
Site Address:	96 Stockheath Way, Havant, PO9 2DT		
Proposal:	Construction of 1No. 2bed end of terrace house with new access and associated parking from Stockheath Way.		
Application No:	APP/14/01101	Expiry Date:	22/12/2014
Applicant:	Mrs Doe	Team:	Team 1
Agent:	Mr Jay	Case Officer:	Stephen Andrews
	The Planning Service		
Ward:	Battins		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site comprises garden land to the west side of 96 Stockheath Way. 96 is a two storey semi-detached dwelling located on the south side of Stockheath Way.

Stockheath Way is a dead end road characterised by similar style two storey semi-detached and terraced dwellings. Petersfield Road runs along the eastern boundary of the site although there is no vehicular access from Stockheath Way to Petersfield Road at this point.

The site is enclosed by close boarded fencing and mature tree screening.

2 Planning History

None

3 Proposal

Planning permission is sought to erect a two storey, two bedroom dwelling to the flank wall of 96 Stockheath Way. The development would in effect see the existing pair of semis made into a terrace of three dwellings.

The dwelling would mirror the existing dwellings 94 and 96 Stockheath Way in terms of design and appearance, with the same eaves and ridge height and depth as the existing dwellings. The proposed dwelling would however include a single storey addition at the rear.

The development proposes on-site parking to the front for two vehicles, with the same provided for 96. In addition provision is made for cycle and refuse storage.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16 (High Quality Design)

DM13 (Car and Cycle Parking on Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, (Fire Access Consultation) - No objection

Development Engineer - Highways - No objection

To conform to the HBC Parking standards two vehicle parking spaces should be provided and retained along with cycle facilities (one short stay and one long term space). The parking will require the construction of a vehicle crossing.

Crime Prevention -Minor Apps - No response received

Environmental Health Manager, Community Group - No response received

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: 8

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: Not applicable.

Number of representations received: 0

7 Planning Considerations

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) Effect on residential amenity
- (iv) Car parking and highway issues
- (v) CIL Contributions
- (vi) Impact on Protected Habitats

(i) Principle of development

The application site lies within an established built up area which is predominantly residential in character. Relevant guidance in the NPPF and policies in the Local Plan encourage the provision of new housing in sustainable locations such as this subject to compliance with relevant development plan policy.

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

The provision of the additional dwelling to the side of 96 Stockheath Way would see a more efficient use of the existing site in a sympathetic manner. Whilst it is accepted

that the site forms part of the garden curtilage of 96, which is not included within the definition of previously developed land, it is located within the settlement boundary which has an in principle acceptance for new development.

The design and scale of the new dwelling is reflective of the existing built form and general pattern of development. Whilst the built form would be located closer to the Petersfield Road, it is contended that the relationship with this road frontage is acceptable.

Policy CS16 of the Havant Borough Core Strategy and Chapter 7 of the NPPF support new development that pays due regard to existing character and design. In this instance the development reflects the existing scale and built form of Stockheath Way, whilst ensuring that its relationship with neighbouring dwellings is consistent with that of the existing dwellings. In addition the dwelling provides and retains acceptable levels of amenity space for both the propose and retained dwelling.

It is therefore considered that the development would be in keeping with the character and appearance of the area and offers an efficient use of a site within a sustainable part of the settlement boundary.

(iii) Effect on residential amenity

The new dwelling would be positioned alongside the flank wall of 96 Stockheath Way, a semi-detached dwelling. The proposal would result in a terrace of three dwellings being created with the new dwelling largely in keeping with the appearance and design of the existing dwellings.

It is considered that the positioning and design of the development suitably integrates with the existing built environment and pays due regard to existing built relationships with neighbouring dwellings.

The front to front relationship with 103 is consistent with that of 96 (24.5m), whilst the dwellings to the rear of the site are some 25m away.

It is therefore considered that the layout of the proposed dwelling would not result in unacceptable harm to neighbouring amenity and is consistent with current built relationships between dwellings.

The development would therefore accord with Policy CS16 1(e) of the Havant Borough Core Strategy and the objectives of the NPPF.

(iv) Car parking and highway issues

The application shows on site parking to the front of the retained dwelling and the front of the proposed dwelling. Two spaces are provided for each dwelling.

The proposal would see the parking accessed via the dead end of Stockheath Way, so whilst vehicles would have to reverse out from the site this would not be prejudicial to highway safety. The fencing is proposed to be 0.9m here, reducing to 0.6m to maintain visibility.

It is considered that the proposed parking and cycle storage would accord with the Council's adopted standards and would not result in harm to pedestrian or highway safety. Details of the height and design of the shed are not submitted but can be

obtained by condition.

(v) CIL Contributions

The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £80 per square metre on new floor space (measured as gross internal area), within the area of Havant.

It is considered that there is a CIL liability for this site. The agent has completed the CIL planning form and confirmed that there is a net additional gross internal floor space of 80.68 square metres as such this development generates a CIL payment of £6,454.40.

(vi) Impact on Protected Habitats

The application site is within the identified mitigation zone for habitats which form part of the Chichester and Langstone Harbours Special Protection Area (SPA) which is a Wetland of International Importance under the Ramsar Convention (Ramsar Site).

The proposal would result in new residential development within the identified 5.6km Special Protection zone. Thus Natural England's standing advice in regard to new residential development within the zone of influence is that residential development is likely to have an in combination effect on the SPA. It is further stated that if the LPA is minded to permit new residential development then it is obliged before granting permission to either: undertake an Appropriate Assessment and ascertain that there will not be an Adverse effect on the Integrity of the aforementioned designated site or put in place measures which remove the likelihood of significant effect. The measures of mitigation adopted by the LPA at the end of June 2014 required a payment of £172 per additional dwelling to the Solent Disturbance Mitigation Project. This payment has formed part of the agreed S106 associated with this application and it is therefore considered that the mitigation requirements have been met in this regard.

8 Conclusion

The application secures the provision of an additional dwelling unit within the built up area in a manner which does not detract from the character and appearance of the area or harm neighbour amenity. Car parking and cycle provision meets the adopted standards of the Council, and mitigation has been made in respect of the SDMP. The application is therefore recommended for approval.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/01101, subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3

years from the date on which this planning permission was granted.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Apart from the construction of footings/foundations and any works below ground level, the construction of the dwelling hereby permitted shall not be carried out until:

i) Samples and details of all external facing and roofing materials have been submitted to and approved in writing by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.

ii) Details of the height and design of the cycle store have been submitted to and approved in writing by the Local Planning Authority. Thereafter the shed shall only be constructed in accordance with the details thus approved.

Reason: To ensure the appearance of the development and the height and design of the cycle shed is satisfactory, having due regard to Policies CS16 (1) and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 3 The dwelling hereby approved shall not be occupied until the parking areas, as shown on approved plan P010, have been surfaced and marked out in accordance with the approved details and the secure cycle shed shown on approved plan P008 has also been constructed. The parking areas shall thereafter be permanently retained and used solely for the parking of vehicles and the cycle shed shall be permanently retained for the storage of cycles.

Reason: In the interests of highway safety and of securing sustainable alternative travel options (cycling) for residents, having due regard to policies CS20 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 The parking areas required by condition 3 above, shall be constructed in accordance with approved plan P010 and using the materials and on-site drainage in accordance with the approved plan P012

Reason: In the interests of the amenities of the locality, to ensure that hardstanding is permeable or drained within the site and having due regard to policy CS16 (1, 4 & 6) of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 The dwelling hereby approved shall not be occupied until means of enclosure as shown on drawings P03, P04, P06, P010 and P012 have been erected. The fencing in the front garden area shall not exceed the height of 0.9m as shown on the approved plan P012, reducing to 0.6m in height in the foremost area of the front garden shown by cross-hatching on the approved plan P010. At all times thereafter the means of enclosure shall be retained in a wholly sound and effective condition.

Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and to avoid obstruction to visibility for users of the car parking spaces, having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 The dwelling hereby approved shall not be occupied until a detailed soft landscaping scheme for all open parts of the site frontage not proposed to be hard surfaced, has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify 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 9 (1) of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 7 Prior to the occupation of the development a Post Construction Certificate shall be submitted to the Local Planning Authority. The Certificate shall state that the development has attained a minimum standard of Level 3 of the Code for Sustainable Homes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Drawing - P001 - Location and Block Plans. Received 30th January 2015

Drawing - P002 – Elevations and Roof Plan. Received 30th January 2015

Drawing - P003 – Proposed North Elevation. Received 30th January 2015

Drawing - P004 – Proposed Detailed Elevation East & West. Received 30th January 2015

Drawing - P004 – Proposed Detailed Elevation South. Received 30th January 2015

Drawing - P007 – Proposed Street Scene. Received 30th January 2015

Drawing - P008 – Proposed Roof & Floor Plans (includes cycle shed). Received 30th January 2015

Drawing - P009 – Proposed Cross-Section. Received 30th January 2015

Drawing - P010 – Proposed Parking Plan. Received 30th January 2015

Drawing - P011 - Vehicle Crossing Detail HCC9/M/035/B. Received 30th January 2015

Drawing - P012 – Proposed Site Plan (includes parking area: surfacing and drainage, & indicative planting). Received 30th January 2015.

Reason: - To ensure provision of a satisfactory development.

