

DELEGATED OFFICER REPORT

PROPOSAL	The construction of a new two-bedroom dwelling on land to the side of 1 Highfield Parade, with vehicular and pedestrian access taken from Burnside with associated parking, refuse and cycle store.
LOCATION:	Land to the side of 1 Highfield Parade, Waterloo, PO7 7QH
REFERENCE NO:	APP/25/00390
APPLICANT:	Mr Ware
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	29/09/2025
APPLICATION EXPIRY DATE:	01/08/2025
WARD:	Waterloo
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 The site comprises land between the properties in Highfield Parade and Burnside.
- 1.2 Highfield Parade is a terrace of 8 properties which predominantly contains business units at ground floor level with residential accommodation above. Officers note that some of the former retail units at ground floor level have since been converted to residential uses. The surrounding character of neighbouring streets including Burnside, Highfield Avenue and Meadway is entirely residential in nature. Queen's Inclosure Primary School is located at the eastern end of Burnside, roughly 300m to the east of the application site.
- 1.3 The application site is currently hard surfaced and acts as a vehicular entrance from the Burnside highway to the rear of the businesses and flats serving Highfield Parade. This is private land. A second vehicular access to this space can be accessed from Meadway to the south.
- 1.4 The application site contains no listed buildings and is not within a Conservation Area. There are no TPO protected trees on or adjacent to the site. The site lies in Flood Zone 1.

2. Planning History

No specific planning history for this particular strip of land, however, the following applications on land falling within the private car park serving Highfield Parade have been determined by the LPA.

APP/24/00866 - Construction of two bedroom detached dwelling with soft and hard landscaping, parking and amended commercial refuse store. Refused 21/01/2025 for

5 reasons: incongruous harm to character of area, harmful future residential amenity for future occupants, lack of parking, crime, lack of Habitat Regulation Assessment.

APP/18/00681 - Construction of 1No. dwelling on land to rear of 8 Highfield Parade fronting Meadway with associated refuse and cycle storage, landscaping and parking with provision of new refuse store for commercial use. Withdrawn 27/07/2018

APP/18/00822 - Construction of new dwelling on land to rear of 8 Highfield Parade fronting Meadway with associated refuse and cycle storage, landscaping and parking with provision of new refuse store for commercial use. (Resubmission), Refused 24/10/2018 for 5 reasons: overdevelopment/out of character; unsatisfactory living conditions for future occupiers; inadequate parking provision; lack of SRMS contribution; opportunity for crime

APP/19/00019 - Erection of 1No. 1bed dwelling with associated refuse and cycle storage, landscaping and parking with provision of new refuse store for commercial use. Refused 29/03/2019 for 5 reasons: incongruous prominent siting out of character; unsatisfactory living conditions for future occupiers; displaced parking therefore inadequate parking provision; narrowing of access harmful to highway safety; opportunity for crime

Irrespective of the above planning application refusals, application APP/25/00390 must be assessed on its individual merits.

3. Proposal

- 3.1 The application proposes the construction of a two bedroom dwelling to be attached to the side elevation of No.1 Highfield Parade in the Waterloo Ward.
- 3.2 The proposed dwelling would be located on what is currently one of two vehicular accesses leading to the parking area to the rear of Highfield Parade. The second vehicular access would remain unaffected by the development.
- 3.3 The proposed dwelling would largely replicate the scale and form of the adjacent buildings in Highfield Parade, which includes a main two storey pitched roof element with a single storey front projection. The dwelling would be faced in brick with a concrete interlocking tile of its pitched roof.
- 3.4 The development would provide two parking spaces to the front of the property. A side passage would lead to a newly formed, enclosed rear garden. Bin and cycle storage are shown to be located within the rear garden.

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011
CS9 (Housing)

CS13 (Green Infrastructure)

CS16 (High Quality Design)

CS17 (Concentration and Distribution of Development within the Urban Areas)

DM13 (Car and Cycle Parking on Residential Development)

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)

Listed Building Grade: N/A

Conservation Area: N/A

5. Statutory and Non Statutory Consultations

Hampshire Highways

First Comment 2nd July 2025

As the application is for 5 dwellings or less, HCC's Highway Standing Advice should be referred to in the first instance. This can be viewed via the following link under the heading Consultation with the Highway Authority - <https://www.hants.gov.uk/transport/developers/consultation>.

However, the application also includes alterations to the existing access arrangements for the wider site, specifically the removal of the vehicular link from Burnside to the rear service apron. This area currently provides servicing access for retail units and parking for existing residential properties.

While alternative access to the rear apron is available via Meadway, the application does not include sufficient information to demonstrate that this revised arrangement can adequately accommodate the servicing and parking needs of the existing users and Emergency Vehicle access.

To assess the suitability of the proposed changes, the Highway Authority requires swept path analysis demonstrating that all vehicles needing to access the rear apron can continue to do so safely and efficiently under the proposed new layout.

In addition, the Highway Authority seeks clarification from the applicant on the existing users access rights over the Burnside access link, to determine whether the proposed changes are deliverable.

Having regards to the above comments the Highway Authority would recommend a holding objection based on - INSUFFICIENT INFORMATION From the information available it cannot be shown that the development can be accommodated in a manner that would not cause safety and operational issue to highway users.

Final Comment: 2nd October 2025

As the application is for 5 dwellings or less, HCC's Highway Standing Advice should be referred to in the first instance. This can be viewed via the following link under the heading Consultation with the Highway Authority – <https://www.hants.gov.uk/transport/developers/consultation>

However, the application also includes alterations to the existing access arrangements for the wider site. The Highway Authority requested further information to demonstrate that all vehicles can continue to access the site safely and efficiently under the revised layout. Clarification was also sought regarding the applicant's rights of access over the Burnside link, to confirm the deliverability of the proposed changes.

The applicant has provided further tracking information (Drawing 020.01027- P01) for a refuse vehicle and rigid HGV. These vehicles can manoeuvre appropriately within the site and the swept path analysis is acceptable to the Highway Authority.

Updated access arrangements are shown on Drawing 020.01027-0001-P01. From a technical perspective, these are considered acceptable to the Highway Authority. However, implementation is dependent on the stopping up of public highway, which requires a formal application. At this stage, there is no guarantee that the stopping-up order will be granted. As the Parking Authority, HDC should satisfy itself that the proposed parking provision is appropriate, noting that failure of the stopping-up order may result in indiscriminate parking on the adopted highway network.

Furthermore, access rights over the Burnside link have not been confirmed. While the Highway Authority considers the proposed access acceptable in technical terms, this does not confer any legal rights to carry out works or gain access over land outside the applicant's ownership or control. The Planning Authority should be satisfied that the proposed access arrangements are deliverable, particularly in light of the potential implications if the stopping-up order is not approved. The Highway Authority will require a pre-commencement condition for the works to be implemented prior to commencement.

Recommendation

On the basis of the above, HCC raises no objection subject to the following conditions;

Conditions

- No development shall commence until the vehicular access arrangements shown on Drawing 020.01027-0001-P01 have been implemented in full, including all associated works and permissions necessary to facilitate safe access to the site unless otherwise agreed in writing by the Local Planning Authority.

Prior to commencement, the applicant shall submit evidence to the Local Planning Authority demonstrating that all necessary legal rights and permissions have been secured to carry out works and gain access over any land outside of the applicant's ownership or control, as required to deliver the approved access arrangements.

Reason - To ensure that safe and suitable access is provided to the site in accordance with the approved plans, and to confirm that the access arrangements are deliverable within the applicant's legal control.

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- a. A programme of and phasing of demolition (if any) and construction work;
- b. The provision of long-term facilities for contractor parking;
- c. The arrangements for deliveries associated with all construction works;
- d. Methods and phasing of construction works;
- e. Access and egress for plant and machinery;
- f. Protection of pedestrian routes during construction;
- g. Location of temporary site buildings, compounds, construction material, and plant storage areas;
- h. Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process. Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

Building Control

No comment received

Waste Services Manager

No comment received

Crime Prevention

No comment received

Norse South East

No comment received

Community Infrastructure

No comment received

Arboriculturalist, Tree Team

I raise no objection to the removal of the scrub Ash – there does not appear to be an opportunity to replant in this location.

Environmental Health Manager

No comment received

Natural England

NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

Natural England considers that without appropriate mitigation the application would have an adverse effect on the integrity of European designated sites.

Your authority has measures in place to manage potential impacts through contributions to an agreed strategic solution(s) which we consider to be ecologically sound. Natural England is of the view that if these measures, including contributions to them, are implemented, they will be effective and reliable in preventing harmful effects on the Habitats Site(s) for the duration of the proposed development. Mitigation measure(s) to offset any positive nutrient budget should be provided within the relevant catchment area(s).

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered, and relevant local bodies are consulted.

Natural England's further advice on designated sites/landscapes and advice on other natural environment issues is set out below.

6. **Publicity and Community Involvement**

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement.

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice	First site notice	20/06/2025	11/07/2025	Is advertised in the public interest

Neighbouring properties consulted (as defined by the Statement of Community Involvement)

Number consulted: 20

A total of 11 objections have been received and can be summarised as follows:

Neighbour comment	Officer response
Design/character (undermines original design of Highfield Parade and streetscene)	See comments in section 7
Loss of retail character of Highfield Parade	Several shops in Highfield Parade have already been converted to dwellings and residential units have always existed above the adjacent shops.
Overdevelopment/cramped	See comments in section 7
Overbearing/sense of enclosure	See comments in section 7
Overshadowing	See comments in section 7
Loss of privacy	There would be no direct overlooking of neighbouring plots and separation distances exceed guidance.
A side facing window would be blocked	This is a secondary window with larger windows serving the room within

Highway safety including proximity to school	The site is over 300m from Queen's Inclosure Primary School. A parking requirement for 2 vehicles is not considered to pose harm to highway or pedestrian safety in this location.
Loss of parking/additional on-street parking	The land in question is not currently allocated for parking. The local highway network could accommodate the need for 2 additional vehicles if required.
Reduces access for emergency vehicles	It has been demonstrated that emergency vehicles can still access the site from the Meadway access point.
Increased surface water run off	The site would introduce a rear garden with permeable surface.
Drainage problems	To be dealt with under Building Regulations.
Impact on trees on adjacent land	The trees grow over 12m from the proposed dwelling which is considered sufficient not to cause harm. No objection from the Arboricultural Officer.
Housing mix out of character with the surrounding area	Whilst the properties in Burnside are 3-4 bedroom properties, the flats in Highfield Parade are 2 bedroom. The application is for only one dwelling. There is a need for dwellings of all sizes in the Borough. In this respect, the development would cause no harm.
Impact on businesses	Adequate access to surrounding shops would remain. Whilst there may be some disruption during the construction period, there would not be long term disruption following completion of the development.
The application is for private profit	The LPA must assess the application on its individual planning merits.
Failure of land owner to maintain the land	The proposal offers an opportunity to enhance the appearance of the land.
Fire safety (building closer to neighbouring homes)	The development would need to comply with the relevant building regulations on this matter.
Recommend additional double yellow lines	Not considered necessary.
Construction noise, dirt, dust disruption, safety issues	A construction management plan is recommended as a planning condition.

Ward Members

Councillor P Wade
No comment received
Councillor G Robinson
No comment received

Councillor R Brent
No comment received

Material planning considerations are addressed in Section 7.

7 Planning Considerations

7.1 Habitat Regulations Assessment & Appropriate Assessment

- 7.2 The Council, as competent authority under Regulation 63(1)(a) of the Conservation of Habitats and Species Regulations 2017 (The Habitats Regulations), has conducted a Habitats Regulations Assessment (HA) of the proposed development.

7.3 Recreational Pressure

- 7.4 The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs. In line with Policy DM24 of adopted Havant Borough Local Plan (Allocations) and the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development, is likely. As such, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

- 7.5 The applicant has proposed a mitigation package based on the methodology in the Developer Contributions Guide. The scale of the proposed mitigation package would remove the likelihood of a significant effect. The applicant has entered into a legal agreement to secure the mitigation package in line with the requirements of the Habitats Regulations and Policy DM24.

7.6 Water quality

- 7.7 There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some designated sites. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Therefore, a significant effect on the Chichester and Langstone Harbours SPA, Solent Maritime SAC and Solent and Dorset Coast pSPA cannot be ruled out.

- 7.8 Natural England have produced 'Advice on achieving nutrient neutrality for new development in the Solent region'. This sets out a methodology to calculate the nutrient emissions from a development site. The applicant has used this methodology to calculate the nutrient emissions from the site. This calculation has confirmed that the site will emit a net nutrient load into European Sites. The Position Statement and Mitigation Plan for Nutrient Neutral Development sets out a mitigation package which will mitigate the impact that this development would have on the designated European Site. The applicant has entered into a legal agreement to secure the mitigation package.

7.9 Appropriate Assessment conclusion

7.10 The Habitats Regulations Assessment concluded that the avoidance and mitigation packages proposed in the Appropriate Assessment are sufficient to remove the significant effects on the Solent's European Sites which would otherwise have been likely to occur. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) who have confirmed that they agree with the findings of the assessment. The applicant has entered into a legal agreement to secure the mitigation packages and relevant moneys have been paid.

7.11 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 and impact on the character of the area
- (iii) Effect on neighbouring properties
- (iv) Future Occupants
- (v) Highways and Parking
- (vi) Impact on Trees
- (vii) Flood Risk and Drainage
- (viii) Biodiversity Net Gain

(i) Principle of Development

7.12 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. In addition, the Council is unable to demonstrate a five year housing supply which currently stands at 1.3 years, with a 20% buffer. The proposal would make a very modest contribution to housing need, and this benefit needs to be given appropriate weight in the planning balance.

7.13 The National Planning Policy Framework 2025 paragraph 11 Presumption in favour of sustainable development states that:

For decision-taking this means:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of*

land, securing well-designed places and providing affordable homes, individually or in combination.

- 7.14 It should be noted that d) above includes for applications involving the provision of housing situations where: the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with appropriate buffers). The principle of development in this location is therefore supported.
- 7.15 Paragraph 124 of the NPPF sets out that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment.
- 7.16 Paragraph 129 of the Framework supports development that makes efficient use of land where it considers the desirability of maintaining an area's prevailing character. Policies CS17 and CS9 together are broadly consistent with this approach.
- 7.17 The Framework goes further and sets out at Paragraph 130 that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that development makes optimal use of the potential of each site.
- 7.18 The principle of making more efficient use of an existing urban sustainable site is therefore supported having regard to the surrounding character and built form, albeit that the acceptability of the scheme put forward will turn on consideration of several detailed planning considerations as set out below.

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

- 7.19 The character of the local area is one of functional mid C20th dwellings in surrounding streets set alongside the mixed residential and retail uses found in Highfield Parade. The area does not fall within a Conservation Area and there are no listed buildings in the immediate vicinity.
- 7.20 The development is proposed over an area of land that is currently hard surfaced and is used as one of two vehicular accessed to the parking area at the rear of Highfield Parade. Visually, the land currently forms a gap between Highfield Parade and the adjacent dwellings in Burnside. The development would be clearly visible from public vantage points to the front of the site (as viewed from Burnside), however, its positioning at one side of the private land to the rear of Highfield Parade would mean any public views from Meadway would be less obvious and at a distance of roughly 50+ metres.
- 7.21 The proposal would form a two storey dwelling with single storey front projection. The scale and form of the proposed dwelling take its design cues from the adjacent shops with flats above in Highfield Parade and broadly speaking, would form a continuation of its appearance. The key visual difference would be that the development would not provide a shop window at ground floor level and the footprint of the dwelling would be angled to follow the position of the side plot boundary, which would result in the dwelling being wider at its front and narrowing towards its rear.
- 7.22 The eaves height of the proposed dwelling would match that of the adjoining building, which would ensure the development would not appear overly large and would form a continuation of its terrace. In addition, the dwelling would follow the established

building line of Highfield Parade, being set back from the public highway by between 6-9m. The development would also retain a 1m gap to the side boundary with the neighbouring residential dwelling (No. 4 Burnside) with a gap of approximately 5.5m between the first floor side elevations on each property, thereby retaining a sense of spaciousness when observed from public vantage points to the front of the site. Whilst there is a single storey garage on the side of the neighbouring property which extends to the shared side boundary, it is considered the proposal would retain sufficient separation and avoid a terracing impact or appearing overly cramped.

- 7.23 The proposed facing materials are shown to be in stock facing brick with interlocking concrete tile. The materials are considered to be broadly acceptable and in keeping with the adjoining properties in Highfield Parade, however, to ensure appropriate colours and textures are provided, it is considered necessary to impose a condition requiring samples to be provided for agreement.
- 7.24 A driveway with parking space for 2 vehicles would be provided to the front of the dwelling and would be accessed from the Burnside highway. A small section of landscaping would be retained at the front of the dwelling. Whilst not other properties in Highfield Parade benefit from private driveways to their frontages, the immediately adjacent properties in Burnside do. It is also noted that allocated parking areas are provided to the frontage of the retail units in Highfield Parade. As such, the formation of vehicle parking spaces to the front would not appear altogether out of place. Furthermore, the proposed parking spaces would be sited over what is currently the hard surface private lane leading to the rear of the terrace. As such, the formation of two parking spaces in this location would not provide a significantly different visual appearance to the existing arrangements and the works would provide a visual transition between the properties in Burnside and Highfield Parade.
- 7.25 Concerns have been raised by some local residents regarding the visual appearance of the land at present, with some believing the land to be untidy and poorly maintained. Should the development be granted consent, the construction of a dwelling along with its enclosed rear garden would screen off such areas from public view. This would lead to an enhancement of the site to the benefit of the wider visual amenities of the area.
- 7.26 In summary, the proposal would provide an acceptable design solution. There would be limited visual impact to the existing terrace and wider locality. Consequently, the design and appearance of the proposal is deemed appropriate in context to the existing dwelling and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iii) Effect on neighbouring properties

7.27 Impact on Nos. 1 and 1A Highfield Parade

- 7.28 The proposed dwelling would be attached to the side of Nos 1 and 1A Highfield Parade. Officers note the ground floor of the adjacent property is a shop with a separate flat at first floor level.
- 7.29 The scale, bulk and massing and form of the proposed dwelling would largely replicate that of Nos 1 and 1A, forming a continuation of the terrace. The front wall of the dwelling would follow the adjacent front walls at ground and first floor level with the

ground floor element stepped in slightly. The rear walls are also stepped back from the rear wall of the adjoining property. As such, the 45 degree line from front and rear facing habitable room windows would not be breached and the development would not have an overbearing or overshadowing impact on the key protected windows on the front and rear.

- 7.30 The development would contain habitable room windows overlooking the shared car park at the rear of the terrace and as such would not overlook any key amenity space of these neighbouring occupants. Officers note the existing first floor flats within the terrace benefit from roof terraces at the front of the buildings above the ground floor shops. Whilst the proposed dwelling would have a flat roof to match those of the neighbouring properties, it is deliberately not shown to be a roof terrace or accessible space to avoid overlooking of the neighbouring roof terrace. The nearest proposed first floor window to the neighbour's roof terrace would serve a stairwell (a non-habitable room) and the furthest away first floor window would serve a bedroom. Whilst some opportunities for views of the neighbouring terrace may be possible from the proposed windows, such arrangements are commonplace between the neighbouring properties in the terrace. As such, the proposal would not materially affect the historic amenity levels of occupants of the first floor flat.
- 7.31 Officers note the development would entirely build over an existing first floor window on the gable end side elevation of the flat at 1A Highfield Parade. It is understood this window is a secondary window to the living room within No. 1A. The living room would continue to benefit from good access to natural daylight, mainly through the larger principal windows and glazed doors on the front elevation opening onto the roof terrace. Officers also note the side window is of modest size and its orientation is north facing, as such does not make a significant contribution towards providing access to daylight. In this instance, as the window is a secondary window, it is offered less protection in the overall planning balance and it is considered occupants of the neighbouring property would still benefit from sufficient access to natural light (in this instance to the same level as the mid-terrace properties). The proposal is therefore considered to have a satisfactory impact upon the living standards of occupants/staff in Nos 1 and 1A Highfield Parade.

Impact on No.4 Burnside

- 7.32 No.4 Burnside shares the opposite side boundary to the plot to the north of the application site. It is a semi-detached two storey dwelling with garage running along part of the shared side boundary. The main part of the dwelling is set several metres from the side boundary.
- 7.33 The proposed dwelling would be set 1m from the shared boundary, with side passage running along the boundary within the applicant's land.
- 7.34 The depth of the proposed dwelling has been reducing during the lifetime of the application to ensure compliance with the 45 degree test taken from this neighbour's nearest habitable room window – a ground floor kitchen window. The existing built form at the rear of this neighbouring property includes an existing garage/garden room and a utility room located between the nearest habitable room windows (ground floor kitchen) and the proposed development. These structures would screen views towards

the development from the neighbour's kitchen window, thus ensuring no adverse loss of light to the window and no overbearing impact or harmful loss of outlook.

- 7.35 There are two windows on the side elevation of 4 Burnside that would face towards the development. These windows serve a stairwell and bathroom and therefore are not considered to be habitable rooms and are offered less protection in the planning balance. Irrespective, given the side-to-side separation, it is considered that each window would benefit from natural daylight throughout the day.
- 7.36 Window positions on the development would contain only one side window to face in the direction of No.4 Burnside. This window would be at ground floor level and have a direct outlook onto the side elevation of the neighbouring garage and as such would not be harmful. This window shall be obscure glazed by planning condition. Front facing windows would have an outlook directly on to the Burnside highway. Some views of the front driveway of No.4 Burnside would be available at oblique angles and could not be considered harmful to residential amenity. The proposed rear facing windows would face directly over the proposed rear garden for this development. Some views into the rear garden of No. 4 Burnside would be available but only at oblique angles and would not allow for direct overlooking of the neighbouring patio. Officers are mindful that such levels of mutual overlooking at oblique angles is commonplace in urban settings. In addition, the garden of the neighbouring property is already overlooked to a greater extent from its semi-detached partner at No.6 Burnside. As such, Officers are satisfied the development would not result in harmful overlooking of No. 4 Burnside.
- 7.37 The built form of the existing garage and garden room of No.4 Burnside already cast some shadow over the patio to various degrees at certain points of the morning and afternoon. Whilst the proposed dwelling would stand taller than these structures, it would be set off the shared boundary by 1m and would not add harmfully to levels of overshadowing currently experienced.

Properties in Meadway

- 7.38 The properties in Meadway back on to the development site. A rear-to-rear separation distance of over 30m would be provided to the nearest dwellings, which would exceed the minimum separation distance of 20m as outlined in the Havant Borough Council Design Guide SPD. This separation distance, coupled with intervening boundary treatment, is considered sufficient to avoid any harm through overshadowing, overlooking or overbearing impacts.

Properties on opposite side of Burnside highway

- 7.39 The properties located opposite the proposed development on Burnside (Nos. 1, 3 and 5) are located approximately 27m from the proposed built form, again exceeding the minimum separation distance outlined in the Design Guide SPD. This distance is considered sufficient to avoid any harm through overshadowing, overlooking or overbearing impacts.

- 7.40 In summary, there would be some minor harm to the residential amenity of occupants of No.1A Highfield Parade by virtue of building over a secondary living room window. This harm shall be considered further in a tilted balance exercise in the conclusion of this report.
- 7.41 The proposal is not considered to be harmful to the living standards of any remaining neighbouring properties, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is considered that the scheme would not result in an over dominant impact of the amenities of the adjoining property nor result in any significant loss of light or privacy to that property.

(iv) Future Occupants

- 7.42 The development would provide a two bedroom dwelling over two storeys with a gross internal floor area of 107sqm. The internal floor area would comfortably exceed the minimum size thresholds outlined in the Nationally Described Space Standards (min 79sqm for 2 bedroom 4 person dwelling).
- 7.43 Future occupants would benefit from windows to each habitable room, which would allow for future access to natural daylight and ventilation. Bedroom sizes would satisfy the minimum size requirements of the National Space Standards and appropriate amount of storage space would also be provided. Future occupants would benefit from a 13m long enclosed rear garden with patio space. Bicycle and bin storage areas would be contained within the rear garden.
- 7.44 In light of the above, it is considered that future occupants would benefit from acceptable living standards in accordance with of Policy CS16 of the HBLP (Core Strategy).

(v) Highways and Parking

- 7.45 The proposal would provide two off-street parking spaces for future occupants of the new dwelling which would be in accordance with the guidance of the Havant Borough Council Parking SPD. Adequate visibility would be found at the entrance to the driveway. Secure cycle storage with capacity for two bicycles would be provided within the rear garden of the dwelling, which is also in accordance with Havant's Car Parking SPD.
- 7.46 Concerns have been raised by local residents, business owners and the County Highways Officers regarding the development over one of the two vehicular access points to the car park at the rear of the terrace, which serves as a delivery and parking point for the shops and flats above.
- 7.47 The Highway Authority requested further information to demonstrate that all vehicles can continue to access the site safely and efficiently under the revised layout. Clarification was also sought regarding the applicant's rights of access over the Burnside link, to confirm the deliverability of the proposed changes. The applicant subsequently provided an amended drawing showing tracking information for a refuse vehicle and rigid HGV. The Highways Authority is now satisfied these vehicles can manoeuvre appropriately within the site.

- 7.48 Implementation of access to parking spaces is dependent on the stopping up of public highway, which requires a formal application to the Highways Authority. At this stage, there is no guarantee that the stopping-up order will be granted, however this matter falls outside of the scope of a planning application. Furthermore, access rights over the Burnside link have not been confirmed. While the Highway Authority considers the proposed access acceptable in technical terms, this does not confer any legal rights to carry out works or gain access over land outside the applicant's ownership or control. The Highway Authority requires a pre-commencement condition for the works to be implemented prior to commencement including evidence to be submitted to the LPA demonstrating that all the necessary legal rights and permissions have been secured to carry out works and gain access over any land falling outside of the applicant's ownership or control that are required to deliver the access arrangements. In addition, a condition requiring the agreement of a construction method statement has been agreed.
- 7.49 Further concerns have been raised by local residents regarding the potential impact on parking in the locality, due to the proximity of the site to Queen's Inclosure Primary School. Officers are mindful that the primary school is located at the opposite end of Burnside approximately 300m away. The proposal would generate a requirement for two parking spaces which have been adequately demonstrated on the submitted drawings. Officers have visited the site between the hours of 15:15-15:45 and found there to be many on street parking spaces at this end of the Burnside public highway. Whilst the end of the highway surrounding Queen's Inclosure Primary School was busier with less parking spaces, it is not considered the modest size of the proposed development would harmfully impact on the public highway at school pick up and drop off times.
- 7.50 Subject to the imposition of the conditions recommended by the Highway Authority, officers are satisfied the development would provide acceptable access and parking arrangements and would not pose a risk to highway or pedestrian safety. The proposal therefore accords with the aims of the Car Parking SPD and Policy DM13 of the Core Strategy.

(vi) Impact on Trees

- 7.51 A couple of trees grow at the rear of the site. These trees are not TPO protected nor are of such public amenity value to merit such a status. The development would require foundations to be dug over 12m from the trees. This is considered a sufficient distance not to harm the tree roots.
- 7.52 The Arboricultural Officer has reviewed the proposal and raises no objections.
- 7.53 The proposal therefore accords with the aims of Local Plan Policy CS13.

(vii) Flood Risk and Drainage

- 7.54 The proposed dwellings and access would be sited wholly within Flood Zone 1. National Guidance states that Flood Zone 1 is suitable for all types of development. Foul and surface water drainage for the site would fall within the remit of Building Control.

(viii) Biodiversity Net Gain

- 7.55 This application is exempt from the requirements relating to Biodiversity Net Gain as it would impact less than 25 square metres of non-priority habitat and less than 5 of non-priority onsite linear habitats.

(ix) Community Infrastructure Levy (CIL)

- 7.56 The proposal would result in new residential development which is CIL liable, and the appropriate forms have been submitted. The proposal would provide a property with a gross internal area of 107 sqm. This would attract a CIL payment of £14,941.48.

8 Conclusions

- 8.1 The proposal is considered, acceptable in terms of its impact on the character of the local area. The development would provide a net increase of one additional residential unit, and the development would provide satisfactory living standards for future occupiers. Appropriate parking arrangements would be provided.
The proposal would result in the loss of an existing side-facing window to No. 1A Highfield Parade; however, given that this window is secondary in nature and the room would continue to benefit from good levels of natural daylight from its principal front-facing windows, the impact on neighbouring amenity would be limited.
- 8.2 As stated above, the LPA can currently demonstrate only 1.3 years of housing land supply. Under paragraph 11(d) of the NPPF, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land and securing well-designed places.
- 8.3 The benefits of the scheme are acknowledged, namely the provision of one new dwelling located in a sustainable location. This weighs positively in favour of the development. Matters relating to highways and access can be satisfactorily addressed via planning conditions and the securing of a Unilateral Undertaking to mitigate for nutrient neutrality and recreational harm are neutral factors.
- 8.4 In the overall planning balance, the benefits of the proposal are considered to outweigh the limited identified impacts. The benefits of the scheme are afforded significant weight, particularly at a time when the Local Planning Authority can demonstrate only 1.3 years of housing land supply. In this context, the delivery of an additional dwelling in a sustainable location weighs significantly in favour of the development, and the application is therefore recommended for approval.

9. RECOMMENDATION:

That the Development Manager be authorised to Approve with Conditions for application APP/25/00390

Conditions:

1 GENERAL

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

Plans

CFA FULL 01 Rev 02	Proposed Dwelling Floor Plans – Site Plan
CFA FULL 01 Rev 01	Existing and Proposed Elevations
020.01027-0001-P01	Site Access Arrangement Plan and Visibility Splay Assessment
020.01027-0002-P01	Swept Path Analysis: Rigid and Refuse Vehicles

Documents

Design & Access Statement
Havant Occupancy Calculator
Amended Solent Nutrient Budget Calculator
European Site avoidance and mitigation checklist
Preliminary Tree Statement
Highways Response Note produced by Paul Basham Associates Doc Ref: 020.01027/HRN/1 Dated September 2025.
CIL Forms, 1, 2

Reason: - To ensure provision of a satisfactory development.

PRE-COMMENCEMENT

- 3** No development shall commence until the vehicular access arrangements shown on Drawing 020.01027-0001-P01 have been implemented in full, including all associated works and permissions necessary to facilitate safe access to the site unless otherwise agreed in writing by the Local Planning Authority. Prior to commencement, the applicant shall submit evidence to the Local Planning Authority demonstrating that all necessary legal rights and permissions have been secured to carry out works and gain access over any land outside of the applicant's ownership or control, as required to deliver the approved access arrangements.

Reason: - To ensure that safe and suitable access is provided to the site in accordance with the approved plans, and to confirm that the access arrangements are deliverable within the applicant's legal control in accordance with Local Plan Policy DM13

- 4 No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
- a. A programme of and phasing of demolition (if any) and construction work;
 - b. The provision of long-term facilities for contractor parking;
 - c. The arrangements for deliveries associated with all construction works;
 - d. Methods and phasing of construction works;
 - e. Access and egress for plant and machinery;
 - f. Protection of pedestrian routes during construction;
 - g. Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - h. Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process. Demolition and construction work shall only take place in accordance with the approved method statement.

Reason: - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety and in accordance with the objectives of the National Planning Policy Framework.

5 **ABOVE GROUND**

Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the building(s) 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.

- 6 The car parking, servicing and other vehicular access arrangements 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.

- 7 The development hereby approved shall not be occupied under a close boarded wooden fence at a minimum height of 1.8 metres and no higher than 2 metres has been erected along the southern boundary of rear garden bordering the

adjacent car park/service area. The fence shall be retained as such thereafter unless otherwise agreed by the Local Planning Authority.

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

- 8 The development hereby granted shall be carried out strictly in accordance with the Preliminary Tree Statement received 6th June 2026 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase having due regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and in accordance with the objectives of the National Planning Policy Framework.

9

The development hereby permitted shall not be occupied until:

- (a) A water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the Local Planning Authority; and
- (b) All measures necessary to meet the approved water efficiency calculation have been installed.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

10 **POST OCCUPATION**

The development hereby permitted shall not be occupied until: All measures necessary to meet the hereby approved water efficiency calculation demonstrate that no more than 110 litres of water per person per day shall be consumed within the development have been installed. Any variation to these calculators or fixtures and fittings shall first be agreed in writing with the Local Planning Authority.

Reason: There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at some European designated nature conservation sites in the Solent catchment. The PUSH Integrated Water Management Strategy has identified that there is uncertainty as to whether new housing development can be accommodated without having a detrimental impact on the designated sites within the Solent. Further detail regarding this can be found in the appropriate assessment that was carried out regarding this planning application. In compliance with Regulation 63 of the Conservation of Habitats and Species Regulations 2017, the local planning authority has a duty to ensure that sufficient mitigation is provided against any impacts which might arise upon the designated sites. In coming to this decision, the Council has also had regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this dwelling or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area and to ensure a satisfactory standard of residential amenity is retained for future occupants in accordance with Local Plan Policy CS16 and in accordance with the objectives of the National Planning Policy Framework.

- 12 The flat roofed area of the single storey front element of the dwelling hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises in accordance with Local Plan Policy CS16 and in accordance with the objectives of the National Planning Policy Framework.

Informatives

1. In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

Offering a pre-application advice service, and

Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

You were updated about issues after the initial site visit, additional and amended details required and submitted, making your proposal acceptable.

2. A formal application for connection to the public sewerage system is required in order to service this development. Please read Southern Water's New Connections Services Charging Arrangements documents which is available on Southern Water's website via the following link southernwater.co.uk/infrastructure-charges