
Site Address:	Bethel, 17 New Cut, Hayling Island, PO11 0NB		
Proposal:	Demolition of existing bungalow and erection of 2No. 3 bed bungalows and associated external works.		
Application No:	APP/16/00092	Expiry Date:	05/04/2016
Applicant:	Mr West	Team:	Team 1
	Vale Builders Southern Ltd		
Agent:	Mr Bloomfield	Case Officer:	Rachael McMurray
	Bloomfield Parker Architects Ltd		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is located in New Cut which is a residential road in the north part of Hayling Island. New Cut is characterised by dwellings of varying styles including bungalows and chalet bungalows on the north side and two-storey semi-detached dwellings on the south side.

No.17 is a square shaped plot on level ground which has recently been cleared of vegetation and a former dwelling which comprised a small bungalow. The application site is enclosed by a 1.8m fence on all boundaries apart from the front. To the immediate west of the site is No. 15 which is a small bungalow which is of a similar design to the dwelling which previously existed on the site. To the east of the site are a pair of bungalows which were constructed in 2008. To the rear of the site is a residential dwelling accessed from Havant Road.

2 Planning History

None relevant

3 Proposal

The proposal is for the construction of 2No. 3 bed, detached chalet style bungalows. Each dwelling would be set back from the highway to allow for 2no parking spaces on the frontage and space for landscaping. The main entrance to each dwelling would be located on the side/west elevation. The total height of the dwellings to the ridge would be 6.8m to the ridge. The roof includes hipped corners to minimise the bulk and pitched roof front and rear dormer windows. Each dwelling would have a private rear garden of a depth of between 7-8m. The dwellings would be constructed of brickwork with plain roof tiles and weatherboarding features to the dormer cheeks and a panel under the ground floor front window.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011
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

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council:
No objections

Natural England:
No response received.

Development Engineer:

The two parking spaces per property are located in the front gardens and are perpendicular to the road and parallel to each other. In order to open car doors each of these spaces will have to be 3m wide.

In order to access these spaces, each pair or the vehicular crossing, will have to be 6m wide. This will result in the removal of 12m of the existing verge. Whilst this would have a visual impact, this is not something the Highways Authority can object to.

If the application is approved, there should be a condition imposed relating to the construction and retention of two parking spaces per property and the construction of the new vehicular access.

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: 6

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 6 x objections. Please see below for a summary of the points raised:

- i. Overdevelopment of the plot
- ii. Side elevation to close to boundary with No. 19a
- iii. Loss of light to No. 19a
- iv. Dwellings will block views of marina.
- v. Dwellings will appear imposing
- vi. Removal of grass verge will alter the character of the street
- vii. The application has resulted in the loss of a previous habitat.
- viii. No replacement of the vegetation lost is proposed.

- ix. Loss of privacy and outlook to properties in south side of New Cut due to north side being on a higher ground level.
- x. Vehicular cross over to No. 15 has not been considered.

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 on the character and appearance of the area
- (iii) Impact on the neighbouring properties
- (iv) Highways and parking
- (v) Developer contributions / CIL

(i) Principle of development

The site is located within the built up area of Hayling Island. Within this area there is a presumption in favour of sustainable residential development subject to other development control criteria.

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

The immediate locality is residential in character. The proposed dwellings would be located on the north side of the street where there is a mixture of dwelling styles but mainly bungalows or chalet bungalows. No. 15 is a small detached bungalow and No's 19a and 19b are a matching pair of detached bungalows with low ridge heights. The proposed dwellings would be 6.8m in height which is 1.4m higher than the No's 19a and 19b, but approximately the same height as No. 13. Given that the north side of the street is not uniform and contains a mixture of dwelling types and heights, then it is considered that the proposed dwellings would not appear out of character with the streetscene.

Concerns have been raised that the development would result in overdevelopment of the plot and appear cramped. However, the plot sizes and ratio of floor space to amenity space is comparable to No's 19a and 19b and to the properties on the south side of New Cut. There is also space on site for parking and a small amount of landscaping on the frontage (which can be secured by condition) so overall, the plots are large enough to provide all the standard residential requirements. Concern has been raised over the loss of the vegetation on the site prior to the application being submitted as this landscaping provided character within the streetscene. A condition can be attached to secure details of replacement landscaping to be provided on the site, so that this can be included on the frontage of the plots.

The more easterly dwelling would be close to the boundary with No. 19a. However, as No. 19a is lower in ridge height, the row of four dwellings would not form a terrace. The reduction in the ridge height of the proposed dwellings means that there would be less of a step up in height between the types of dwellings. Concern has also been raised that due to the changes in levels on the north and south sides of New Cut, the dwellings would appear imposing. Given that the levels changes is not significant and that the dwellings are set back from the front of the plot, it is considered that this would not be so significant as to warrant a refusal on these grounds. Furthermore, the height of the dwellings has been reduced by 800mm which lessens the visual impact. The front facing windows would face the highway and the frontages of properties on

the south side of New Cut. It is not considered that a loss of privacy would occur as these frontages are already readily visible from the public realm and are also over 20m in distance.

(iii) Impact on the neighbouring properties

The more easterly dwelling would be positioned very close to the shared boundary with No. 19a. However, the development would be within the 45 degree angle and therefore the impact on the outlook from the rear facing windows in No. 19a would be acceptable. The dwelling would extend 2m past the rear building line of No. 19a. This would be visible from within the rear garden however, the roof height at this point would lower with the dormer window set off the boundary. As such, the bulk would be less and not considered to be adversely overbearing.

The more westerly dwelling would be set close to the boundary with No. 15. However, No. 15 is set further off the boundary and whilst the dwelling would only just impede past the 45 degree line, this would be minimal and at the point where the roof is at its lowest. Overall it is considered that there would not be an adverse impact on the amenity of this dwelling. Furthermore, it is noted that this dwelling is in disrepair and currently not occupied.

The neighbour at the rear (Gallaway) is set at a distance where it is not considered that it would suffer any adverse impact from the proposed development.

(iv) Highways and parking

The Council's Highways Engineer (HE) has been consulted and has advised that the two parking spaces per property are located in the front gardens and are perpendicular to the road and parallel to each other. In order to open car doors, each of these spaces will have to be 3m wide. There is space on the front of the site to allow for a 3m width per space, whilst retaining an area for landscaping.

The HE has also advised that in order to access these spaces each vehicular crossing, will have to be 6m wide. The vehicular crossing would result in the loss of some of the existing grass verge. However, these crossover points would be interspaced, so it would not appear as one length of hard standing.

The HE has advised that if the application is approved, it should include a condition which prior to the commencement of development, further information relating to the construction and retention of two parking spaces per property and a detailed plan showing the construction of the new vehicular access should be submitted to and agreed by the Planning Authority. This can then ensure that adequate spacing is provided for car doors to be opened.

It is also unclear how the existing crossover point which serves both No. 15 and the former No. 17 would work. Further details of this would be secured and agreed in a condition relating to the construction of the new vehicular access.

(v) Developer contributions

The development is liable for a CIL payment of £28,341.07 which is payable on commencement of development. The development is also required to pay a contribution of £389.60 to the Council towards the Solent Recreation Mitigation Project

(SRMP). This payment and the relevant paperwork was submitted to the Council prior to the determination of the application.

8 Conclusion

The proposal would provide well needed family housing in a sustainable location and is not considered to result in adverse harm to the amenity of the locality or neighbouring properties. It is therefore considered to meet the requirements of the relevant local and national planning policy and as such, is recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00092 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 Compulsary Purchase Act 2004.
- 2 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 3 No development shall take place until finished floor levels for the proposed buildings relative to agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 4 No development hereby permitted shall be commenced until a detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works.
The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another

of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

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

- 6 No development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to policies CS11, CS16, and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 7 No development shall commence until a detailed plan relating to the construction of two parking spaces per property (each space to have a minimum width of 3m) and the construction of the new vehicular accesses shall be provided to and agreed in writing by the Local Planning Authority. Thereafter the parking and vehicle cross over shall be constructed, laid out and maintained in accordance with the approved details and completed prior to the occupation of the dwellings hereby permitted.

Reason: In the interests of highway safety and having due regard to policies CS16, CS20 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Part 1, Classes A,B,C,D and E of the General Permitted Development Order, as amended, shall be erected within the curtilage of the site without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenity of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

Proposed elevations, floor plans and site plan - DN: P100 A

Proposed street elevation - P300 A

Design and access statement

Reason: - To ensure provision of a satisfactory development.