
Site Address:	Land adj 71 Hooks Farm Way, Havant, PO9 3DY		
Proposal:	Construction of 1No. 2 bed end of terrace dwelling with cycle and bin storage.		
Application No:	APP/18/01270	Expiry Date:	11/02/2019
Applicant:	Mr Williams Clausentum Homes Ltd		
Agent:	Mr Porter C & L Management	Case Officer:	Tina Pickup
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

71 Hooks Farm Way is an end of terrace, traditional two storey dwelling constructed of pale brick beneath a dark tiled, gable ended roof. It is located on the corner of Hook Farm Way and Hazelholt Drive and benefits from a side garden that is currently grassed and enclosed by 1.8m close boarded fencing. The red lined application site comprises the side garden area of No 71, but excludes Nos 71 itself.

The orientation of the host terrace 65 - 71 is slightly angled with the dwellings to the west in Hazelholt Drive such that the site tapers and gets wider at its western end where it abuts the side of 37 Hazelholt Drive. The existing dwelling at No 71 is set slightly higher than the road level with the front corner garden having a slight slope - but the rear garden is then relatively level. Currently this front corner garden is used as informal parking, accessed across a large grassed highway verge.

The area is characterised by similar high density terraced dwellings, the majority of which do not have on site parking with reliance on on-street parking bays. The area has wide grassed verges providing a spacious setting to the dwellings - although these grass verges are regularly used for the informal parking of cars.

2 Planning History

89/53918 - Two storey side and single storey front extensions Refused 14 December 1989

- 1/ size & mass results in obtrusive feature in street scene
- 2/ loss of existing parking space

90/53918/001 - Two storey side extension., PERM, 12/06/1990

Note - this had a similar footprint to the proposal now sought but was never implemented.

3 Proposal

Construction of 1No. 2 bed end of terrace dwelling with cycle and bin storage.

During the course of determining this application amended plans have been provided omitting a single storey side addition and revising the fenestration detail.

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)
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)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

Public sewer crossing back garden which appears to be within 3m of development.
SWS should be consulted

Building Regulation application will be required for this work

Crime Prevention

None received

Southern Water

A Foul sewer crosses the site, its exact position must be determined before layout finalised. Building over or within stand off distance will not be permitted; suitable layout respecting apparatus and required clearance distance required. Might be possible to divert sewer provided no unacceptable loss of hydraulic capacity.

Foul sewer requires a clearance of 3m either side; no new development or tree planting within 3m; no new soakaways within 5m; infrastructure should be protected during construction works.

Request conditions & Informatives

On Amended Plans/Additional Detail

Acceptable to SW as proposed however applicant should provide results of the

survey/drainage investigation.

Highways Engineer

The Transport note identifies available parking within the local area. The application cannot be refused on Highway grounds.

Natural England Government Team

Since this application will result in a net increase in residential accommodation, impacts to the Special Protection Area(s) and Ramsar Site(s) may result from increased recreational disturbance. Your authority has measures in place to manage these potential impacts through the agreed strategic solution which we consider to be ecologically sound.

Subject to the appropriate financial contribution being secured, Natural England is satisfied that the proposal will mitigate against the potential recreational impacts of the development on the site(s).

Natural England has not assessed this application for impacts on protected species. Natural England has published [Standing Advice](#) which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Portsmouth Water Company

The site is located in Source Protection Zone 1c for the Havant and Bedhampton springs where subsurface activity may be impacted by deep drilling activities. No objection to the proposed development but wish to see more detail regarding the drainage and foundation designs. If deep bore soakaways are used then risk assessment and further details required; if piling foundations proposed then method statement required.

Public Spaces

None received

Traffic Management

The Traffic Management Team would like to mention that there should be 2 available car park spaces for this dwelling. Although a survey has taken place that shows a small amount of space available, local knowledge of the area says that there is very little parking space available in Hooks Farm Way in the evenings and at weekends. Parking issues that arise from this means vehicles at this end of Hooks Farm Way do park up either on the verges or across the footpath. Any additional vehicles to this area will endeavour to over spill into nearby Hazelholt Drive causing further concerns in this location.

Waste Services Manager

No concerns

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: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
We would like to formerly object and state our concerns regarding the method in which parking information was gathered and the effect on the surrounding area that an additional property would have. The Planning Application form Section 9 asks 'is vehicle parking relevant to this proposal?' to which 'no' has been selected. We would argue that it is entirely relevant in how the new house and proposed 2 spaces required will affect an already congested parking situation in the area, particularly along Hooks Farm Way and Hazelholt Drive. At present the owner of the house on whose land the proposed house would be situated parks their car informally on the land that is being proposed to build the house on, which they access by driving across a verge and pavement. If the proposed house is built, this would in fact result in spaces being required for up to 3 cars (not including any visitors to the properties). This will most likely result in either less space for existing residents to park, or more cars parked on verges and pavements which is already the case. The application and documentation highlight the facilities in the area, which includes 3 schools; Barncroft, St Thomas More but there is also Bidbury Schools. There is a park, and Rugby club and local shops nearby and all result in waves of additional parking that further limit parking for existing residents. Within the Traffic comment - section 2.8 regarding a local cycle network mentions 'low trafficked nature of the surrounding highway'. However, Hazelholt Drive is constantly used as a 'cut through' for drivers between Park Lane and Barncroft Way. It also	Noted Noted - see section 7

mentions regarding site accessibility that there is a 3 minute walk to Barncroft Way shops and a 3 minute walk to St Thomas More school. This is well known to local people who also use Hooks Farm Way and Hazelholt Drive to park their cars to access them. We note that the parking survey times are not representative of the increased traffic and parking that occurs, particularly avoiding most of the times when the schools and Rugby Club grounds are being used and this gives an unrealistic view of how busy the local area can be and of how difficult it can be to park. This is evidenced in the amount of people who appear to use verges, pavements, attempt to park on drop down kerbs or on the corners of roads.

Finally, we would like it noted how difficult it can be to drive from one end of Hazelholt Drive to the other at times due to the amount of cars parked, and although there have been no accidents or injuries noted, there have been 2 recent cat deaths along Hazelholt Drive that have been a direct result of heavy parking and speeding. The fact that there is also a lollypop person stationed at the Hazelholt Drive end of Park Lane would also suggest that the local authority deemed it necessary as a potential risk to school children.

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 and Parking
- (v) Drainage
- (vi) Habitats Regulations Assessment and Appropriate Assessment
- (vii) CIL

(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.

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

The proposal indicates a new dwelling of size, scale and design that would match and repeat the pattern and character of the existing terrace of dwellings. The eaves and ridge line would match the host terrace for consistency in street scene terms. The window arrangement has been amended to also reflect the arrangement on the remainder of the terrace.

At its closest point the separation to the northern side boundary would be 0.5m, but due to the tapering of the site this increases to nearly 3m. Because the terrace of the properties in Hazelholt Drive are also tapered at a slight angle then the proposed additional end of terrace dwelling would not unduly encroach beyond the "building line" nor be overly prominent in street scene terms. The spacious setting of this corner is provided by the wide grass verges and this would remain unaltered.

Material details have been provided which match sufficiently with the host terrace - Forterra LBC bricks in Rustic Antique and Redland Renoun tiles in Antique Red with white UPVC windows and black guttering. Overall the proposed development is considered appropriate and sympathetic to the street scene not cause any harm to the visual amenity of the area. It would blend and accord well with its surrounding setting, meeting the requirements of the adopted Havant Borough Local Plan Core Strategy policy CS16.

(iii) Impact upon residential amenity

The existing dwelling at No 71 would retain a garden length of at least 13m which is in excess of the Design Guide SPD and sufficient to provide adequate amenity space for existing residents. A rear pedestrian access way is also provided to enable these residents opportunity to wheel bins etc without going through the house.

The proposed dwelling would also have a garden depth of between 12m and 10m and width of about 8m. This also complies with the Design Guide SPD and is considered sufficient for future family occupation. Number 37 Hazelholt Drive has a side first floor window that is likely to serve the landing and would have a side to rear separation of between 13m and 14.5m. In this established residential area where overlooking between dwellings is established, the layout and separation is considered sufficient to protect from any additional material loss of privacy.

Consequently, it is considered that the proposal is unlikely to appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Highways and Parking

The proposal results in the loss of the existing informal parking for the occupants of No 71 - however this property was originally constructed without any on site parking and is not included within the red lined application site. Therefore its continued use without any on site parking would be reverting to its original layout and similar to other terraced dwellings in the area.

The proposed development does not include any on site parking and following pre-application advice a detailed parking survey has instead been undertaken and

submitted to justify this shortfall and demonstrate capacity in the nearby roads. As a proposed 2 bed dwelling the development should provide 2 spaces aswell as cycle storage to meet the Parking SPD. A shed is proposed which would provide adequate secure cycle storage. In accordance with para 4.33 of the Parking SPD a survey has been undertaken over a period of at least a week with both weekends over the roads within reasonable walking distance of the site (approx 200m) and at 2 different times each day. This has demonstrated that even at peak times ie evenings and school collection times, that there are between 4 and 17 spaces available in Hazelholt Drive (of total 63 spaces) and between 5 and 12 spaces available in Hooks Farm Way (of total 22 spaces). The parking stress levels therefore varies between 65% and 94%.

It is acknowledged that the only neighbour objection relates to parking difficulties in the area, and the Parking Team's local knowledge indicates that evening and weekend parking issues include vehicles using the grass verges. However given the level of detail and thorough Parking Survey submitted which provides evidence of sufficient local capacity to serve the proposed development, it would be difficult to resist the proposal on parking grounds.

(v) Drainage

The agent has been in contact with Southern Water over the precise location of the sewer that crosses the site. Southern Water have confirmed that in principle the revised layout is acceptable and gives the required easement to the sewer. Conditions are requested concerning protection of the apparatus. Portsmouth Water have indicated that because the site is within a Source Protection Zone then if any deep bore soakaways or piling for foundations are required, then the details of these must first be agreed with Portsmouth Water - these can be conditioned.

(vi) Habitats Regulations Assessment and Appropriate Assessment

The site lies within 5.6km of Chichester and Langstone Harbour, which is designated a Special Protection Area for over-wintering birds, and hence an Appropriate Assessment is required to consider the potential impacts on a Habitats Site.

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. 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. The planning application was then subject to an Appropriate Assessment under Regulation 63. This assessment included a package of measures based on the suggested scale of mitigation in the Solent Recreation Mitigation Strategy and the applicant has indicated a willingness to enter into a legal agreement to secure the mitigation package. 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.

The appropriate Unilateral Undertaking has been sent to the applicant seeking the appropriate financial mitigation contribution for the proposed 2 bed dwelling £531.35, including monitoring and admin fees. These monies have been received, together with the signed and dated Unilateral Undertaking. Therefore the proposal is considered to

have sufficiently mitigated against the potential recreational impacts of the development.

(vii) CIL

The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £80 per square metre on new floorspace (measured as gross internal area), plus indexation in Havant.

As a new dwelling there is a CIL liability for this development. The proposed dwelling has an internal floor area of 65.8 sqm giving a CIL liability of £7,355.50. The self-build exemption has not currently been claimed to date. The Draft Liability Notice has been sent to the agent.

8 **Conclusion**

It is considered that the scale, siting and design of the proposal would be sympathetic to the host terrace and character of the area. Whilst no on site parking is provided the reliance on local on street capacity has been justified through the submission of a detailed parking survey. Accordingly the proposal is considered to have limited and acceptable impact on the surrounding area and neighbours and is therefore considered to be appropriate and recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/01270

(A) subject to the following conditions

- 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:

Supporting Statement by C&L Management
Parking Stress Survey by GM Traffic Consultants dated November 2018
Location Plan Drawing Number 868-100 Revision A
Proposed Site Plan Drawing Number 868-102 Revision B
Proposed Elevations Drawing Number 868-201 Revision B
Proposed Elevations Drawing Number 868-202 Revision B

Proposed Floor Plans Drawing Number 868-200 Revision B
Shed Plans Drawing Number 868-103 Revision A
Materials details submitted via emails dated 6th and 8th February 2019

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall be as indicated by emails dated 06/02/2019 and 08/02/2019, or shall match, in type, colour and texture, those of Nos 71 Hooks Farm Way 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.

- 4 The secure cycle storage shed 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 its intended purpose.

Reason: To provide on site cycle storage having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011, the Parking SPD 2016 and the National Planning Policy Framework.

- 5 No piling shall take place unless and until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs a public water supply. The need to safeguard water supplies from pollution is in accordance with policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 No deep bore soakaways for surface water drainage shall be utilised unless and until a detailed plan and risk assessment stating how risks to the underlying principal aquifer have been assessed and mitigated through design has been submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water. Any deep bore soakaways approved must be undertaken in accordance with the terms of the approved details.

Reason: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs a public water supply. The need to safeguard water supplies from pollution is in accordance with policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The development hereby permitted shall not commence until details of the measures which will be undertaken to protect the public sewer crossing the site have been submitted to and approved in writing by the Local Planning Authority (in consultation with Southern Water). The development shall

thereafter be carried out in accordance with the approved details.

Reason: To ensure the adequate protection of infrastructure having due regard to Havant Borough Local Plan (Core Strategy) 2011 policies CS19 and DM10 and the National Planning Policy Framework.