

Recommendation: **GRANT PERMISSION**

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS9	(Housing)

DM13 (Car and Cycle Parking on Residential Development)
DM8 (Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)
DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Supplementary Planning Documents

Borough Design Guide
Residential Cycle and Car Parking Standards

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

5 Statutory and Non Statutory Consultations

Property Services Manager
No comments

Building Control
No adverse comments

Development Engineer
No objection so long as following conditions are applied, two parking spaces for the new property and two parking spaces for the old and provision of dropped kerb.
Comment - The plans detailing these arrangements should be conditioned.

Waste Services Manager
No concerns

Crime Prevention
No comments

Public Spaces Development Manager
No Comments

Traffic Management
No comments

Hampshire Highways
Comments deferred to Development Engineer

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: 3

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 3

Summary:

(a) Impact on existing parking, there is already an issue with parking and an additional house will exacerbate the situation

(b) The additional car parking space on the curve of the round will cause danger to users of the highway

(c) Where will the builders park when the work is being carried out, the street is also used by parents dropping off children for school. *The area does not have a TRO and so it is legal for construction vehicles and other road users to park on this section of the highway. The site is not of sufficient size to require contractor parking on site.*

(d) There is not enough room for another house

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) Appropriateness of design
- (iii) Effect on the neighbouring properties
- (iv) Effect on the character of the area.
- (v) Highways
- (vi) Trees and Ecology
- (vii) Developer Contributions and Other Matters

(i) Principle of development _

7.1 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. The provision of 1 new dwelling, whilst modest, would contribute to the target of providing 6300 new homes across the Borough under Core Strategy Policy CS9.

(ii) Appropriateness of design

7.2 The proposed dwelling is of a similar size and design to no's 56-59 Lombardy Rise. The design is considered to be appropriate and complies with adopted policy CS16 of the Core Strategy. If consent were granted, a condition could be included to ensure all external roofing and facing materials matched those of the existing dwelling to ensure consistency with the existing terrace.

(iii) Effect on the neighbouring properties

7.3 The proposed property is located to the south of no. 56, other than the existing application site dwelling, the closest dwelling would be no.55 and No.57. It is

considered that there is sufficient separation distance from the proposed dwelling to these existing dwellings not to create an unacceptable impact of overlooking or overbearing

- 7.4 The proposed dwelling would result in a decrease in the size of no. 56's garden, however the remaining garden is considered to be of an acceptable size. Whilst it does not meet the size standards of the Borough Design Guide Supplementary Planning Document, it is consistent in size with many other gardens in Lombardy Rise. Many of which do not meet the 10m minimum garden depth as prescribed with the SPD. The houses are small, generally 2 bedrooms providing much needed starter homes on smaller plots. The new dwelling will benefit from a small area of garden to the rear and side of the property.

(iv) Effect on the character of the area

- 7.5 The area is characterised by a combination of regularly spaced short terraced properties. The row of terraces to which the site is attached consists of no's 59-56. No 56 benefits from a larger than average, (for Lombardy Rise), side garden and therefore the side elevation of the new dwelling as proposed would still be set back from the site boundary by 4m, (approx), and therefore it is considered that it would not detract from the character of the streetscene to a unacceptable extent.

(v) Effect on Highway and parking

- 7.6 There are two parking spaces provided on site for the proposed dwelling and two spaces within the adjacent courtyard for the existing dwelling. This level of parking meets the parking standards SPD and the Development Engineer raises no concerns about highway safety from the use of any of these parking spaces.

(vi) Impact on Trees

- 7.7 The existing on site trees will be lost to enable the development. However there is a good quality band of trees on the opposite side of the road that will not be impacted by this proposal. It is these trees opposite the site that provide the important greening and contribute to the quality of the urban environment at the entrance to the road.

(vii) Developer Contributions and Other Matters

- 7.8 The proposal is subject to financial contributions relating to the Community Infrastructure Levy (CIL) and the Solent Recreation Mitigation Project (SRMP). The necessary CIL forms have been completed by the applicant and an appropriate SRMP Deed and Payment has been completed and paid.

8 Conclusion

- 8.1 The proposed construction of 1 end terrace dwelling is acceptable in principle and would not have a detrimental impact on the streetscene.
- 8.2 Taking into account national and local guidance, the proposal would not have a demonstrably detrimental impact on the amenities of the occupiers of the existing dwellings.
- 8.3 The planning application is therefore recommended for approval subject to the

conditions listed below.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00100 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 No development shall take place until details of existing and finished floor and site levels relative to previously agreed off-site datum point(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.
Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework
- 3 The external materials used to construct the new dwelling shall match, in type, colour and texture, those of the existing building so far as practicable unless otherwise agreed in writing with the Local Planning Authority.
Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 4 The development hereby permitted shall not be brought into use until the means of enclosure of the site has been installed and completed in full accordance with the specifications as detailed within the submitted plans.
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 The car parking, servicing and other vehicular access arrangements, including provision of a dropped kerb, shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 6 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan drwg.no. 1923/P01 received 28 January 2016
Proposed Site Plan drwg.no. 1923/P02 received 28 January 2016
Proposed Floor Plans drwg.no. 1923/P03 received 28 January 2016
Proposed North and South Elevations drwg.no.1923/P04 received 28 January 2016
Proposed West and East Elevations drwg.no.1923/P05 received 28 January 2016

Reason: - To ensure provision of a satisfactory development.