

DELEGATED OFFICER REPORT

PROPOSAL	Construction of 1No. detached 3 bed dwelling following subdivision of the plot and demolition of existing buildings, widening of existing vehicular access and creation of new vehicular access and dropped kerb.
LOCATION:	21 Beach Road, Emsworth, PO10 7JS
REFERENCE NO:	APP/26/00333
APPLICANT:	Mr Lee Farndell
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	30/07/2026
APPLICATION EXPIRY DATE:	10/07/2026
WARD:	Emsworth
CASE OFFICER:	Tina Pickup
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 The red lined application site relates to the side garden of 21 Beach Road, whilst the existing dwelling at 21 Beach Road, including a retained 17m long rear garden, is outlined in blue. The application site has a frontage width of 9.5m.
- 1.2 Number 21 is a double bay fronted semi-detached dwelling, set back about 3.5m behind a front hedge. It is located on the west side of Beach Road, directly opposite the junction with Kings Road. The dwelling itself is located to the north of its plot with a spacious and verdant side garden. There is an old, detached garage located to the south of the dwelling and vehicular access is taken at the southern end of the site, with an area of hardstanding in front of the garage. Two large, mature trees have recently been removed from the front, eastern, boundary, but these were agreed at pre-application stage to be in poor health and unworthy of protecting.
- 1.3 The surrounding area is residential in character with a varied mix of property sizes and styles. The majority of properties are set back from the highway by front gardens or open driveways in spacious plots. No.23 Beach Road to the south occupies a wider plot and is set further back from the highway than No.21. This property occupies much of the plot width with the main dwelling situated to the southern side with an attached garage to the northern side.
- 1.4 The site lies outside any current day or future flood zone. There are no protected trees within the vicinity of the site.

2. Planning History

None relevant

3. Proposal

- 3.1 Construction of 1No. detached 3 bed dwelling following subdivision of the plot and demolition of existing buildings, widening of existing vehicular access and creation of new vehicular access and dropped kerb.
- 3.2 The proposal would introduce a two-storey front gable dwelling to the site, having a width of 7.5m. The two-storey element would extend back 10m, with a 5.8m deep flat roofed single storey full width section at the rear; as well as a small 1.4m deep flat roofed single storey full width front addition. The flat roof sections are to have green roofs.
- 3.3 The dwelling would have a contemporary appearance with clipped eaves line and use of timber cladding at first floor and bricks at ground floor, with aluminium windows. Two frontage car parking spaces would be provided for the new dwelling, with just one frontage space retained for the existing dwelling. To justify the shortfall in onsite parking, a Parking Survey Technical Note has been provided.

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, August 2026, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

National Planning Policy Framework, August 2026

DM3 - Determining development proposals
DM6 - Use of planning conditions and obligations
S3 - Presumption in favour of sustainable development
S4 - Principle of development within settlements
L2 – Making effective use of land
L3 – Achieving appropriate densities
DP3 – Key principles for well designed places

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)
CS21 (Developer Requirements)
CS9 (Housing)
DM10 (Pollution)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

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

Emsworth Neighbourhood Plan Post Examination Version 2020

H1 – Design & Heritage
M1 – Cycle Storage provision
D1 – General Design Policy

D2 – Height, Mass & Materials
D3 – Layout, Form & Density
D6 – Resource Efficiency
D7 – Mitigate Light Pollution

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

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

5. Statutory and Non Statutory Consultations

Emsworth Residents Forum
None received

Building Control

The site is not affected by a public sewer under Requirement H4
The fire service access to the dwelling appears adequate
The unprotected area formed by windows in the south and north elevations should be considered to ensure compliance with Requirement B4
The site is likely to be affected by Radon, shown on Radon map as 5-10% potential.
Precautions to protect the property from Radon contamination should be considered
Electric car charging will be required under Part S of the Building Regulations
High speed data connection will be needed under Requirement RA1
Officer Comment -the agent has confirmed acknowledgement of all these points which will be reviewed and specified at technical design stage and can all be overcome and accommodated.

County Highways Team – on original plans

Given that the proposal seeks to construct a singular additional house, the scale of this development would fall under the HCC's Highway Standing Advice should be referred to in the first instance.
However, as a new access is to be built, the remainder of this response shall curtail to the access alterations.

The proposed site layout is shown on drawing 25104 02 Rev A. This shows that the new dwelling will be served by the existing vehicular access which is proposed to be widened to 4.5m. It should be noted that the adjacent dropped kerb would need to be widened to accommodate this. In addition, it is also unclear where the proposed new dropped kerb will be located and this should also be confirmed. The applicant should clearly mark out where the dropped kerb will be widened to in future drawings.

In relation to both the newly proposed access and the expansion of the existing driveway, the new dropped kerb will require the lowering and reinforcement of an existing manhole cover. The utility owner must be contacted regarding these proposals. The applicant must apply for a licence for the access.

The applicant should provide visibility splays from this access in both directions to confirm that suitable visibility can be achieved. These should be

drawn in accordance with the guidance set out in Technical Guidance Note TG3.

On amended plans

The applicant has provided drawing 25104-02 Rev B which contains the proposed location of the new dropped kerb, the extension to the existing dropped kerb, as well as the visibility splays from the two accesses. This drawing has confirmed that the two accesses will measure approximately 5.5m at the expansion and 4.5m at the newly proposed access, with the fully dropped kerb sections measuring 3.65m and 2.7m respectively. This aligns with several properties along Beach Road and subsequently does not raise any significant concerns.

Whilst visibility splays have been provided, these have been given an X distance of 2.4m. The applicant should be aware that given the 30mph speed limit, an X distance of just 2.0m would be acceptable in accordance with the guidance set out in Technical Guidance Note TG3. With this in mind, the Highway Authority are content that suitable visibility would be achievable from 2.0m back and subsequently do not raise any concerns with these visibility splays.

As stated in our previous response, the proposed dropped kerb will require the lowering and reinforcement of an existing manhole cover. The utility owner must be contacted regarding these proposals.

Recommendations

These proposals have been considered and in review are not anticipated to result in a significant impact to the safety or operation of the local highway network. Therefore, the Highway Authority have no objection to the proposals.

Development Infrastructure Team (CIL & S106)

CIL liable, note self-build relief application; mitigation required for bird disturbance and increased nutrient load;

10% BNG now mandatory with some exemptions

Communities Team – General

None received

Ecologist

The application is accompanied by a Preliminary Ecological Appraisal (Jonty Denton, July 2026) which provides a sound assessment of the application site and its ecological features. I am content that the development site is itself of minimal ecological value, containing hardstanding with areas of ruderal vegetation, mown lawn grassland and planted woody vegetation. The site is not considered to offer potential to support populations of protected and notable species.

The applicant is claiming an exemption to Biodiversity Net Gain (BNG) under the self-build and custom exemption. This is acceptable in BNG terms provided that the Council considers this to be valid.

If you are minded to grant permission, can I suggest that the following condition is included:

Development shall proceed in accordance with the ecological impact avoidance and mitigation measures as detailed in the Preliminary Ecological Appraisal (Jonty Denton, July 2026) unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological protection in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Nutrient Team

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

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.

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	Wider interest SN	4 th June 2026	25 th June 2026	Is advertised in the public interest

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

Number consulted: 5

Number of representations received: **3 objections:**

My primary concern is that the proposal represents an overdevelopment of the site through the subdivision of a large established plot to accommodate an additional dwelling. The recent removal of two large trees from the frontage of the proposed development site has already negatively impacted the character and appearance of

the site and the wider street scene. The reduction in greenery, combined with the proposed subdivision and additional dwelling, would further erode that character and create a noticeably denser form of development that is out of keeping with the established pattern of housing along this section of Beach Road.

I am also concerned about parking provision. The application acknowledges that the retained dwelling would have only one on-site parking space, with reliance placed on on-street parking to provide additional capacity. Beach Road already experiences significant parking pressure from both residents and visitors accessing the seafront and surrounding area. Vehicles frequently park along the carriageway, reducing the effective road width and creating a largely single-lane environment. The proposal would increase demand for parking and may further exacerbate existing pressures.

I respectfully request that the Council carefully considers whether this proposal is consistent with the Emsworth Neighbourhood Plan and the Havant Borough Local Plan policies on character, design and parking before reaching its decision.

Query the Parking Survey Technical Note and request HBC independently check & verify.

Beach Road already experiences significant parking pressure from both residents and visitors. Parked vehicles reduce the effectiveness of the road to single lane. Proposal would increase demand for parking and further exacerbate existing pressures.

1. When cars parked on both side insufficient room for two vehicles to pass, reducing number of parking spaces to allow passing points.
2. Visibility leaving drives restricted by parked cars, which would reduce number of available spaces shown in the technical note.
3. Should check and account number of existing dropped kerbs, their location & length.
4. Date of survey is March but peak parking conditions different in summer and survey should consider time of year

Tight & contrived development through the subdivision of an established plot to accommodate an additional dwelling – would erode character and create noticeably denser development out of keeping with established pattern along this section of Beach Road.

We object to planning being given primarily on the grounds it is an overdevelopment, by adding to the existing site of the semi detached house, another separate large additional 3 bedroom detached house. It appears to be 'squeezed in' making for a denser development with the new proposed front with the existing semi out of character with this section of Beach Road.

The new proposed frontage has already resulted in 2 trees being removed, which were established roosting sites for birds such as starlings and the proposal will mean removing the existing hedges in front of the semi which provides shelter and nesting sites for birds, an overall reduction in a natural setting.

There is the loss of one parking space of the existing two for the semi detached and there will be an additional 2 parking places for the new detached house. Parking on the road is already an issue as visitors like to park on our road to the harbour.

This is a road leading directly to the foreshore of AONB, the Chichester and Langstone Harbours Ramsar Site. and a small contribution to Nature England does not compensate for the loss of rewilding, and further pressure on the ecology,

wildlife and nature , and issues such as additional waste water from another house.

There is a preliminary ecological appraisal July 2026 which claims no ponds within 500 metres which may be incorrect and common newts and bats have been seen in gardens in Beach Road.

The planning officer will no doubt consider whether the proposal is consistent with the Emsworth Neighbourhood Plan and Borough local plan on character design and parking.

Material planning considerations are addressed in Section 7.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highways/parking provision
- (v) Biodiversity Net Gain (BNG) and Ecology
- (vi) Compliance with Habitats Regulations
- (vii) Human Rights Act
- (viii) Equalities and Diversities

(i) Principle of Development

7.2 The application site is located within the defined urban area, i.e. within a 'Settlement' for the purposes of the National Planning Policy Framework (NPPF), August 2026, where further development is considered acceptable in principle, subject to consideration of detailed development management criteria.

7.3 The 2026 NPPF provides a presumption in favour of sustainable development under Policy S3 and establishes the principle of development within settlements under Policy S4. Policy S4 indicates that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

7.4 It is accepted that the proposal would result in the net gain of 1 residential unit in an accessible location within the settlement area of Emsworth, making more effective use of the site. The proposal would only make a very modest contribution to housing supply in the context of a 1.3 year housing land supply, but this limited benefit of the proposal must be afforded weight in the overall planning balance.

7.5 In this instance for the subdivision of an existing residential curtilage, regard must also be had to Policy L2 of the NPPF which encourages making effective use of land, and states that "*Substantial weight should be given to the benefits where a development proposal achieves:....d) Creating additional homes within settlementsthrough sensitive redevelopment or additional development within existing plots (includingadditional units within residential curtilages).*..." Such proposals should meet 3 criteria about street scene design; providing acceptable living standards for residents and neighbours; and the ratio of developed areas of residential curtilages. NPPF Policy L3 goes on to encourage efficient use of land and notes that within

settlements “...*development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated...*”. This is subject to taking into account the existing character of an area, as set out in NPPF policy DP3.

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

- 7.6 There is a range of property types and plot widths within Beach Road that contributes positively to the mixed residential character of the area. To the south, plots on the west side are typically wider and feature large, detached properties; whilst slightly smaller plots and properties, still of mixed design and form, are generally found on the east side. The northern section of Beach Road is more compact, although there is still a varied mix of two-storey dwellings and chalet bungalows. Most properties retain a separation to their side boundaries or have ancillary single storey side garages only up to the side boundary. Notably the narrowest plots are found at numbers 9, 19 and 20 which have plot widths of about 8m, 8.5m and 9m respectively. These narrower plots are all relatively close to the application site and include the other half of the semi.
- 7.7 The proposal would result in the retained dwelling having a plot width at the front of the site of 6.5m and the proposed dwelling 9.5m. There would be a 1m separation to the southern side boundary with number 23 and dwelling to dwelling separation between the proposed dwelling and number 21 of 2.5m. In street scene terms the proposed gable front would add to the skyline separation and sense of space between the proposed dwelling and its immediate neighbours. The eaves line would be logically stepped, ie lower than 21 but higher than 23. Whilst it is acknowledged that the subdivision of the site and infill property would result in the retained dwelling being the narrowest plot in the road, nevertheless it would not look overly cramped or hemmed in by the proposed dwelling due to the 2.5m separation and design. A street scene drawing has been provided demonstrating that the proposed dwelling would sit comfortably between 21 and 23 without appearing overly hemmed in and retaining an appropriate sense of space between dwellings.
- 7.8 It is also noted that the loss of the existing front hedge could erode the verdant character of the area. With the notable exception of number 28 directly opposite the site, which has a high fence frontage boundary, most front boundaries in Beach Road feature low walks with planting or hedging behind. To achieve the onsite parking proposed for both dwellings there would undoubtedly be some loss of front hedge but as an issue raised at pre-application stage, the plans do show some indicative planting for both frontages. Provided the landscape details of these areas are conditioned, then the provision of some frontage planting would be consistent with the character of the area.
- 7.9 The recently updated NPPF encourages the effective use of land with appropriate densities, including through subdivision of residential curtilages. It is considered that this scheme would achieve those aims without resulting in any harm to the character of the area. Policy CS16 also seeks high-quality development that respects its local context and clause c) suggests design should be informed by existing heights, massing, building lines, plot widths and depths, materials and proportion of windows and doors etc. Materials proposed are a mix of traditional brick and more contemporary timber cladding with aluminium windows to blend with the mix of finishes in the area. It is considered that the proposed two storey dwelling is of an appropriate height and scale, with commensurate plot width and depth, building line and external design to be compatible with the mixed character of the area, and is therefore considered compliant with policy CS16.

(iii) Impact upon residential amenity

- 7.10 In terms of adequacy of living conditions for future occupiers the proposal meets the Nationally Described Space standards and all rooms would have adequate light and outlook. The site can provide a garden depth of 18m, meeting the Borough Design Guide SPD for amenity provision.
- 7.11 In terms of impacts on neighbours, it is noted that the two storey element appropriately aligns with the siting of the main two storey element of the adjacent properties and it is only the single storey rear addition that projects beyond the rear facades of the adjacent dwellings. This would be 3m high and set off the southern boundary by 1.5m and northern boundary by 1m. There is a high evergreen hedge on the intervening southern boundary with number 23 which would negate any enclosing, overbearing or overshadowing impacts to number 23. A 1.8m high close boarded fence is proposed for the northern boundary and whilst the single storey element would be above this fence line and due south, with some overshadowing, nevertheless number 23 forms part of the blue lined site and owned by the applicant. There would be some adverse impacts from sense of enclosure and overshadowing on the future occupiers of number 21, but they would be minimal.
- 7.12 There are two first floor side windows proposed for the south elevation facing number 23 – one would serve a bathroom and be obscure glazed, the other serves a bedroom and is shown as a high-level window with cill 1.7m above finished floor level. Neither would result in any material overlooking or loss of privacy. On the north elevation a mid-height side window is proposed which would be above the stairwell, and would align approximately with the side front door of 21. As such it is considered that it should be obscure glazed to prevent any cross overlooking.
- 7.13 Various outbuildings and outdoor kitchens are shown on the plans and these would all need to comply with permitted development rights for ancillary structures as they are not covered by this planning application. Therefore, their impacts are not relevant to the determination of this application.
- 7.14 Overall it is considered that the proposed dwelling would provide an adequate standard of living for future occupiers, and would not appear overbearing or have any adverse impact on outlook or privacy and would have limited and acceptable impact on neighbouring amenity, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Highways/parking provision

- 7.15 In terms of access to the highway the amended plans correctly show a widened dropped kerb to serve the proposed dwelling, and a new dropped kerb to serve the existing. HCC has confirmed no objection to these and an Informative can be added advising of the need for the appropriate separate licence from HCC.
- 7.16 In terms of onsite parking, the proposed dwelling, at 3 beds, would require 2 spaces to meet the adopted Parking SPD and these can be provided on site. A shed for the secure storage of up to 4 bikes is also shown on the proposed plans. The proposed dwelling therefore meets the relevant standards and complies with policy.
- 7.17 However the subdivision of the site results in the loss of the existing parking area to serve number 21. One space can be provided on site but the second space can't. Therefore, a parking survey has been undertaken to demonstrate that there is capacity within a 200m walking distance from the site to accommodate the shortfall of 1 space.

The results of this indicate that only 22% of spaces are parked up with some 114 spaces available. This clearly shows that there is capacity within the local area to accommodate the shortfall of 1 space.

- 7.18 It is noted that the third party objections all note existing significant parking pressures from both residents and visitors and query the relevance of the submitted survey. It is acknowledged that the submitted survey only considers nighttime conditions, which represents the time residents wish to park, and does not cover daytime seasonal conditions. However, the availability of spaces was not marginal in any way and shows a huge capacity. From experience of visiting the area during the daytime it is the southern end of Beach Road closest to the sea that is attractive to visitors to park and gets busy, but this is some 350m away from the site and beyond the 200m walking distance used for parking surveys. Overall it is considered the submitted parking survey does demonstrate that sufficient parking exists within 200m of the site for 1 additional resident parking space and there is no objection to the proposal on highways or parking grounds.

(v) Biodiversity Net Gain (BNG)

- 7.19 With respect to Biodiversity Net Gain (BNG), this is a legal requirement for planning permission introduced for small sites such as this on 2nd April 2024. This application was made before 6 August 2026 and therefore the self-build claim made still valid. The appropriate CIL forms have been submitted also claiming the self-build exemption, which is accepted in this case.
- 7.20 A supporting Preliminary Ecological Appraisal has been submitted during the course of determining this application, including a check for bats in the buildings. The Council's Ecologist concurs with its findings and suggests the imposition of a condition requiring the mitigation measures within the report to be adhered to e.g. removal of structures outside of the bird nesting season.

(vi) Compliance with Habitats Regulations

- 7.21 The proposal would result in the net gain of one, three bedroom dwelling which needs to comply with the Habitats Regulations. The Council has conducted a Habitats Regulations Assessment (HRA), including Appropriate Assessment (AA), of the proposed development under Regulation 63 of The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. The Council's assessment as competent Authority under those regulations is included in the case file. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on several Solent European Sites due to both the increase in recreation and the decrease in water quality that would result from the proposed development resulting in the gain of 1 additional 3 bedroom dwelling.
- 7.22 Using Natural England's updated Methodology in January 2024, the planning application was then subject to Appropriate Assessment under Regulation 63. This included two packages of avoidance and mitigation packages. The first is a package of measures based on the suggested scale of mitigation in the Solent Recreation Mitigation Strategy. The second is a package of measures based on the Position Statement on Nutrient Neutral Development.
- 7.23 With respect to the Solent Recreation Mitigation Strategy the applicant has entered into a Unilateral Undertaking and paid the appropriate sum of £1,017.10 to address the potential recreational harm from the new development. Therefore, it is considered that the recreational element of the impacts of development have been adequately

mitigated against. With respect to the water quality issue and the Council's updated Position Statement, April 2023, the applicant has been able to also enter into the mitigation scheme at Warblington Farm to offset the nitrogen from the development. A Unilateral Undertaking has been received, together with the appropriate contribution of £3,597.16 as nutrient mitigation. This is based on the development achieving a water efficiency of 110 l/p/p/d and to ensure these measures are provided as part of the development, and for ongoing compliance, it is necessary to add 2 conditions.

- 7.24 The Appropriate Assessment concluded that this is sufficient to remove the significant effect on the SPAs 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 and raise no further objection. The Council's assessment as competent Authority under those regulations is included in the case file.

(vii) Human Rights Act

- 7.25 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

(viii) Equalities and Diversities

- 7.26 This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and the case officer has concluded that the application does not cause discrimination on the grounds of gender, race and disability.

8 Conclusions

- 8.1 The proposed subdivision of the existing residential curtilage for an infill dwelling would make more effective use of the site and contribute to an increase in the density of the area in accordance with NPPF policies DM3, L2 and L3. Due to the careful design and siting it is considered the additional dwelling can be achieved on site without harming the character of the area or neighbouring amenity. The parking requirement can be met as a combination of one on-site and one on-street, for which the supporting Parking Survey demonstrates there is sufficient capacity.
- 8.2 The proposal would result in the modest contribution of 1 unit within a settlement area to the Boroughs housing supply. The proposal is considered compliant with relevant policies, and the benefits of the proposal are not outweighed by any identified adverse effects. Appropriate mitigation for the likely effects to recreational disturbance and water quality have been secured, and so the application is recommended for permission.

9. RECOMMENDATION:

That the Interim Development Manager be authorised to **GRANT PERMISSION** for application APP/26/00333 subject to the following conditions:

Conditions:

1	<p>The development must be begun not later than three years beginning with the date of this permission.</p> <p>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.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>1:1250 Location Plan</p> <p>Proposed Block & Site Plans - Drawing number 25104 – 02 Rev B</p> <p>Proposed Plans & Elevations – Drawing number 25104 – 03 Rev A</p> <p>Street Elevations – Drawing number 25104 – 04 Rev A</p> <p>Design & Access Statement by Helyer Davies Architects</p> <p>Parking Survey Technical Note by Bright Plan Ref 2026-04-07-7019-TN01</p> <p>Preliminary Ecological Appraisal by Dr. Jonty Denton July 2026</p> <p>Nutrient Calculator Solent Maritime</p> <p>Reason: - To ensure provision of a satisfactory development.</p>
3	<p>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 hereby approved dwelling 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.</p> <p>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.</p>
4	<p>Prior to commencement of development, further details of the hard and soft landscaping for the frontage areas of both the proposed and retained dwellings, and green sedum roofs, as indicatively shown on the Site Plan on Drawing Number 25104-02 Rev B, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall specify the height and material details of the frontage wall and any flower bed/planters; driveway surface (which must be permeable); and species of all plants and shrubs, their size and spacing, to be planted and timing provisions for completion of the implementation of all such landscaping works.</p> <p>The approved scheme shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or</p>

	<p>within the first planting season following first occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.</p> <p>Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.</p>
5	<p>The car parking, servicing and other vehicular access arrangements, including cycle storage, 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.</p> <p>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.</p>
6	<p>Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order 2015, prior to first occupation of the dwelling hereby permitted the first floor bathroom and bedroom window in the south elevation, and the landing window in the north elevation, shall be fitted with textured glass which obscuration level is no less than Level 4 of the Pilkington Texture Glass scale (or equivalent), and be non-opening to a height of no less than 1.7m above finished floor level, and retained as such thereafter.</p> <p>Reason: In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.</p>
7	<p>Development shall proceed in accordance with the ecological impact avoidance and mitigation measures as detailed in the Preliminary Ecological Appraisal (Jonty Denton, July 2026) unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To provide ecological protection in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.</p>
8	<p>The development hereby permitted shall not be occupied until:</p> <p>(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</p> <p>(b) All measures necessary to meet the approved water efficiency calculation have been installed.</p>

	<p>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</p>
9	<p>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.</p> <p>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.</p>

Informatives:

1. Before undertaking any work which effects a public highway (including a footpath) you must obtain specific written approval from the Highways Manager, Hampshire County Council Highways (Havant) at the Public Service Plaza, Civic Centre Road, Havant, PO9 2AX. This requirement applies not only to the creation of new vehicle access involving excavation within a footway, verge or carriageway, but also to the stopping of existing access(es), the connection to existing or new foul and surface water sewer involving excavation within the public highway or the construction of new boundary walls and foundations immediately alongside the public highway.
2. In accordance with Policy DM3 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 sought and were provided with pre-application advice,

You were updated about issues after the initial site visit, additional information requested and forthcoming, making your proposal acceptable.