

DELEGATED OFFICER REPORT

PROPOSAL	Change of use class E (Drinking Establishment), with guest rooms and ancillary manager accommodation to use Class C3 Residential to provide 6No. self-contained flats with internal and external alterations
LOCATION:	95 North Street, Emsworth, PO10 7PQ
REFERENCE NO:	APP/25/00704
APPLICANT:	Mr Scott Tricker
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	23/10/2025
APPLICATION EXPIRY DATE:	27/11/2025
WARD:	Emsworth
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 95 North Street is located at the junction of North Street and Sultan Road, opposite the Emsworth railway station. The premises, over 3 floors, is a public house, with 5 guest bedrooms and a 3 bedroom manager's flat, which is currently closed. There is no onsite car parking associated with the public house.
- 1.2 As to the rear, following the demolition of associated outbuildings planning permission was granted for the erection of 2No. 2 bed dwelling on 6/11/2017. This permission has been built out.
- 1.3 The site falls within Flood Zone 1, and would remain so in 2115, with climate change.

2. Planning History

Is there any planning history relevant to the current application?

Yes

APP/22/00974 - Change of use from use class E (Drinking Establishment), with guest rooms and ancillary manager accommodation to use Class C3 Residential to provide 7No. self-contained units of supported living flats with internal and external alterations – Granted 24/3/23

3. Proposal

- 3.1 Change of use class E (Drinking Establishment), with guest rooms and ancillary manager accommodation to use Class C3 Residential to provide 6No. self-contained flats with internal and external alterations. No alterations are proposed

to the existing manager's accommodation on the second floor, which comprises a 3-bedroom, 4-person apartment.

3.2 The external alterations include:

Door removed on 1st floor of east elevation, with wall to be made good.
New windows and door to match existing on north elevation.
Door replaced with window to match existing on west elevation.

3.3 As with the existing public house no parking provision is provided within the application site. As to cycle provision (6 visitor Sheffield hoops) this is in part provided together with bin storage, to the front of the site, facing 95 North Street. Cycle provision is also provided within the internal opened courtyard and off the lobby to Flat 2 – total of 8 hoops.

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
Chichester Harbour Management Plan 2024-2025
Havant Borough Council and Chichester District Council Joint SPD - Chichester Harbour Area of Outstanding Natural Beauty
Havant Borough Local Plan (Core Strategy) March 2011
Havant Borough Local Plan (Allocations) July 2014
Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: N/A
Conservation Area: N/A

Havant Borough Local Plan (Core Strategy) March 2011

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16 (High Quality Design)
CS17 (Concentration and Distribution of Development within the Urban Areas)
CS9 (Housing)
DM11 (Planning for More Sustainable Travel)
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)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_M1 (Cycle Storage Provision)
ENP_D1 (General Design Policy)
ENP_L1 (General Housing Policy)

5. Statutory and Non Statutory Consultations

Planning Policy – Comment

Policy Status

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, form the development plan for Havant Borough. The Emsworth Neighbourhood Plan also forms part of the development plan in this area.

Principle of development

The site lies within the urban area as defined by policies CS17 and AL2 of the adopted local plan. As such, the principle of development is acceptable subject to other material considerations.

The proposal seeks to convert the Railway Inn pub on North Street, Emsworth into use Class C3 Residential to provide 6No. self-contained flats with internal and external alterations.

Change of Use

Public houses are considered to be a sui generis use and are recognised as a form of community facility in the NPPF. Policy DM2 of the Core Strategy (2011) seeks to protect existing community facilities. It appears that the applicant has not submitted evidence to address this policy with this application, however it is noted that planning permission was granted at the site under application reference APP/22/00974 for the change of use to Class C3 residential to provide 7No. self-contained units of supported living flats. It is noted that as part of this application, marketing evidence was submitted to justify the loss of this community facility.

As long as the property has not again been in use as a public house or similar community facility since that earlier permission was granted, it may be assumed that the earlier permission, granted in compliance with DM2, established the loss of the use to residential, and that no updated marketing evidence is required at this stage.

Parking

The change of use to residential will require an assessment of car and cycle provision in line with the Council's Parking SPD. It is however acknowledged that the existing lawful use does not contain on site parking. The proposal should be assessed against the stated requirements, whilst taking into account the sustainable town centre location.

Conclusion

In conclusion, it is considered that the proposal is acceptable in principle, subject to detailed considerations relating to cycle and car parking provision

Environmental Health – No Objection

The proposed development site is adjacent to North Road (B2148) and there is a railway line and station nearby. As such, there are concerns that future occupiers of the proposed residential dwellings may be exposed to elevated noise levels.

Environmental Health has no objection to the proposals, providing the following condition is included, should permission be granted.

Internal noise levels

Prior to first occupation of the development hereby approved, a scheme to demonstrate that the internal noise levels within the residential units will conform to the '*Indoor ambient noise levels for dwellings*' guideline values specified within Table 4 under section 7.7.2 of BS 8233:2014, and that LA_{max,F} noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms [as detailed in note 4, Figure 2 of ProPG 2017], shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be compiled by a competent acoustician on sound insulation and noise reduction for buildings. The works specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

A noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before any dwelling is occupied. This assessment shall be conducted with windows open for ventilation, unless mechanical ventilation has been provided, in which case these tests shall be performed with such mechanical ventilation running. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

Reason: to protect the amenity of future occupiers.

Officer Comment: *If permission is granted the above condition is recommended.*

County Highways Team – No Objection

The planning application is seeking permission for the conversion of The Railway Inn (Drinking Establishment), with guest rooms and ancillary manager accommodation into six residential flats. The site is located centrally within Emsworth and has good access to local services and facilities.

The Highway Authority is satisfied that the proposed change of use will not result in a material increase in traffic generation or adversely impact the operation of the local highway network.

The Planning Authority, as local parking authority, will need to be satisfied that there is adequate parking available having regards to Adopted Parking Policy and Standards document.

Recommendation

Subject to the Planning Authority being satisfied that the parking arrangements are in accordance with adopted standards, the Highway Authority raises no objection to the proposed development.

Officer Comment: *As no on-site parking is proposed as part of the development, the LPA's assessment of the parking implications, having regard to the existing lawful use, the site's sustainable location, and the Parking SPD, is set out below under Section 7, heading 'Parking'.*

Emsworth Residents Forum - Comments

The ERF supports the provision of housing at this scale and presumed medium/low rent. Similarly, the re-use of properties is fully supported and the conversion of this former public house could add to the housing stock at a time when the demand for licensed premises is in decline. We would have valued a design and access statement to clarify the proposed tenure, target occupiers and management arrangements, since without that we have made certain assumptions regarding rent levels.

This is relevant in the context of transport requirements, since its proximity to the railway station makes this ideal for non-car-owners. However, the total lack of car-parking provision whilst acceptable in the case of lower income occupants living close to public transport, may be an issue if occupiers of the apartments are competing with current residents for car-parking places. We believe that this could be addressed through tenancy agreements which preclude car-ownership whilst living on these premises - a measure which has been used elsewhere (in the case of student accommodation in Portsmouth) though we acknowledge the difficulty of enforcing such a provision in the general population. A Green Travel Plan would clarify the approach towards car ownership adopted in this proposal.

The provision for waste disposal is totally unsatisfactory with shared bins directly at the front of the premises. This is likely to resent a litter problem as well as being aesthetically unsatisfactory. The loss of one ground floor apartment at the rear might create space for limited car-parking as well as a more satisfactory siting of the refuse disposal facilities.

Officer Comment: *The support for the reuse of the building and provision of new housing is noted. The concerns raised regarding the absence of on-site car parking are acknowledged; however, as set out in Section 7 under Parking, the existing lawful public house use had no on-site provision and generated a significantly higher parking demand than the proposed six residential units. Given the site's highly sustainable location, opposite Emsworth railway station and close to bus services, the absence of on-site parking is considered acceptable in this instance.*

Regarding waste storage, the proposed arrangements have been assessed as acceptable within the site constraints.

Natural England – No Objection

SUMMARY OF NATURAL ENGLAND'S ADVICE

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.

Officer Comment: *For full details of Natural England's response please see the application on the Council's website.*

Natural Environment Team – No Objection

I can confirm there is sufficient capacity in the Council's strategic mitigation scheme to accommodate the application proposals.

It should be noted that there is limited capacity remaining in the Council's mitigation scheme at Warblington Farm. There is alternative mitigation available from third party providers in order to avoid and mitigate the water quality impact arising out of the proposed development. The details of other schemes have been published on the Partnership for South Hampshire's website at: <https://www.push.gov.uk/work/mitigation-schemes-available-to-developers/>.

Officer Comment: *the applicant is aware that there are alternative mitigation third party providers.*

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	2 notices displayed	15/10/25	5/11/25	Is advertised in the public interest

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

Number consulted: 34

Number of objections: 5

Neutral comments: 2

The following is a precise of the representations received:

Overdevelopment / Design & Layout

- Proposal for six dwellings on a small plot is excessive and disproportionate to the site size.
- The scale and density are inappropriate for a quiet residential street.

Highways & Traffic

- Significant highway safety concerns due to increased traffic and lack of turning space.
- Sultan Road is a narrow cul-de-sac with no capacity for large vehicles to turn, risking illegal and dangerous reversing onto North Street.
- North Street is already busy and unsuitable for unloading by large delivery vehicles.

Parking/Cycle Provision

- Havant Borough Council guidelines require nine parking spaces for this level of development.
- No parking provision is included or feasible on-site
- Sultan Road is already heavily oversubscribed with parking demand from:
 - Residents of North Street (who have no allocated parking),
 - Railway station users,
 - Visitors avoiding new parking restrictions in Emsworth.
 - Access to Malvern Mews difficult – ambulance/or fire engine would not be able to drive down
 - 2 houses built on pub yard with no car parking
- Existing residents struggle to park, leading to tension and conflict.
- Cycle storage accessed through flats/bedrooms – unworkable

Amenity (Residential Impact)

- Loss of light and privacy for neighbouring properties on North Street
- Previous conditions should be upheld particularly regarding windows that overlook and use of the flat roof.
- No noisy or potentially noisy equipment on the flat roofs, south and east elevations, the ground floor courtyard, cellar or adjacent west wall of new property.
- Noise and disruption from prolonged construction period - negatively affect residents.
- Construction-related traffic and activity will further strain the area.

Except for the following, material planning considerations are addressed in Section 7.

Construction-related traffic and activity will be temporary and limited to the build period. While some short-term disruption is inevitable, this is not considered a material planning reason for refusal, as such impacts are common to all development.

As to the conditions previously imposed on the earlier permission these relates to the existing door on the first-floor east elevation to be permanently blocked off and that all rooflight windows at second floor level and the windows at first floor on the south elevation shall be obscurely glazed. The requirement to block up the existing first-floor door remains appropriate and is therefore recommended again. However, no alternations are proposed to the second-floor accommodation under the current application, and there is no intensification of use comparable to the previous scheme.

In this context, an obscure glazing condition if not considered necessary or reasonable.

7 Planning Considerations

Habitat Regulations Assessment & Appropriate Assessment

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.

Recreational Pressure

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.

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.

Water quality

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.

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.

Appropriate Assessment conclusion

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. The applicant has entered into a legal agreement to secure the mitigation packages.

- 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
- (iii) Impact upon the character and appearance of the area
- (iv) Impact upon residential amenity
- (v) Highways and Parking
- (vi) Flood Risk/Drainage
- (vii) Biodiversity Net Gain (BNG)
- (viii) CIL

- (i) Principle of development

- 7.2 The principle of converting the public house in an urban area, to residential use has already been established by the Local Planning Authority (LPA) through the grant of planning permission on 24 March 2023 (reference APP/22/00974) for the '*Change of use from Use Class E (Drinking Establishment), with guest rooms and ancillary manager accommodation, to Use Class C3 Residential to provide 7 self-contained supported living flats with internal and external alterations.*' The earlier permission was granted in compliance with Policy DM2, establishing the acceptability of the loss of the community facility, and there is no evidence that the public house use has recommenced.
- 7.3 The previous permission related specifically to supported living accommodation, where it was accepted by the Local Planning Authority (LPA) that on-site parking was not required due to the nature of the intended occupiers. In contrast, the current proposal is for market housing, and therefore the requirement for on-site parking must be assessed against the relevant policies, as discussed below under the heading 'Highways and Parking'.
- 7.4 That said, the addition of six market housing units in this sustainable location would make a modest contribution to the Council's overall housing requirement. At the time of writing, the Council cannot demonstrate a five-year supply of housing land, which currently stands at only 1.3 years. Accordingly, the presumption in favour of sustainable development, as set out in paragraph 11(d) of the NPPF, is engaged.

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

- 7.5 As set out above under Section 3, the external alterations to the building are limited to the removal of a door on the east elevation, which would be made good and the replacement of a door with a window on the east evaluation, to match existing. A replacement door to match existing is also proposed on the north elevation. Bin and cycle storage would be provided within a small amenity area fronting onto North Street, which was previously agreed. These changes to the building are not considered to detract from the character and appearance of the building or the locality; nor would the proposed residential use. Therefore, the proposal accords with Policy CS16 of the HBLPCS.

- (iii) Impact upon residential amenity

Impact on existing residents

- 7.6 The existing lawful use of the building (currently closed) is a public house, operating at ground floor level with storage in the cellar, five guest rooms on the first floor, and a three-bedroom manager's flat on the second floor. It is acknowledged that the lawful use of the building as a public house, together with its associated activities, would have, from time to time, generated noise and disturbance likely to impact neighbouring properties and the wider locality.
- 7.7 Having regard to this fallback position, the impact of the proposed residential use on adjoining residents is considered acceptable, as domestic occupation would be significantly less likely to generate the same level of noise and disturbance as the lawful public house use.
- 7.8 Environmental Health has been consulted on the proposal and raised no objection, subject to a condition requiring compliance with acceptable internal noise levels within the apartments. If planning permission is granted, such a condition is recommended.
- 7.9 Third-party representations have raised concerns about existing parking problems in Sultan Road. It is acknowledged that parking within Sultan Road is limited, with yellow lines on North Street to the front of the property in both directions, and additional demand from rail users for the station opposite. The proposal has the potential to add to this pressure. However, it must be noted that the public house and its associated activities had no on-site parking, with any parking associated with the use taking place on the public highway, including Sultan Road. The fallback position regarding parking is explored in detail under the heading 'Highways and Parking' below, where it was found not to be an impediment to the proposal.
- 7.10 Concerns have been raised regarding potential noise and disturbance arising from the proposed residential use and its impact on neighbouring occupiers. However, the level of noise associated with domestic occupation is expected to be significantly lower than that generated by the lawful public house use, which could operate late into the evening and attract associated customer activity. Sound transmission between properties will be controlled through Building Regulations, which require compliance with Requirement E1 (Resistance to Sound), and it would therefore be contrary to Government guidance to duplicate these controls through planning conditions. Notwithstanding this, a condition is recommended to ensure that the existing door on the first-floor east elevation is permanently blocked off in the interests of protecting neighbouring amenity.

Impact on future residents

- 7.11 As to the size of the accommodation, all the apartments exceed the Government's 'Technical housing standards - nationally described space standard', which are as follows:

Flat No.	Accommodation	Area	Level
1	1 bed 2p Apartment	54.35 m2	Level 00
2	1 bed 2p Apartment	54.37 m2	Level 00
3	1 bed 2p Apartment	50.22 m2	Level 00
4	2 bed 3p Apartment	64.12 m2	Level 01
5	1 bed 1p Apartment	44.29 m2	Level 01

6	3 bed 4p Apartment (as existing)	78.69 m2	Level 02
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- 7.12 The proposal includes no on-site parking and no private or communal amenity space in the form of balconies or gardens, except for Flats 2 and 3, which would each benefit from a small courtyard.
- 7.13 The site is in a highly sustainable location, directly opposite Emsworth railway station and close to bus stops, with further transport links available within the town centre to the south. These provide access to Rowlands Castle, Havant, Portsmouth, and Chichester. Future occupiers would benefit from these alternative modes of transport, ensuring good connectivity to local services and the wider area. This accords with the principles of sustainable development set out in the National Planning Policy Framework (NPPF), as well as Policies CS17 and DM11 of the Havant Borough Local Plan, together with ENP_M1 of the Emsworth Neighbourhood Plan.
- 7.14 As to lack of private or communal amenity space for 4 apartments, Emsworth Recreation Ground, lies a short distance to the north, with all its facilities which includes a Bowling Green and Tennis court. There are also recreational areas a short distance to the east. Whilst it would be desirable for the proposal to benefit from some form of private/communal amenity space for all future occupiers, (who would be aware of this lack of provision before they moved in), due to alternative local recreational provision and the recognised need for housing, this is not considered to amount to a reason for refusal.
- 7.15 The proposal is considered to accord with Policy DM10, DM11, CS16 and CS17 of the Core Strategy, ENP_M1 of the Emsworth Neighbourhood Plan and the NPPF.

(iv) Highways and Parking

Highways

- 7.16 The Highway Authority has been consulted over the proposal and have confirmed that the authority “...is satisfied that the proposed change of use will not result in a material increase in traffic generation or adversely impact the operation of the local highway network.”
- 7.17 They go on to advise that the Planning Authority will need to be satisfied as to adequate parking for the proposal, having regard to adopted parking standards.

Parking

- 7.18 As stated above, the proposal does not include any on-site parking provision, which reflects the existing situation for the premises in its current use as a public house with five guest rooms and a manager’s flat.
- 7.19 When planning permission was granted under reference APP/22/00974 for the change of use to 7 no. self-contained supported living flats with ancillary manager accommodation, the Local Planning Authority accepted that, due to the nature of the intended residents (adults with learning difficulties or additional needs), it was unlikely that they would own or use a car, instead being reliant on public transport. Care staff supporting the residents were also encouraged to use public transport by their employer.

- 7.20 As to public transport, Emsworth railway station is located opposite the site. The Route 27 bus service, operated by Stagecoach South, stops nearby and provides around four services per day between Emsworth, Havant and Rowlands Castle on weekdays. In addition, frequent services are available on the A259 via the Stagecoach 700 Coastline, which provides regular connections east towards Chichester and Littlehampton and west towards Havant and Portsmouth
- 7.21 As previously mentioned, the public house and the associated uses do not benefit from on-site parking, being reliant on the public highway for parking. The existing lawful use also does not benefit from any cycle storage. Havant's Car Parking SPD recognises that within the Borough, some areas are more accessible to shops, services and public transport than others, with Emsworth identified as being accessible, benefiting from shops and services, a train station and bus routes.
- 7.22 Details have been provided by the applicant in the following table which set out the parking/cycle standards for the public house and associated uses against the parking/cycle storage demand for the proposal, as set out in Havant's Car Parking SPD. This demonstrates that the existing use generates a far higher level of parking/cycle provision than the proposal. Therefore, the proposal would generate a significantly lower level of car parking and cycle provision demand than for the existing lawful use, in a highly sustainable location opposite a train station and bus stops, with shops and services a short distance away, which is a material planning consideration.
- 7.23 This is demonstrated by the following:

Existing Premises						
Land Use	Minimum Car Parking Standard		Minimum Cycle Standard			
		Cars	Long stay	Cycle stores	Short stay	Hoops
Public house (Table 8)						
Bar area = 119.4m ² GEA = 230.7m ²	1 space per 5m ²	24 spaces	1 space per 40sqm. GEA	6 spaces	1 stand per 20sqm GEA	12 spaces
Guest Rooms (Table 8)						
5 guest rooms GEA = 157.27m ²	1 space per room	5 spaces	1 space per 40sqm. GEA	4 spaces	1 stand per 10 bedrooms	1 space
C3 Residential (Table 4A)						
1 No 3 Bed C3 dwelling	2 spaces per unit	2 spaces	2 spaces per unit	2 spaces	n/a	n/a
		31 spaces		12 spaces		13 spaces

Proposed Use						
Land Use	Minimum Car Parking Standard		Minimum Cycle Standard			
			Cars	Long stay	Cycle stores	Short stay
C3 Residential (Table 4A)						
4 No 1 Bed C3 dwellings	1 space per unit	4 spaces	1 space per unit	4 spaces	n/a	n/a
1 No 2 Bed C3 dwelling	2 spaces per unit	2 spaces	2 spaces per unit	2 spaces	n/a	
1 No 3 Bed C3 dwelling	2 spaces per unit	2 spaces	2 spaces per unit	2 spaces	n/a	n/a
		8 spaces		8 spaces		n/a

7.24 Concerns have been raised about the existing shortfall of on street parking and it is acknowledged that the proposal does not accord with Policy DM13 of the Core Strategy or Havant's Car Parking SPD as regards the provision of on-site car parking. That said, as outlined above, given the existing use of the site, which in accordance with the SPD requires a significantly higher level of car parking provision than the proposal, combined with the site's sustainable location, that in this situation the provision of zero on site car parking, would be a material improvement over the existing use, which is considered acceptable. Having regard to this fall-back position, the development would not have a significant adverse impact on street parking or the safety and free flow of the highway network or the amenity of existing neighbouring properties, when assessed against the current lawful use of the property.

7.25 As to cycle provision, as previously mentioned, the existing public house has no cycle provision. Six visitor Sheffield hoops would be provided together with refuge and food waste bin storage, to the front of the site, facing North Street. Cycle provision would also be provided within the internal opened up courtyard and off the lobby to Flat 2 – total of 8 hoops. Access to the cycle provision for Flats 2 and 3 would be through these flats to their courtyards, which is not ideal. However, given the overall need for housing and the constraints of the site, this arrangement is considered acceptable in this instance, with the level of cycle provision in accordance with Havant's Car Parking SPD.

(v) Flood Risk/Drainage

Flood Risk

- 7.26 The proposed dwellings and access would be sited wholly within Flood Zone 1 according to the Environment Agency's Flood Map for Planning. National Guidance states that Flood Zone 1 is suitable for all types of development.

Drainage

- 7.27 The foul sewage and surface water would be disposed of by an existing mains sewer. Foul and surface water drainage falls within the remit of Building Control, who has raised no objection to the proposal on drainage grounds.

(vi) Biodiversity Net Gain

- 7.28 Biodiversity net gain (BNG) is a legal requirement for planning permission introduced for small sites such as this on 2nd April 2024. In this case the applicant has claimed an exemption from the BNG requirements due to the site being fully developed and covered with buildings/hard standing, with no increase in floor area proposed. This is confirmed by the Case Officer.

(vii) CIL

- 7.29 The proposal is CIL liable. This has been calculated as £47,678.57 and a Draft Liability Notice has been issued.

8 Conclusions

- 8.1 The proposed change of use from a public house to six self-contained flats is acceptable in principle, given the previous permission for residential use and the site's sustainable location. The external alterations are minor and would not harm the character of the area. While no on-site parking is proposed, this reflects the existing lawful situation and, as the public house use generated a much higher parking demand, the proposal represents an improvement, assisted by the site's accessible location. The proposed residential use would be likely to result in less noise and disturbance to existing residents compared to the lawful public house use. Living conditions for future occupiers are satisfactory, and mitigation for recreational disturbance and nutrient neutrality have been secured. Overall, the proposal accords with the National Planning Policy Framework and relevant local policies and is recommended for approval subject to conditions.

9. RECOMMENDATION:

That the Development Manager be authorised to Approve with Conditions for application APP/25/00704

GENERAL

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

Plans

Elevations, Floor & Roof Plan Proposed– Drawing No. 2.004 – uploaded 4/9/25
Existing Elevations, Floor, Roof & Block Plan – Drawing No. 2.003 – uploaded 4/9/25

Documents

Application Form – uploaded 4/9/25
Flood Map for Planning – uploaded 4/9/25
Parking Provision Details – uploaded 4/9/25
Car Parking Calculations – uploaded 12/11/25
Havant Occupancy Calculator – uploaded 4/9/25
Nutrient Budget Calculator – uploaded 4/9/25
Biodiversity Check List – uploaded 4/9/25
CIL Forms 1 & 2 – uploaded 4/9/25
Signed Unilateral Undertaking – uploaded 23/1/25

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.

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.

PRIOR TO OCCUPATION

- 4 Prior to first occupation of the development hereby approved, a scheme to demonstrate that the internal noise levels within the residential units will conform to the '*Indoor ambient noise levels for dwellings*' guideline values specified within Table 4 under section 7.7.2 of BS 8233:2014, and that LA_{max,F} noise levels shall not exceed 45 dBA more than 10 times between 23.00 – 07.00 hours inside bedrooms [as detailed in note 4, Figure 2 of ProPG 2017], shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be compiled by a competent acoustician on sound insulation and noise reduction for buildings. The works specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

A noise validation report demonstrating compliance with these noise criteria shall be submitted to and approved by the Local Planning Authority before any dwelling is occupied. This assessment shall be conducted with windows open for ventilation,

unless mechanical ventilation has been provided, in which case these tests shall be performed with such mechanical ventilation running. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

Reason: To protect the amenity of future occupiers having regard to Policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

- 5 Prior to the first occupation of the development hereby approved, the existing door on the first floor east elevation shall be permanently blocked off with materials to match existing.

Reason. In the interest of the amenity of neighbours having regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

- 6 Prior to the first occupation of the development hereby approved, the existing door on the first floor east elevation shall be permanently blocked off with materials to match existing.

Reason. In the interest of the amenity of neighbours having regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

- 7 Prior to the first occupation of the development hereby approved, the cycle and bin provision shown on Drawing No. 2.004 shall be made available for the occupiers of the development and shall remain so available at all times thereafter.

Reason: In the interest of amenity of the occupiers of the development having regard to Policy CS16 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

- 8 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.

POST OCCUPANCY

- 9 At all times following occupation of the development hereby approved, all measures for water usage within the submitted nutrient budget shall be maintained in the development in perpetuity.

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.

Informative:

- 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.