
Site Address:	Roundhouse Court, 2 St Andrews Road, Hayling Island		
Proposal:	Variation of Condition 7 of Planning Permission 94/50569/9 to revise original parking layout to allow two visitor parking spaces whereby flats 1 and 3 are only provided with one space each.		
Application No:	APP/13/01125	Expiry Date:	26/02/2014
Applicant:	Mr Godkin Roundhouse Court Management Limited	Team:	Team 1
Agent:	Mr Godkin Beals LLP	Case Officer:	Penny Ware
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 Roundhouse Court is a part two storey, part three storey purpose built apartment block constructed in red brick with brown roof tiles, and consists of 16, 2 and 3 bedroomed apartments with associated parking and car ports.
- 1.2 The development is arranged on three sides, with the principal, primary elevation taking advantage of the location and facing south with the beach and sea front beyond. Access to the properties and the car parking associated with the block is to the rear via St Andrews Road. Parking is laid out in a tandem style arrangement with open car parking in front of timber framed car port style structures. Parking is unallocated, albeit some of the car port structures feature some simple number identification, indicating those spaces to be associated with the flat number present.

2 Planning History

- 2.1 94/50569/9
Erection of 16 No 2 and 3 bedroomed apartments with associated parking and car ports.
Permission 10/3/1994. Condition 7 imposed required:
No unit of accommodation shall be occupied unless off-street car parking provision has been made at a rate of 2 spaces per dwelling.
Reason: In the interests of Highway Safety
- 2.2 Receipt of this current application following an enquiry raised with the Planning Enforcement Team regarding "visitor" markings provided to two of the parking spaces within the site.

3 Proposal

- 3.1 The application is for a variation of Condition 7 of Planning Permission 94/50569/9 to revise original parking layout which provided for a rate of two spaces per unit, to allow for two marked visitor parking spaces and whereby flats 1 and 3 are only provided with one space each.

4 Policy Considerations

National Policies

National Planning Policy Framework 2012

Core Strategies 2011 forming part of the HBLDF

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

Development Engineer

This application could not be refused on highway safety grounds, any overspill parking from this development could not park in areas covered by Traffic Regulation Orders (Yellow Lines) which are the areas of carriageway where parking would cause Highway Safety problems.

Traffic Management Team

No Comment

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: 31

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received is as follows:

Support : 5 letters (from 4 separate addresses) raising the following comments:

- a) I support the application as reflecting the actual use of the land since the building was occupied
- b) It is essential to have visitor parking spaces
- c) Identifiable visitor parking is needed for social and welfare reasons.
- d) I am not aware of any parking difficulties that would be generated as a result of this proposal

Objection: 5 letters (from 4 separate addresses) raising the following comments:

- a) I would be disadvantaged by this proposal as owner of one of the flats affected
- b) No other off-road parking available in the area; local residents are annoyed at overspill parking arising from Roundhouse Court properties
- c) Other residents regularly only use one of their 2 allocated parking spaces and park in unallocated spaces

- d) Information submitted as part of the planning application is incorrect and misleading
- e) The allocation of spaces does not fall under the requirement of condition 7
- f) the developer did not allocate any visitors spaces as part of original scheme
- g) No plan exists to show allocation of spaces within the development
- h) disparity between lease arrangements and the requirements of the planning condition -
(2 flats only have 1 allocated space)
- i) the two spaces subject of this application have been used as visitor parking since the development was built albeit the 2 flats with only one space allocated as part of their lease have consistently used the visitor bays as their additional parking space.
- j) Visitor parking signs/markings have been erected contrary to condition 7
- k) I do not feel any variation to the planning condition is necessary
- l) 2 spaces for a 2 bed unit meets current guidelines.
- m) increase in residents vehicles should result in the possibility of additional spaces being provided.

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) Highway safety and parking implications
- (ii) Residential Amenity

(i) Highway safety and parking implications

7.2 The original planning application for the Roundhouse Court development required parking provision at a rate of 2 parking spaces per dwelling to be available at the site (see 2.1 above) - for the 16 apartments at the site this therefore amounts to a requirement for 32 spaces to be available. However, there was no requirement for the spaces to be formally allocated as part of the planning permission.

7.3 This application seeks to vary condition 7 of the planning permission to allow for 2 of the parking spaces to be for Visitor parking. The effect of this proposal would reduce the number of spaces for 2 of the units from 2 spaces each (the rate detailed by the original condition) to 1 space per unit.

7.4 Several representations have been received detailing the leasehold arrangements existing in respect of the apartments - in the main the majority of the apartments have allocated spaces detailed in their leases consistent with 2 parking spaces each. The typical arrangement being in tandem on the site, with a single space in front of each timber framed car port housing a second space. It is understood that two of the apartments (numbers 1 and 3) currently only benefit by way of their lease from 1 allocated parking space each (under the timber framed car prt structure).

7.5 Lease arrangements are a private matter between the leaseholders and freeholders of the site - and do not fall to consideration under planning.

7.6 The parking spaces the subject of this proposal currently are and, it is anticipated, would remain identified as Visitor parking, for the benefit of all residents. Their use would be subject to management by the residents/owners as appropriate.

- 7.7 The Councils Highway Engineer and the Traffic Management Engineer have been consulted on the application and have raised no objection to the variation of this condition. Whilst there is limited on road parking available adjacent to the site, and traffic regulation orders exist restricting parking immediately adjacent to the site, on street parking is available a short distance away. It is not considered therefore that the designation of 2 existing spaces to visitor parking would result in any adverse impact on Highway safety in the area.

(ii) Residential Amenity

- 7.8 It is accepted that the arrangement as proposed would result in 2 of the flats benefitting from only one dedicated car parking space each; for these flats their on-site provision would therefore fall below that enjoyed by other apartments at the site. In terms of overall residential amenity, however, these occupiers would still benefit from one on-site parking space, which is not unusual for residential properties of this type. It is therefore not considered that there would be any significant loss of residential amenity for the residents of the development or those living in the immediate area as a result of the change in parking arrangement proposed. As such the development is considered to accord with Policy CS16 and DM13 of the Core Strategy.

8 Conclusion

- 8.1 The proposed variation of condition 7 of Planning Permission 94/50569/9 would not result in any adverse impact on the Highway network, nor would there be any significant loss of amenity for the residents of the development or the adjacent residential area. As such it is recommended that consent is granted.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/13/01125 subject to the following conditions:

- 1 No unit of accommodation shall be occupied unless 32 off street parking spaces have been provided at the site - these to consist of two visitor parking spaces; a rate of one space per apartment for two of the apartments at the site; and a rate of two spaces per apartment for all fourteen other apartments within the development.
Reason: In the interests of highway safety and having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 2 No alterations to the car ports at the site shall be undertaken without the prior written consent of the Local Planning Authority.
Reason: In the interests of the amenities of the area and having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan 1 - Car Park layout presumed in accordance with original Planning Permission 94/50569/9

Plan 2 - Car Parking layout in accordance with planning application for variation of Condition 7 of original consent ref 94/50569/9

Reason: - To ensure provision of a satisfactory development.