granted planning permission.

2.0 Application Site Description

2.1 The application site is located on the south side of Havant Road (A259) some 60m east of its junction with Western Avenue. The site currently accommodates a substantial 7 bedroom detached, Victorian dwellinghouse set within generous grounds. The site is relatively flat, having a width of between 31.5m and 33.0m and a depth of some 52.0m. The application site has an area of approximately 0.15 of a hectare.

2.2 The existing dwelling is positioned almost centrally within its plot being set back from the road by approximately 20m. The dwelling is some 11.5m from its western boundary and between 4.7m and 6.2m from its eastern boundary. To the south of the dwelling is a back garden with a depth of some 20m beyond which are three, chalet-bungalows (Nos. 116-120 Brook Gardens). To the east of the site are 3 detached, 2-storey houses which have a frontage onto Havant Road. These dwellings have postal addresses on Brook Gardens (Nos. 110-114). The front elevation of the nearest of these dwellings to the application site (114) is set some 3.0m further north, and so is closer to the Havant Road, than is the existing dwelling at 78 Havant Road. To the east of 110 Brook Gardens is Springfield Nursing Home. To the west of the application site is another detached house, 80 Havant Road. This appears to have been constructed, along with 82 Havant Road, as one of a pair. In the front garden of 80 and 82 is a detached garage building that has been constructed on the common boundary between both homes. These dwellings are set back from Havant Road by a distance of approximately 26 and 28m.

2.3 The existing house is set within a mature garden with several notable trees and established ornamental planting within the front and rear gardens. One of the trees, a Corsican Pine, is located within the sites north-west corner is the subject of a Tree Preservation Order (TPO Ref: 0624). Vehicular access to the site is from a crossover at the western end of the site's northern boundary; pedestrian access is via a gate from Havant Road at the eastern end of the northern boundary. Much of the land between the front of the house and the road is laid out as a gravelled vehicle parking area. The rear garden is mainly set to lawn with mature planted borders.

2.4 The existing dwelling is built with traditional red brick elevations beneath a steeply sloping gabled roof. The dwelling is two storeys in height, however, comprises three floors of accommodation with the second floor being accommodated within the roof space. Single storey extensions have been added to the dwellings west and south elevations. The dwelling has a height to its ridge of approximately 10.0m (6.6m to its eaves) and a maximum width and depth of 16.4m and 14.3m respectively. At ground floor level the dwelling comprises an entrance hall, living room, dining room, kitchen and breakfast room together with a conservatory. A garage, with lean-to mono pitch roof, is attached to the dwelling's west elevation. Stairs lead to the first floor which accommodates 4 bedrooms, a w.c. and a bathroom. Stairs from the first floor landing allow access to a second floor of accommodation which comprises a landing together with three further bedrooms and a bathroom.



Figure 2 Application Site and Surrounding Area

2.2 The site is within the Urban Area Boundary for Emsworth. Within the sites north-west corner is a Corsican Pine which is the subject of Tree Preservation Order No. 0624. The site is also shown on the Environment Agency's website as falling within Flood Zone 1.



Figure 3 **View of Application Building from Havant Road**



Figure 4 **View of Application Site from Havant Road – from North-East**



Figure 5 **View of Application Site from Havant Road – from North-West**



Figure 6 **View Across Frontage of Existing Dwelling – West to East**



Figure 7 **View to North from South West Corner of Back Garden**



Figure 8 **View to North-West from South-East Corner of Back Garden**



Figure 9 View of Dwellings Existing Rear Elevation



Figure 10 View of Rear (South) Boundary and Development Existing Beyond

3.0 Proposed Development

3.1 In summary this application seeks a grant of planning permission for the demolition of the existing 7-bedroom dwelling and the construction of a detached building which would accommodate 9 'Assisted Living' apartments together with a carers management suite. The 9 apartments would be self-contained units of accommodation, intended for occupancy by persons who would be a minimum age of 65. The dwellings would, therefore, fall within use Class C3. The carers management suite (Class C2), which would be on the buildings second floor, would be staffed 24/7 each day by carers working in shift patterns. The proposed development would be facilitated by the provision of 8 vehicle parking spaces (including 2 disable spaces), a mobility scooter / cycle store together with refuse and recyclables storage facilities. Two of the parking spaces would be provided with electrical vehicle charging points; infrastructure for the future provision of electrical charging points for the other vehicle parking spaces will also be installed.

Siting

3.2 The siting and design of the proposed building has been very carefully considered in order to ensure that it would not adversely affect either the residential amenities of the occupiers of adjacent residential property or harm a mature Corsican Pine tree which is the subject of a TPO no. 0624. The proposed building would be sited on the footprint of the existing dwellinghouse albeit extending slightly further to the east, west and south, whilst maintaining the existing frontage building line to the north.

3.3 The proposed building would be some 2.4m from the site's eastern boundary, at its closest, with a gap of approximately 4.0m separating it from the adjacent house (114 Brook Gardens). The rear elevation of the proposed building has been designed with a footprint that 'steps away' from 114 Brook Gardens in order to achieve sight lines of 45° from the dwellings rear, first floor, habitable room windows. The sites eastern boundary is defined by mature planting, with shrubs and trees to both the north and south of the existing house.

3.4 At its western side the proposed building would be some 7.27m from the site's common boundary with 80 Havant Road ensuring that a gap of some 11.6m would separate the proposed building from the east elevation of No.80. Along this boundary are a number of trees and other shrubs which would be consolidated and enhanced with additional planting landscape features. One horse chestnut tree has been removed from this boundary due to its poor condition. It is proposed to place a refuse and recyclables store in the space previously occupied by the tree. To the south of the refuse/recyclables store, beyond Hazel and Hawthorn trees, would be an electric mobility / cycle store. To the north of the proposed refuse / recyclables store, is a Corsican pine tree which is protected by TPO No. 0624.

3.5 The building would be positioned between approximately 15.0m and 16.5m to the north of the sites southern boundary leaving a separation distance of between 26.0m and 27.5m from the principal rear elevations of 116-120 Brook Gardens to the rear. The sites southern boundary is defined by a close boarded fence together with several mature shrubs, bushes and trees. The sites rear garden is mainly laid to lawn. This would be retained as such by the proposed development.

3.6 The buildings proposed north, or front, elevation would be set back by some 19.5 to 20.0m from the site's northern boundary. The existing 3-bar timber post and rail fence would be retained along this boundary as would the existing vehicular access in the sites north-west corner and pedestrian access and path at the sites north-east corner. It is proposed to provide 8 vehicle parking spaces within the front forecourt area of the site. Two of these would be disabled spaces with the remaining 6 being standard sized vehicle parking spaces. The provision and construction of the parking spaces would be in compliance with the guidance within the submitted Arboricultural Impact Assessment and Method Statement. The development would allow for the retention of a semi-mature Class A1 graded English Yew tree together with additional new replacement planting following the removal of a self-seeded sycamore tree. Much of the existing gravel driveway would be retained. A 2.7m to 3.8m deep landscaped bed would separate a staggered row of 5 vehicle parking spaces from the site's front boundary fence.

The Building - External Appearance

3.7 Like the existing dwelling the proposed building would be positioned just to the east of the centre of the site. The proposed building would, as has been stated, be sited in a position that would be set back from the site's northern boundary with Havant Road by between 19.5m and 20.0m, 7.3m from the site's western boundary, 2.4m from its eastern boundary and approximately 15.0m to 16.5m from the site's southern boundary. The building itself would have a footprint which would be a maximum 21.7m wide by 17.0m deep which compares to that of the existing dwelling of some 16.4m wide by 14.3m deep. In terms of its height the proposed building would be 9.7m to its ridge and 5.6m to its eaves. As such, the proposed building would be slightly lower at its ridge than the existing dwelling together with a footprint that would be 5.3m wider and 2.7m deeper.

3.8 Externally, the building would be constructed with elevations of high-quality brick work, alongside brick detailing and a feature plinth to add interest to the building's façades. Furthermore, in order to provide visual interest to the appearance of the building, it is also proposed to construct the buildings front and rear feature gables with exposed oak frames and render panelling. Additionally, it is proposed that the first-floor elevations of the building would be finished with vertical tile hanging similar to that of the existing dwelling; the roof would be of high-quality plain tiles. As per HRP drawing 8993-04 the buildings windows would be of complementary oak coloured UPVC frames.

3.9 The roof scape of the building would accommodate two dormer window extensions to the buildings north and south roof planes and a single dormer to the west facing roof plane. The front (north) facing dormers would serve a bedroom and a living room whilst the south facing dormers would provide light to a bedroom and a stairwell. The west facing dormer would serve the C2 carers management suite.

The Building – Internal Layout

3.10 Internally the proposed building would accommodate 9 self-contained apartments together with a carers management suite. There would be four apartments on each of the ground and first floors with the roof area providing a second floor of accommodation which would house one apartment and the carers management suite.

3.11 At ground floor level the building would comprise 4 apartments. Access to the building would be via a front entrance which would be set at the same level as the ground floors internal finished floor level. This would ensure convenient access for persons using a wheelchair. The hallway would allow access to 4 apartments as well as a mechanical lift and stair core. Additionally, the hallway would lead to a rear doorway which would allow access to the property's back garden.

3.12 Apartments 1 & 4 would be two-bedroom units; apartments 2 & 3 would have a single bedroom. Apartments 2 & 3 would be provided as fully wheelchair accessible units. Each of the four apartments would comprise an entrance lobby, a combined living, dining kitchen space and an en-suite bedroom. The 2-bedroom apartments would also have a second bedroom and a separate bathroom. Apartments 3 & 4 would be provided with an outward opening patio door to allow future residents convenient access to the communal rear patio.

3.13 The proposed first floor of accommodation would also comprise 2 one-bedroom apartments and 2 two-bedroom apartments. The layout of this floor would replicate that of the ground floor. As such, apartments 5 & 8 would be two-bedroom units; apartments 6 & 7 would have a single bedroom. Flats 6 & 7 would be provided as fully wheelchair accessible units. Access to all flats would be via the mechanical lift of the stair core.

3.14 The second floor of accommodation would comprise a further two-bedroom apartment together with the on-site carers management suite.

Facilities within the Site

3.15 The proposed development would be facilitated by the provision of 8 vehicle parking spaces (including two disabled spaces) within an enlarged gravelled forecourt area. Two of the spaces would be provided with electrical charging points. The other 6 spaces would be future proofed with the installation of infrastructure so that they could provide electrical charging points in later years. In order not to harm the Yew tree within the north-east corner of the site all of the spaces would be provided in strict accordance with the Arboricultural Impact Assessment and Method Statement submitted with this application.

3.16 To the west of the proposed building would be a refuse and recyclables store building. Refuse would be collected each week by a private contractor. The contractors refuse vehicle would either enter the site to collect the refuse and recyclables – or operatives would enter the site and wheel the Euro bins to the road side for collection direct from the highway.

3.17 To the south of the refuse and recyclables store would be an electric mobility scooter / bicycle store. The store would be organised and managed by the staff who would be present within the building. If required staff could take out and put away the mobility scooters for the building's residents. Access to the store would be around the west side of the proposed building with access into the building via the rear door.

3.18 Immediately to the rear (south) of the proposed building would be a raised communal terrace for residents. This would be some 0.35 to 0.40m above the level of the retained lawn. The borders of the site would be enhanced with further tree and shrub planting.

Class C2 Carers Management Suite

3.19 The applicants will provide the essential daily services and facilities that an elderly couple or individual person may need. As well as access to 24-hour emergency care, other services will include maintenance, cleaning, transport and access to personal care. The operation will be Care Quality Commission (CQC registered).

3.20 As such, the provision day to day care would require the employment of three full time personnel staff during the day which would reduce to one trained staff member overnight. The management suite would coordinate and provide residents with a range of service needs ranging from simple day to day necessities such as arranging transport or booking appointments, to emergency aid accessed by call bell. As will be noted, the application site at 78 Havant Road is very convenient to the applicants associate care home, Springfield, located at 72/74 Havant Road. The applicants consider the locational proximity of the two sites to be ideal for staff support and deployment. Additionally, it

is also considered that the relationship between the operation of the two buildings would reduce the need for staff parking on site.

3.21 Future occupiers would lease the apartments on a flexible basis such that lease terms can be altered or terminated on short notice. The majority of the buildings mains utilities (i.e. gas, electricity, water, etc) would be provided to the building as a whole and managed centrally by staff on-site. These costs would form part of the rental costs of each individual apartment. However, other costs such as those for TV/phone/Broadband would be the responsibility of the occupiers of each apartment. The occupiers of the apartments are to be of a minimum age of 65 years (by demand, rather than by planning restriction).

4.0 Planning Policy

4.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised July 2021, (NPPF) and the Development Plan which comprises the Havant Borough Core Strategy, 1st March 2011, the Havant Borough Local Plan (Allocations), Adopted 23rd July 2014, the Emsworth Neighbourhood Plan 2019 – 2036, together with relevant Supplementary Planning Documents relating to Design and Parking.

Relevant Parts of the NPPF

4.2 Paragraph 7 of the Framework states that *“...The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...”*

Environment

4.3 The NPPF states (at para.8) that *“... Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways...”* The economic objective is described as helping to *“...build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*; The social objective requires planning to support *“...strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being...”* The environmental objective relates to the protection and enhancement of *“...our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy...”*

Housing

4.4 At paragraph 60 the Government comments that *“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”* Paragraph 62 goes on to say *“Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities,*

service families, travellers, people who rent their homes and people wishing to commission or build their own homes)...”

4.5 With regards to the delivery of housing paragraph 69 states *“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly...”*

Highways

4.6 With particular regard to transportation and highways matters paragraph 111 of the revised NPPF states *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Design

4.7 Section 12 of the NPPF relates to *“Achieving well-designed places.”* Paragraph 126. states *“The creation of high-quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”* Paragraph 130 sets out 6 design criteria. It states that *“Planning policies and decisions should ensure that developments:*

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

4.8 Paragraph 134 goes on to state *“Development that is not well designed should be refused especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:*

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or*
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”*

Local plan Policy

Havant Borough Local Development Framework

4.9 The Havant Borough Core Strategy was formerly adopted on 1st March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

CS6 Regeneration of the Borough

"...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough..."

CS9 Housing

"Planning permission will be granted for housing proposals that will: -

1. *Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.*
2. *Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.*
3. *Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.*
4. *Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.*
5. *Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.*
6. *Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.*
7. *Contribute to achieving 450 extra-care dwellings between 2006 and 2026.*
8. *Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites."*

CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

CS16 High Quality Design

"Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. *Responds to, draws inspiration from and respects local context and:*

- a) *Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;*
 - b) *Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;*
 - c) *Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;*
 - d) *Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and*
 - e) *The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.*
2. *Produces a positive relationship between buildings, street and spaces both existing and proposed, where:*
 - a) *The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;*
 - b) *New streets are not dominated by vehicular traffic;*
 - c) *The layout of the development is legible, meaning it is easy to orientate oneself and move through.*
 3. *Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.*
 4. *Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.*
 5. *Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.*
 6. *Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.*
 7. *Adapts to the changing needs of the users and the changing climate over the lifespan of the building."*

CS17 Concentration and Distribution of Development within the Urban Areas

"Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

- 1. Concentrates new housing... within the five urban areas of Havant.*
- 2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.*
- 3. Broadly distributes the new housing and employment development in the five areas of the borough..."*

CS20 Transport and Access Strategy

DM7 Elderly and Specialist Housing Provision

"Within the defined urban areas development specific to the requirements of the elderly, people with disabilities or other forms of specialised supported housing provision will only be permitted provided that the following relevant criteria are 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.*

Outside the defined urban areas, proposals for sheltered housing, facilities for the active elderly and for people with disabilities will only be permitted where the development involves an extension to existing facilities.

Lifetime Homes and Extra Care Housing that will contribute to the provision of accommodation for the ageing population will be encouraged providing they comply with all other relevant policies."

DM8 Conservation, Protection and Enhancement of Existing Natural Features

DM12 Mitigating the Impacts of Travel

DM13 Car and Cycle Parking on Residential Development

Havant Borough Local Plan (Allocations), Adopted 23rd July 2014

4.10 The following policies of the above part of the Development Plan are also relevant to the determination of this application.

Policy AL1 Presumption in Favour of Sustainable Development

"...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)..."

Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

"...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map..."

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

Emsworth Neighbourhood Plan 2019 – 2036

4.11 Page 38 of the Emsworth Neighbourhood Plan relates to 'Living'. The NPs policy objective in this respect is to *"Provide a range of housing types and tenures as part of mixed use environments, to support delivery of area-wide objectives and to redevelop sites no longer suitable for other uses."*

4.12 Policy L1 is a General Housing policy which refers to the need: for the provision of affordable housing with developments that would deliver 10 or more dwellings and to safeguard Emsworth's Heritage Assets and public access to the waterfront – and incorporate designs that would not have an unacceptable impact on public footpaths and other public access. Policy L2 concerns the need for developments to provide a housing mix.

4.13 The last paragraph of page 41 relates to the "Need for specialist housing for the disabled and/or elderly". This states *"The growing number of people over 60 living in Emsworth suggests a requirement for specialist housing for the elderly and/or disabled. Specialist housing for the elderly, including smaller units suitable for independent living as well as more specialised housing types such as sheltered accommodation, need to be provided in appropriate locations within walking distance of services, facilities and public transport, recognising the accessibility requirements of the older population and the fact that care homes are also places of employment. New homes should also use designs that can successfully accommodate electric mobility scooters, with features such as adequate storage areas and level access between external and internal areas."*

4.14 Policy L3 of the NP states:

"Independent Living

- a) *Proposals to deliver specialist housing to promote independent living for older residents will be supported, particularly in the centre of the town, where there is good access to public transport, shops, and services.*
- b) *Proposals for the redevelopment of existing residential properties which include design measures to support independent living will be supported."*

4.15 It is explained that the policy background for L3 is as follows:

"The older generation should be able to act independently and go about their lives with ease. Central housing provision, rather than out-of-town complexes, will enable elderly people to continue interacting with the community and be close to all essential services. The simple act of walking to the shop brings a variety of health benefits such as exercise and social interaction, with a decrease in isolation, which is often a significant challenge for elderly people who have lost their partner. The second part of the policy applies both to proposals for the physical redevelopment of existing residential properties and for the conversion and reconfiguration of existing properties."

Supplementary Planning Documents

4.16 Havant Borough Council has also produced a number of Supplementary Planning Documents. Those relevant to this application are: - Borough Design Guide – Adopted 14th December 2011 (This provides guidance on building design), and; Parking Supplementary Planning Document (27th July 2016, amended September 2019). This document sets out guidelines for the number of on-site car parking, short stay and long stay cycle parking spaces.

Borough Design Guide – Adopted 14th December 2011

4.17 The Havant Borough Council Design Guide Supplementary Planning Document (SPD) provides detailed information that supplements Policy CS16 of the Havant Borough Core Strategy. Its aim is to raise the standard of design across the Borough and to set out what the Council expects developers to deliver in terms of the design of new developments and how the distinctive character and qualities of the Borough should be improved and enhanced by development.

4.18 The document explains that there are seven key principles of good design. These are: 1. Distinctive Character; 2. Ease of Movement; 3. Good Legibility; 4. Good Continuity and Enclosure; 5. Good Quality Public Realm; 6. Diversity and Detailing and; 7. Adaptability and Sustainability.

4.19 Paragraph 4.46 of the SPD explains *“In order for new development to respond to and address the seven key principles of good design the applicant needs to have a thorough understanding of the site and its context, in particular local patterns of development.”* Further detailed guidance is given in including in relation to layout and form, building line, set back and enclosure, height, materials and back to back distance.

Parking Supplementary Planning Document (27th July 2016, amended September 2019)

4.20 Havant Borough Parking SPD (July 2016, amended September 2019) set out the parking standards for new development in the Borough. The vehicular parking requirements for older people's housing are set out in Table 4C on page 12 of the SPD. In respects of 'Sheltered Housing' these states *“Given the broad range of accommodation available and the resulting variability of parking requirements, parking will be considered on a site by site basis. A full assessment of parking need should be provided.”* The table goes on to state *“Age restriction conditions or legal undertakings may be appropriate to define the age of occupants. Mobility vehicle storage provision may also be required in addition to cycle long and short stay provision...”* Notes 1 to 4 which applicable to Table 4C state: *“This type of housing comprises a considerable range of need. From retirement living homes for the over 55s with few shared facilities which are managed and maintained by staff living off site to homes with full time onsite managers and varying degrees of personal care as required. These will attract people with a wide demographic and health profile with variable car ownership.”* Note to advises *“Schemes where residents receive a high degree of support and care will require less parking for residents than general residential homes, but will need more parking for staff and visitors.”* Note 3 advises, furthermore that *“Given the broad range of accommodation available and the varying needs of occupants the Council will consider the parking requirements of older people' housing on a case by case basis and will require a full assessment of individual needs to be submitted in the Design and*

Access Statement, Transport Assessment or other supporting information.” Note 4 states that the assessment should demonstrate how parking demand will be met through a 24-hour period.

The Solent Complex of SPA, SAC and Ramsar Sites Habitat Disturbance

4.21 The application site is located within the 5.6km buffer of the Solent Special Protection Area, which is an internationally designated conservation site and is protected for its overwintering birds. It is recognised that new house building places increased recreational pressure on these overwintering birds. As such the Council requires all housing developments within the buffer to make a financial contribution towards the Solent Recreation Mitigation Strategy, which aims to limit recreational disturbance to the coastline through careful management. The amount of the contribution is dependent upon the number of bedrooms within each dwelling. In the case of the application the required contribution is £390 per 1 x bedroom dwelling and £563 per 2 x bedroom dwelling (plus administration and monitoring fees).

Nutrient Neutrality

4.22 New housing schemes and other proposals which include a net gain in overnight accommodation will need to prevent any increase in the amount of nitrogen, in particular, draining into the Chichester and Langstone harbours. High levels of nitrogen draining from the Solent catchment area have caused excessive growth of green algae (a process called eutrophication), which is having a recognised, detrimental impact upon the region's internationally protected habitats. This nutrient overload creates vast mats of algae over the Solent's mudflats, preventing oxygen getting through to the marine wildlife in the sediment. This causes mass mortality, especially in hot weather. The algae mats also form a barrier to many birds which rely on probing the mud or picking off tiny invertebrates from its surface. Furthermore, these mats can smother important and threatened habitats; seagrass beds and saltmarshes, choking them to death and risking erosion.

4.23 In some instances, it is possible for developers to “off-set” the existing lawful use of a site against the proposed use. If the proposed development would not result in any further overnight stays, than the development it replaces, it could be considered to be nutrient neutral – i.e. it would not increase the levels of nitrogen or phosphorous pollution in the Solent SPA. In other cases, large development sites may be able to provide appropriate mitigation on land that is specifically set aside, for instance, for a bespoke Sustainable Urban Drainage Systems (SUDS), interception or wetland creation.

4.24 However, given that the application site is within an urban location neither of these options to provide mitigation are possible. The applicant also does not own, or control, any other suitable pieces of land within the Borough where it would be possible to provide bespoke mitigation to offset the nutrient load created by the proposed development. As such, the applicant has only one option which is to provide mitigation through a scheme operated by a third party.

4.25 Development on non-agricultural land will not be able to provide mitigation on site. In such cases, developments will need to contribute towards an off-site scheme. The Council has set up a cost effective and simple scheme which can be used by applicants at Warblington Farm. A financial contribution will be sought by the Borough Council based on the calculation of the load provided by the nutrient budget associated with the planning application in question.

4.26 In March 2022 Natural England updated their advice and guidance for calculating and therefore addressing nutrient neutrality. This advice is materially different to the advice which was in place before. It constitutes the most up-to-date scientific information regarding water quality and so must be taken into account in preparing Habitats Regulations Assessments on planning applications.

4.27 Preliminary calculations indicate that the proposed development would result in the development producing approximately 7.87 kg N per year. A completed Excel spreadsheet for the proposed development is submitted with the planning application. The LPA currently charges £1,241.00 per kg N produced by the development. Consequently, it is estimated that the provision of mitigation via the Council's Mitigation Strategy would be approximately £9,766.67 plus administration and monitoring charges.

5.0 Planning Considerations

5.1 This application seeks a grant of planning permission for the demolition of the existing 7 bedroom detached dwelling and the construction of a new detached building comprising 9 'Assisted Living' apartments and a staff management suite. The proposed development would be provided with 8 vehicle parking spaces, secure electric mobility scooter storage and refuse/recyclables storage, all set within landscaped grounds. The proposed building has been designed to appear as a two-storey structure with its second floor of accommodation being provided within in the roof space.

5.2 The applicant is an associate company of Springfield Health Services Limited who are an experienced operator in the provision of care for older people in the local area. Springfield Nursing Home, which is just 60m to the east on Western Avenue, is operated by Springfield Health Services Limited. The proposed development is intended for persons who are a stage of their lives where they wish to remain living independently yet require some care – but are not yet ready to move into a home providing full-time care. The proposed 9 residential apartments (5 x 2 bed, and 4 x 1 bed) are intended to 'bridge the gap' between completely independent living and accommodation provided in a care home. The proposed accommodation would, therefore, allow future residents to maintain a high degree of independence yet would be supported by experienced care staff, who would be available on site to help them 24 hours a day should they need assistance.

Principle of Development

5.3 The application site comprises a very large but relatively underutilised residential plot within the designated Urban Area of Emsworth. The site is in a predominantly residential area that is interspersed by several residential care homes together with other uses (all within 425m) including a petrol filling station with small Londis store, the Brookfield Hotel and the Emsworth Sports and Social Club (which offers snooker, bowls and old English bar billiards and has weekly clubs for bridge, bingo, chess & fishing).

5.4 The proposed assisted living apartment building has been designed to reflect and respond to the scale, height and form of other existing development found on the south side of Havant Road. The proposed building would have a traditional appearance, built over three floors and would be set beneath a hipped, pitched roof. The building would have level access from the front forecourt area leading to a hallway with mechanical lift and stairs providing access to the buildings upper two floors. The ground and first floor would each accommodate 4 apartments (2 x 1-bed & 2 x 2-bed) with the second floor, which would be within the roof area of the building, comprising one further 2-bed apartment together with an on-site care management suite which would be staffed 24/7. Four of the apartments (2, 3, 6 & 7) would be wheelchair accessible units. The development would also comprise 8 vehicle parking spaces (two of which would be for disabled drivers) including two which would have electrical charging points. Additionally, the development would be provided with separate mobility scooter and cycle parking (plus visitor cycle parking) facilities as well as a refuse / recyclable store. The development would be set within landscaped gardens which would be enhanced with further planting.

5.4 Given that the proposed development is; within the designated Urban Area Boundary for Emsworth, and is of a scale and siting and that fits comfortably within the site; maintains acceptable separation distances from neighbouring properties; it is considered that the principle of the development is acceptable. Additionally, it is considered that the site falls within a sustainable location. The site is located within Flood Zone 1 (an area with a low probability of flooding) and is within 1km of Emsworth District Centre where there are a range of dental, medical and optician facilities, as well as shops, cafes and restaurants. Havant Road (A259) has regular bus services between Havant Town Centre and Emsworth District Centre. The proposed development is considered, therefore, to be compliant with Development Plan policies CS6 (Regeneration of the Borough), Policy DM11 (Planning for More Sustainable Travel) and CS17 (Concentration and Distribution of Development within the Urban Areas) in particular.

5.5 Additionally, the proposed development, would deliver 9 dwellings for occupation by the elderly (with assisted living), which would help address the Council's existing housing shortfall (i.e. the Council is only able to demonstrate 4.4 years supply of housing¹). As such, the development would also be in compliance with CS9 (Housing) and DM7 (Elderly and Specialist Housing Provision) and policy L3 of the Emsworth Neighbourhood Plan.

Appearance, Siting and Scale

5.6 The proposed building has been designed by the schemes architects to reflect and respond to the scale and appearance of other existing development found along the south side of Havant Road. The proposed building would maintain the existing dwellings frontage 'building line' and would also provide reasonable separation distances to the sites east and west boundaries. Additionally, the siting of the building has been carefully thought out in order to maintain a good separation distance between its rear elevation and dwellings to the south in Brook Gardens.

5.7 The proposed building would be constructed with highly articulated elevations which would be constructed with quality brick work, alongside brick detailing and a feature plinth to add interest to the building's façades. Furthermore, in order to provide visual interest to the appearance of the building, it is also proposed to construct the buildings front and rear feature gables with exposed oak frames and render panelling. Additionally, the first-floor elevations of the building would be finished with vertical tile hanging similar to that of the existing dwelling; the roof would be of high-quality plain tiles. As per HRP drawing 8993-04 the buildings windows would be of complementary oak coloured UPVC frames. The roof scape of the building would accommodate two dormer window extensions to the buildings north and south roof planes and a single dormer to the west facing roof plane.

5.8 This design solution is considered to be in compliance with both Core Strategy Policy CS16 (High Quality Design) as well as the guidance within the Council's Havant Borough Design Guide, 2011.

5.9 Like the existing dwelling the proposed building would be positioned just to the east of the centre of the site. The proposed building would, as has been stated, be sited in a position that would be set back from the site's northern boundary with Havant Road by between 19.5m and 20.0m, 7.3m from the site's western boundary, 2.4m from its eastern boundary and approximately 15.0m to 16.5m from the site's southern boundary. The building itself would have a footprint which would be a maximum 21.7m wide by 17.0m deep which compares to that of the existing dwelling of some 16.4m wide by 14.3m deep. In terms of its height the proposed building would be 9.7m to its ridge and 5.6m to its eaves. As such, the proposed building would be slightly lower at its ridge than the existing dwelling together with a footprint that would be 5.3m wider and 2.7m deeper.

5.10 With regards to layout the Havant Borough Design Guide, 2011 puts 'meat on the bones' of Core Strategy policy CS16, High Quality Design. Paragraphs 5.05 to 5.06 relate to back-to-back distances. This guidance advises that a minimum of 20m separation distance should be achieved

between the back elevations of two storey dwellings. This distance increases by 4 m for every additional storey. Consequently, having 3 floors of habitable accommodation within the buildings proposed south elevation should be separated by a minimum distance of 24m from the principal north elevations of the dwellings at 116-120 Brook Gardens. The proposed development would ensure that a separation distance of between 26.0m and 27.5m is provided from the principal rear elevations of dwellings in Brook Gardens to the rear elevation of the proposed building.

5.11 Whilst ensuring the proposed buildings frontage building line replicates that of the existing house the architects have also designed the building so that it would step away gradually from the sites eastern boundary in order to reduce any impacts upon the amenities of the occupiers of 114 Brook Gardens. As can be seen from drawing 8993-01 the rear part of the proposed building steps away from the rear elevation of 114 Brook Gardens ensuring a 45° line of sight is achieved from the centre of the nearest first floor window. A line of sight of roughly 32° would also be achieved from the nearest window within the rear elevation of the single storey extension to 114 Brook Gardens.

5.12 With regards to gaps between properties it is accepted that the proposed development would 'reduce' the existing gaps between the existing house and 114 Brook Gardens to the east and 80 Havant Road to the west. However, the proposed development would retain gaps of 4.0m between the proposed east elevation and the west elevation of 114 Brook Gardens as well as a gap of around 11.6m between the proposed west elevation and the eastern façade of No.80 Havant Road. These are considered to be reasonable gaps given the context of existing development immediately to the east and west of the application site. Table 4.1 of the Design SPD states that *"The gaps between buildings, or the lack of gaps between buildings plays an important part in forming the character of an area. The gaps can provide us with views to the countryside or landscape to the rear of properties...."* It is considered that the proposed development would result in the provision of acceptable gaps between it and existing houses on this part of the Havant Road. As such it is considered that the proposed development would be compliant with this requirement of the Design Guide SPD.

5.13 Table 4.1 of the SPD also provides guidance in relation to massing and height of proposed residential development. With reference to massing the guidance notes:

"New developments should follow the typical pattern of existing properties, looking to immediate neighbours first. The mass of a new building or extensions should not be allowed to dominate the street. There are exceptions to this, for example where the Council supports intensification of the site or where it is appropriate from a legibility perspective to have larger landmark buildings."

5.14 With regards to height table 4.1 states:

"Height determines the impact of development on views, vistas and skylines and can be expressed in terms of the number of floors; height of parapet or ridge; overall height; or any of these in combination."

New developments should follow the typical pattern of existing properties, looking to immediate neighbours first. The height of a new building or extensions should not be allowed to dominate the street. New development should generally not be more than one storey higher where it directly adjoins or is close to existing residential development. There are exceptions

¹ Source: Havant Borough Council ["Five Year Housing Land Supply Update, June 2021"](#)

to this, for example where the Council supports intensification of the site or where it is appropriate from a legibility perspective to have taller landmark buildings.”

5.15 With regards to appearance, siting and scale it is considered that the proposed development is compliant with section 12 of the NPPF (Achieving well-designed places) as well as Core Strategy policy CS16 and the Havant Borough Design Guide, 2011.

Vehicle Parking & Highways

5.16 The proposed development would be provided with 8 vehicle parking spaces (including 2 spaces for disabled drivers) together with cycle parking and mobility scooter storage with charging facilities. The LPA will aware that the applicant's associate company, Springfield Health Services Limited, also operates the Springfield Nursing Home at 72/74 Havant Road, some 50m to the east. Consequently, staff would also have access to, and the use of, existing parking facilities at Springfield Nursing Home.

5.17 Policy DM13 and the Havant Borough Parking SPD (July 2016, amended September 2019) sets out parking standards for new development in the Borough. The vehicular parking requirements for older people's housing are set out in Table 4C on page 12 of the SPD. It is considered that the 'Sheltered Housing' category of the SPD best reflects the parking demand that would be generated by the proposed development.

5.18 Note 3 of Table 4C states *“Given the broad range of accommodation available and the varying needs of occupants the Council will consider the parking requirements of older people' housing on a case by case basis and will require a full assessment of individual needs to be submitted in the Design and Access Statement...”* Note 4 continues *“The assessment should be based on parking provision and parking need and should demonstrate how and where parking needs will be met throughout a 24 hour period. The performance of a comparable development should be provided where practicable...”*

5.19 Officers may be aware that in June 2017 an application submitted by McCarthy & Stone for 25No. (21 x 2-bedroom & 4 x 1-bedroom) “retirement living apartments” at nearby Western Avenue, Emsworth. This application was considered by the Council's Development Management Committee (LPA Ref: APP/17/00633) on 11th January 2018 where Members of the Committee resolved that planning permission should be granted.

5.20 The original submission indicated the provision of 28 vehicle parking spaces, however, the number of spaces was reduced to 24 to enable landscape improvements. The application was submitted on the basis that the dwellings could only be occupied by persons over 60 years of age (but conditioned to state that exceptions to this rule could be made in the case of a couple where one person was over the age of 60, the second person should not be under the age of 55). The Transport Statement submitted with the application noted that the average age of the occupiers of similar developments was early to mid-70s.

5.21 The McCarthy & Stone submission provided data relating to other numerous similar residential schemes. The data established that the number of vehicle movements generated by the occupiers of similar such dwellings was significantly less than the number generated by general open market housing, as was car ownership. As such, lower on-site parking provision was accepted by the LPA. The number of on-site parking spaces provided by this scheme worked out at a ratio of approximately 0.96 per apartment.

5.22 The current application at 78 Havant Road seeks a grant of planning permission for the construction of a block of 9 apartments would be for persons who need additional support or 'Assisted Living'. As has been stated it is intended that the proposed accommodation would 'bridge the gap' for older persons who do not yet require 24-hour residential care but are at the point of being unable to manage sufficiently well in their own homes. It is intended that the apartments' future residents

would be 65+ years of age and that the proposed apartments would complement the Class C2 home care managed by the applicants associate company at Springfield Nursing Home. Eight vehicle parking spaces would be provided on-site. Two of these spaces would be supplied with electric charging points whilst the remaining 6 would be future proofed with the provision of underground cabling - which would allow additional charging points to be provided as and when they were considered necessary. The number of on-site parking spaces provided by application proposal would work out at a ratio of approximately 0.89 per apartment.

5.23 It is likely that either single people or couples would occupy the proposed dwellings, with at least one of a couple requiring help with day-to-day living. Consequently, as with the scheme previously assessed by the LPA under APP/17/00633, it is considered that a relaxation to the normal parking standard is justified in this instance. As such it is considered that the provision of 8 vehicle parking spaces at a ratio of 0.89 vehicle parking spaces per dwelling would be acceptable.

5.24 Additionally, the proposed development would also provide on-site secure electric mobility scooter storage and bicycle storage as well as visitor cycle parking. It can be seen from the submitted drawings that a building would be provided within the rear garden which would accommodate a mix of mobility scooter storage and bicycle storage. Furthermore, two cycle hoops would be provided within the front forecourt for visitors together with a further two hoops in the back garden next to the mobility scooter/cycle store. Consequently, 8 visitor cycle spaces would be provided.

5.25 The proposed development would result in the provision of a refuse and recyclable storage building located at a mid-point along the sites western boundary. This would accommodate 4 Eurobin type refuse/recyclables storage containers. This structure would be sited some 23m from the Havant Road. The applicant's associate care home at 72/74 Havant Road currently has its waste collected by private contractors Biffa on a weekly basis. The waste at 78 Havant Road would, similarly, be collected by Biffa on the same days as the waste at 72/74 Havant Road. Operatives would wheel the Eurobins to the Havant Road for removal by the refuse vehicle.

5.26 It is considered that the proposed 8 vehicle parking spaces would adequately meet the needs of the proposed development. Additionally, electric mobility scooter and secure cycle parking facilities would be provided within the site in compliance with policies DM13 and CS20 of the Core Strategy as well as the Havant Borough Parking SPD (July 2016).

Local Need for Elderly and Specialist Housing Provision

5.27 This application would result in the provision of 9 dwellings for occupation by the elderly (with assisted living). The proposal, as such, is considered to be compliant with Core Strategy policy DM7 (Elderly and Specialist Housing Provision) and Emsworth Neighbourhood Plan policy L3.

5.28 It is noted that the Committee Report for application APP/17/00633 contained a section relating to Planning Policy. This stated:

"The 2011 census recorded the population of Emsworth as 8,628, of which 27% were aged 65 years and over. Hampshire Country Council (HCC) collects a variety of datasets and produces the "Small Area Population Forecasts" (SAPF) to estimate the population between censuses. The SAPF estimated that the population of Emsworth rose to 10,289 people in 2015 and as such, 36% were aged over 65 years. In addition, the SAPF has estimated that by 2021 the population of Emsworth will be 11,052 and that 34% will be aged over 65 years.

From the above, it can be seen that the proportion of Emsworth residents who are over the age of 65 years has risen since the adoption of the HBC Housing SPD. Policy CS7.3 (Community Support and

Inclusion) acknowledges this disproportionate growth in its supporting text (Paragraphs 4.14 and 4.15) and highlights the need to provide services for older people..."

5.28 Consequently, it is apparent that there is a need to provide specialist housing in Emsworth for the towns growing population of 65 years and older. Policy DM7 supports the provision of such specialist housing within the defined urban areas of the Borough. Emsworth Neighbourhood Plan policy L3, which relates to "Independent Living" specifically states "*a) proposals to deliver specialist housing to promote independent living for older residents will be supported, particularly in the centre of the town, where there is good access to public transport, shops, and services. b) Proposals for the redevelopment of existing residential properties which include design measures to support independent living will be supported.*"

5.29 Whilst not located within the designated Emsworth town centre the site is just 1000m from the centre. As such, the site is considered to be within a reasonable walking distance for future residents. As an alternative to walking, future residents would be able to access the centre conveniently by mobility scooter. This is now a well-established mode to travel by people who chose not to walk, cycle or travel by private car. It is apparent that both Officers and Members of the Council's Planning Committee considered this to be the case when resolving to grant planning permission for the development at Western Avenue (LPA Ref: APP/17/00633).

5.30 In addition to the above demonstrable need for the provision of Elderly and Specialist housing within Emsworth it is also clear that the proposal would help address the Council's existing housing shortfall (i.e. the Council is only able to demonstrate 4.4 years supply of housing). As such, the development would also be in compliance with CS9 (Housing) and DM7 (Elderly and Specialist Housing Provision) and policy L3 of the Emsworth Neighbourhood Plan.

Site Trees and Ecology

5.31 The applicant appointed Arboricultural Consultant Bernie Harverson to undertake a Tree Survey and Arboricultural Impact Assessment & Method Statement. The tree survey identified four trees as being of A1 grade (one of which is a Pine the subject of Tree Preservation Order No. 0624) which should be retained and protected during the course of the development. The report also identified two trees that should be removed "on sound arboricultural management grounds (Tree 7 Horse Chestnut & Tree 13 Apple) as well as three others (i.e. Tree 3 Sycamore; Tree 14 Holly & Tree 15 Holly) that should be removed "in order to facilitate development proposals." In addition to the trees referred to above the table at section 3.0 of the AIA & MS noted that Tree 5, a Pedunculate Oak "Leans east-contorted trunk-previously topped-flat topped – poor quality tree." The AIA & MS therefore recommended that 5 trees should be felled. In order to mitigate the loss of trees T3 & T7 the it is recommended that two new trees are planted.

5.32 The applicant also appointed ecological consultants Ecosupport to undertake a Preliminary Ecological Appraisal of the site. As such both a Phase 1 Habitat Survey and a Preliminary Bat Roost Assessment were undertaken in February 2022. The report identified that the site had "High potential for roosting bats in the main dwelling and horse chestnut tree... Low potential for reptiles in the ornamental flower beds/tall herb around borders of the garden...High potential for breeding and nesting birds within the scattered trees." Section 6.0 of the report provides a series of recommendations. The recommendations required bat roost survey work to be undertaken in respect of the Horse Chestnut tree (identified as T7 within the AIA & MS) and the existing dwelling.

5.33 With regards to the Horse Chestnut Tree the applicant appointed environmental consultants The Ecology Co-op to undertake a tree climbing survey of the Horse Chestnut. This was undertaken on 13th April 2022. Following the survey the consultants wrote to the applicant advising:

"On the 13th April 2022, Dr Ryan Walker MCIEEM, CEnv and Owen Crawshaw MCIEEM made a site visit to undertake the PRF inspection survey. Both Dr Walker and Mr Crawshaw are Natural England Level 2 bat survey class licence holders, and both are qualified to access trees using ropes and harnesses through a City and Guilds qualification. The tree was accessed using ropes and harnesses and all identified PRFs were inspected using a high power torch and an endoscope. The surveyors looked for evidence of roosting bats and assessed each PRF for its suitability to support roosting bats.

A rot hole exists within the north-western aspect of the stem, approximately 5m above ground level. The entrance hole measures approximately 3cm x 6cm and leads into a shelf cavity which extends into the stem approximately 10cm. The cavity is cone shaped with a sloping roof and does not extend upwards or downwards into the stem. The entrance hole shows signs of squirrel damage to the bark and a dray was observed on a limb 1m above the PRF. The tree was categorised as having 'low' potential to support roosting bats in accordance with best practice; whilst the feature is considered largely unsuitable for roosting bats (especially given the presence of competitors i.e. squirrels), the feature is potentially large enough to shelter an individual bat on occasion.

A pruning wound exists on the stem's eastern aspect approximately 7m above ground level. The wound has healed completely and does not create any sheltered crevices or cavities for roosting bats. The PRF was assessed as having 'negligible' bat roosting potential.

All suitable features on the chestnut tree were inspected for evidence of bats and were fully assessed in terms of their suitability to support roosting bats (see Figure 2 and 3). No direct evidence of bats or features suitable for roosting bats were identified.

The overall potential of the tree was assessed according to its most suitable PRF, therefore the chestnut is considered to have 'low' bat roosting potential. No further surveys of the tree are recommended..."

5.34 The Ecology Co-op are also to undertake the bat survey work recommended for the existing dwelling on 14th June, 30th June and 14th July 2022 in accordance with the recommendations of the PEA by Ecosupport. The results of this further survey work will be forwarded to the LPA in due course.

5.35 The PEA also makes recommendations in relation to Reptiles, Birds and Badgers. With regards to bats and birds it is recommended that one Swift box and one bat box are installed to the new building as biodiversity enhancements. It will be seen on drawing 8993-03 that it is proposed to install 4 bird boxes and 3 bat boxes within the new building, exceeding the recommendations of the PEA. The recommendations at Section 6.0 of the PEA also advise the provision of 3 log piles which will provide a significant habitat resource for invertebrates and local foraging and commuting bird and bat species. It is considered that the provision of the bird and bat boxes and the log piles can be secured by the LPA by the imposition of a planning condition.

Tree Removal

5.36 Following the Tree Climbing Survey by the Ecology Co-op and receipt of the letter from Mr Cranshaw on 21st April 2021 confirming the absence of roosting bats from the Horse Chestnut tree (T7) the following trees were felled: T3 (Sycamore); T5 (Pedunculate Oak); T7 (Horse Chestnut); T13 (Apple); T14 (Holly) and; T15 (Holly).

Nitrate Pollution & Habitat Disturbance Mitigation

5.37 As is noted by paragraph 4.21 of this Planning Statement the application site falls within the 5.6km buffer of the Solent Special Protection Area, which is an internationally designated conservation site and is protected for its overwintering birds. The Council requires all housing developments within the buffer to make a financial contribution towards the Solent Recreation Mitigation Strategy, which aims to limit recreational disturbance to the coastline through careful management. The amount of the contribution is dependent upon the number of bedrooms within each dwelling. In the case of the application the required contribution is £390 per 1 x bedroom dwelling and £563 per 2 x bedroom dwelling (plus administration and monitoring fees). The applicant confirms that the requisite financial contribution will be made to the SRMS to provide the required level of mitigation.

5.38 Additionally, as is noted at paragraphs 4.22 to 4.27 of this Planning Statement, the proposed development would also need to demonstrate that it is 'nutrient neutral' and provide mitigation against the increased levels of nitrate pollution that would be caused by the increased residential population. Preliminary calculations indicate that the proposed development would result in the development producing approximately 7.87 kg N per year. A completed Excel spreadsheet for the proposed development is submitted with the planning application. The LPA currently charges £1,241.00 per kg N produced by the development. Consequently, it is estimated that the provision of mitigation via the Council's Mitigation Strategy would be approximately £9,766.67 plus administration and monitoring charges. The applicant confirms that the requisite financial contribution will be made to the Councils Nitrate Pollution Mitigation Strategy in order to provide the required level of mitigation.

5.39 Consequently, it is considered that provision the mitigation as recommended with regards to habitat enhancement, habitat disturbance and nitrate pollution would ensure that the development was compliant with policies DM8 and CS11 of the Core Strategy.

6.0 Conclusions

6.1 This application seeks a grant of planning permission for the demolition of the existing 7 bedroom detached dwelling and the construction of a new detached building comprising 9 'Assisted Living' apartments and a staff management suite set within landscaped grounds. Five of the apartments would have 2 bedrooms, four would have a single bedroom with four of the proposed apartments being wheelchair accessible. The proposed development would be provided with 8 vehicle parking spaces, secure electric mobility scooter storage and refuse/recyclables storage. It is considered that this level of provision would be appropriate for the building's future occupiers. Care staff would be on-site 24/7 and should they be needed would be available to assist future residents during the night or day. The proposed development would deliver 9 dwellings for occupation by the elderly (with assisted living) which would help address the Council's existing housing shortfall.

6.2 The proposed development is within the designated Urban Area Boundary for Emsworth, and is of a scale and siting and that fits comfortably within the site, maintaining acceptable separation distances from neighbouring properties. Additionally, it is considered that the site falls within a sustainable location. The site is located within Flood Zone 1 (an area with a low probability of flooding) and is within 1km of Emsworth District Centre where there are a range of dental, medical and optician facilities, as well as shops, cafes and restaurants. The town centre is conveniently accessible either by foot, bicycle or mobility scooter. Havant Road (A259) also has regular bus services between Havant Town Centre and Emsworth District Centre should residents wish to go further afield.

6.3 The proposed building has been very carefully designed in order to ensure it is of an appropriate appearance, height, width and scale, leaving acceptable gaps between the proposed building and existing dwellings to the east, west and south. The proposed building has been designed to appear as a two-storey structure with its second floor of accommodation being provided within the roof space. The building would be set back from the Havant Road by some 19.5 to 20m and so would maintain the building line established by the existing 7 bedroom detached house. As such it is considered that the proposed development would be of a high-quality design that would complement the existing Havant Road streetscene.

6.4 The proposed development has also been the subject of arboricultural and ecological assessments which provide a number of recommendations in relation to the provision of replacement planting and ecological enhancements. The applicant confirms that the recommendations would be carried out in full. Furthermore, the applicant confirms that any harm caused by the development through habitat disturbance and nitrate pollution to the Solent SPA would be adequately mitigated by the application proposal.

6.5 The proposed development as described is considered, therefore, to be compliant with guidance within the National Planning Policy Framework, 2021, the Havant Borough Core Strategy, 1st March 2011, the Havant Borough Local Plan (Allocations), Adopted 23rd July 2014, the Emsworth Neighbourhood Plan 2019 – 2036, together with the Council's relevant Supplementary Planning Documents relating to Design and Parking.

6.6 Given the forgoing, and in conclusion, it is respectfully requested that both Officers and Members of Havant Borough Council, as Local Planning Authority, look favourably on the application and issue a grant of planning permission.