
Site Address:	108 Woodgreen Avenue, Havant, PO9 3EE		
Proposal:	Proposed 2No. 1 bed dwellings with associated parking and bin storage.		
Application No:	APP/18/00885	Expiry Date:	10/12/2018
Applicant:	Mr & Mrs Kerrigan		
Agent:	Mr Bessant	Case Officer:	David Eaves
	Jimmy Bessant Architecture		
Ward:	Bedhampton		

Recommendation: **REFUSE PERMISSION**

1 Site Description

The site lies within the urban area of Bedhampton and the exiting property No.198 Woodgreen Avenue is an end of terrace house situated on the corner of Woodgreen Avenue and Fraser Road. The house fronts onto Woodgreen Avenue and is set higher than both adjoining roads. The plot is restricted to the rear with an angles rear boundary. The area is characterised by mainly terraced properties with brown bricks and concrete roof tiles.

The site is particularly prominent from the adjoining roads being on a prominent corner and on rising ground. No. 108 has parking to the rear with a drive and garage providing space for three cars.

2 Planning History

None relevant

3 Proposal

Proposed 2No. 1 bed dwellings with associated parking and bin storage. The dwellings would follow the height of the existing terrace but would introduce two less wide units on the terrace than the existing dwellings.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS9	(Housing)
DM13	(Car and Cycle Parking on Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

Arboricultural Officer - No objection

Building Control, Havant Borough Council

Public surface water sewer within 3m of the proposed work, Southern Water should be contacted.

Crime Prevention -Minor Apps

No comments received

Southern Water

Please find attached a plan of the sewer records showing the approximate position of a surface water sewer within the immediate vicinity of the site. The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

Please note:

- No development or new tree planting should be located within 3 metres either side of the external edge of the public sewer.
- No new soakaways should be located within 5m of a public sewer.
- All existing infrastructure should be protected during the course of construction works.

Furthermore, due to changes in legislation that came in to force on 1 st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire S021 2SW (Tel: 0330 3030119) or www.southernwater.co.uk.

Southern Water requires a formal application for a connection to the foul sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire S021 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link <https://beta.southernwater.co.uk/infrastructure-charges>.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

The proposed development would lie within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy. Southern Water will rely on your consultations with the Environment Agency to ensure the protection of the public water supply source.

Officer Comments: Informatives would have been added had planning permission been granted as requested by Southern Water.

Highways Engineer, Development Engineer

The Highway Authority has no adverse comment to the principle of this development. However I have concerns with the practicalities of the car parking space shown for plot 1 and the depth of the two car parking car parking taking access from Woodgreen Avenue

Landscape Team, Havant Borough Council

From a landscape perspective we have the following comments:

- The amount of private amenity space is deemed to be insufficient. The Havant Borough Council Design Guide Supplementary Planning Document (Dec 2011) states; "Where a dwelling faces a blank gable, 10 meters separation distance is require; and Garden length should normally allow 10 meters between the dwelling and the boundary. We feel that the proposals to have 2 no. dwellings within the site curtilage is to the detriment to private amenity space.
- There is a lack of clarity on proposed building materials within the submitted documents. The existing streetscape vernacular has a fairly finite palette. Any development should be in accordance with planning policy CS16 High quality Design 1-C Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing building lines, plot widths and depths, material and proportions of windows and doors;

Natural England Government Team

No comments received

Public Spaces

No comments received

Waste Services Manager

No concerns over waste collection regarding this planning application.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 12

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

Statutory advertisement: Not applicable.

Number of representations received: 0

No comments received

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) Parking
- (v) Impact on SPA and Developer Contributions

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

It is recognised that the provision of two one bed dwellings would provide a modest contribution to the Councils housing needs and this needs to be weighed against the development management criteria below.

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

The proposal would result in the provision of two additional dwellings at the end of a terrace of four houses. The existing houses are regular in design with a house width of approximately 5.4m and regular window spacing at first floor. The proposed dwellings would have an individual width of approximately 3.9m and 3.7m. Dwelling 1 would also be orientated with an access door to the side./rear rather than to Woodgreen Avenue. The window and door pattern would contrast to that of the existing terrace. Overall the proposed dwellings are considered to contrast with the existing terrace design and rhythm and would appear as an out of character addition to the host terrace.

The two dwellings would be positioned in a prominent position in the street scene on the corner of Woodgreen Avenue and Fraser Road. The site is elevated from both roads and would be easily viewed when approaching the site from the east, south and west in particular. Dwelling 1 would be set approximately 1m from the pavement of Fraser Road (ground floor) and 2.3m back at first floor level. This contrasts with the current set back of 10.3m and that of No.79 Woodgreen Avenue (opposite side of the junction) of 4.3m (minimum). These setbacks are an important part of the character of the area and the existing spaciousness to the road junctions in an otherwise fairly high density area providing green gaps and mature gardens.

The development would introduce two new dwellings to a restricted site area which is further reduced by the sloping and limited rear garden area. The development is considered to represent a cramped form of development resulting in an overdevelopment of the site out of character with the existing pattern of development in the locality.

Whilst a number of other permissions have been raised in the Design and Access Statement, however, none are considered to be directly comparable to the two dwelling scheme currently under consideration, furthermore each application should be considered on its own planning merits. In this case a detailed consideration has been undertaken in relation to the current proposal.

Overall the development would fail to meet the requirements of policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

(iii) Impact upon residential amenity

There are considered to be two main aspects to consider in relation to residential amenity, firstly, the impact of the development on existing residential properties and secondly the residential amenities of the proposed residents.

With regard to the impact on existing residents, the main impact is considered to be to the existing property 108 Woodgreen Road, to 34 Fraser Road and to the houses on the opposite side of Fraser Road (south) and to west of Woodgreen Avenue.

The existing property would be left with a much more restricted private garden area averaging approximately 9.2m and with a width of 5m. This would be below the guidance for rear gardens provided in the Havant Borough Design Guide SPD 2011 which states in paragraph

5.13 As stated, the garden of a two storey home should be a minimum of 10 metres in length

to provide appropriate daylight and to minimise overlooking, with an additional 4 metres for

every storey added. Paragraph 5.05 in relation to back to back distances also states (amongst other matters) that:

· Garden length should normally allow 10 metres between the dwelling and the boundary.

Whilst it is recognised that the depth of this garden remains the same its current spacious width helps to increase the usable garden area and provides more spaciousness to the rear of No.108. There are also concerns with regard to parking considered below.

No. 34 Fraser Road has a flank wall with two small windows facing the application site. There is also a small pitched roof outbuilding between the main house and the boundary with No.108. It is considered that the new dwellings would not create an unneighbourly impact to No.34.

The properties to the south would be set well off with only 2 small first floor windows facing. The properties to the east in Woodgreen Avenue would also be set well off. It is not anticipated that the proposed development would be harmful to these nearby residents.

Turning now the residential amenities of future residents, there is a concern that the proposed dwellings would have severely restricted private amenity space. Dwelling 1 would have a rear garden depth averaging 4.3m with a width of about 2.4m when accounting for car parking. The area to the front would not be useable as a private amenity space given the public views into this area.

Dwelling 2 would have an average garden depth of approximately 6.6m with a width of 3.4. These external amenity spaces are considered to be severely restricted and would provide inadequate external amenity space to serve the dwellings and be contrary to the design guidance of the Havant Borough Design Guide SPD stated above.

In terms of internal space it is noted that the floorspace for the two dwellings is stated as 101.6sqm. The Technical housing standards - nationally described space standard provides guidance on minimum internal space standard stating:

Table 1 - Minimum gross internal floor areas and storage (m²)

1 bed 2 person 2 storey dwellings should have minimum floorspace of 58sqm.

This would total 116sqm. Therefore there are concerns that the internal floorspace is also very limited. Overall, it is not considered that the proposed dwellings would provide appropriate residential amenities for future residents.

(iv) Parking

With regard to parking, the current position is that there are three parking spaces (including a garage) serving what is understood to be a two bedroom house. The proposal introduces two additional 1 bed dwellings.

The Council's car parking standards are provided in the Havant Borough Council parking SPD 2016. This sets out a minimum car parking requirement of 1 space per 1 bed units and 2 spaces for two bed units. Minimum parking space dimensions are also provided:

4.06 An individual car parking space should measure a minimum 2.4m in width by 4.8m in length. Space should also be provided for car doors to be opened and car boots to be accessed or garage doors to be opened. These should be regarded as minimum lengths as cars continue to increase in size.

In this case it is noted that one space is provided for No.108, this space measures 2.4 x 4.4m and therefore does not meet the minimum depth required.

The space for dwelling 2 is shown as 2.6 x 4.2 (position of front projecting porch and is again below minimum depth it is also noted that bins are shown to be stored within this space further restricting usability.

The space to Fraser Road for dwelling 1 is angled and averages 2.6 x 5m. The Development Engineer (Highways) has raised concerns regarding the practical use of this space. This would require reversing at an angle and turning further west of the site to eventually turn around and travel east.

The parking is considered to conflict with the Council's parking standards. Whilst a parking survey has been submitted, it has not been readily practical to interpret the results. A spatial analysis of the spaces that could be practically used by residents of the three units has not been provided. It is not considered that the submitted survey adequately demonstrates the availability of practical on street parking close to the site.

Given the inadequate on site parking provision it is not considered that the development would not result in unacceptable on street parking at peak times leading to amenity issues for existing and proposed residents in the vicinity of the site.

(v) Impact on SPA and Developer Contributions

The proposed development would be CIL liable and should permission have been recommended a CIL contribution would have been sought and an informative in relation to this matter is recommended.

This development would increase the number of dwellings within the 5.6km zone identified as significant in potentially increasing recreational pressure on the Solent SPA. Natural England's advice in regard all new housing development within this zone is that it is likely to have a significant effect on the SPA. The measures of mitigation adopted by the LPA at the end of June 2014 require a payment per dwelling to the Solent Recreation Mitigation Strategy together with £20 administration and £8.80 monitoring fee. The total payment for the two dwellings would be £727.70. The draft deed and contribution requirements have been forwarded to the agent, however at the current time these have not been completed and returned. Without these the development would not provide mitigation for impacts on the SPA and would not meet the requirements of the Appropriate Assessment and Habitats Regulations Assessment. It is therefore necessary to include a reason for refusal in relation to the impact on the SPA as a result of additional recreational pressure.

The Council has conducted a Habitats Regulations Assessment (HRA) of the proposed development under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, this includes an Appropriate Assessment under Regulation 63. This is included in the case file. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on Chichester and Langstone Harbours Special Protection Area due to the increase in recreation as a result of the development. However the applicant has not provided a package of avoidance or mitigation measures aimed at removing this significant effect. As a result, the HRA concludes that the planning application would be likely to lead to a significant effect on the Chichester and Langstone Harbours Special Protection Area. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) at the present time a response is awaited. As such, without the required contribution being in place the planning application must be refused as being contrary to Policy DM24 and the Conservation of Habitats and Species Regulations 2017.

8 Conclusion

In conclusion, the development would be harmful to the established pattern of development on this prominent site. The proposal would also fail to provide adequate residential amenities for existing and future residents.

Furthermore the proposals would not provide appropriate on site parking or meet the Councils parking standards. The development would also not provide appropriate mitigation to recreational pressure on the Solent SPA.

It is therefore recommended that this planning applicaiton be refused for the following reasons.

9 RECOMMENDATION:

That the Head of Planning be authorised to **REFUSE PERMISSION** for application APP/18/00885 for the following reasons:

- 1 The proposed development of two houses on this prominent corner plot elevated in relation to the adjacent roads would result in a visually intrusive form of development to the harm of the streetscene removing the existing set back spacious nature of development from the corner of Woodgreen Avenue and Fraser Road. The proposals are considered to result in an overdevelopment of the site and a cramped form of development. Furthermore the two dwellings would not be designed to reflect the width, rhythm, fenestration and design of the existing terrace and host dwelling which would be detrimental to the character and appearance of the existing terrace. The proposal would therefore conflict with the policy CS16 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Borough Design Guide SPD 2011 and the National Planning Policy Framework.
- 2 The proposed development would result in restricted private external amenity space to both the existing dwelling (No. 108 Woodgreen Avenue) and to the proposed dwellings to the harm of the residential amenities of the existing and proposed occupants. The proposed dwellings also provide limited internal space for future residents of the new properties. Overall it is considered that the dwellings would fail to provide a suitable living environment for future and existing residents. The development is therefore contrary to policies CS16 of the Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Borough Design Guide SPD 2011 and the National Planning Policy Framework.
- 3 The proposed car parking shown in relation to the development fails to meet the Councils car parking standards both in terms of the quantum of parking (for the existing dwelling) and design and usability of the proposed parking spaces. The development is therefore contrary to policy DM13 of the Havant Borough Local Plan 2011, Havant Borough Council Parking SPD 2016 and the National Planning Policy Framework.
- 4 Without the appropriate financial mitigation, the development would be likely to have a significant effect on the Chichester and Langstone Harbours Special Protection Area and so is contrary to Policy DM24 of the Havant Borough Local Plan (Allocations Plan) and the Conservation of Habitats and Species Regulations 2017.