
Site Address:	Land to rear of, 51-57 Frogmore Lane, Waterloooville, PO8 9QN		
Proposal:	4No. detached bungalows with associated carports, parking and access and hobby workshop to no.55 Frogmore Lane.		
Application No:	APP/17/01274	Expiry Date:	24/01/2018
Applicant:	Mr Osborn Driftstone Developments Ltd		
Agent:	Mr P Hamblin HJ Concepts Ltd	Case Officer:	David Eaves
Ward:	Hart Plain		

Recommendation: **REFUSE PERMISSION**

1 Site Description

The site lies to the rear of properties fronting Frogmore Lane, Yoells Lane and Yoells Crescent and to the north of Willowside. The location is residential in nature and the application site itself forms part of the back gardens of 51-57 Frogmore Lane.

The land slopes North-West to South-East and is mainly open in character with some trees to the boundary.

The properties fronting Frogmore Lane are semi-detached bungalows of varying designs and some have first floor accommodation utilising the roofspace. Properties in Yoells Lane backing onto the site are detached bungalows, some with significant extensions. Yoells Crescent properties are semi-detached two storey properties. Finally, to the south of the site in Willowside is a new development of 4No. detached 3 bed chalet style bungalows with access from Ash Copse.

2 Planning History

Land to rear of 41-55 Frogmore Lane, Waterloooville

APP/11/00204 - Outline application for erection of 6No. houses and 8No. flats (consisting of 4No. 4 bed semi-detached houses, 2No. 3 bed semi-detached houses and 2No. 2 storey buildings, each containing 4No. 2 bed flats), with associated garage blocks and parking., REF,23/06/2011
Appeal Dismissed 3rd July 2012

Land to rear of 41-49 Frogmore Lane, Waterloooville

APP/15/00728 - Outline application for the construction of 4No. detached 3 bed chalet style bungalows with approval for access, appearance, layout and scale with landscaping reserved. (Revised application.)(Approved 04/09/2015). Request to Discharge Condition 14 (30/09/2016). Request to Discharge Condition No.s 5, 6, 13 and 15 (18.01.17), PERM,04/09/2015

APP/16/01031 - Reserved matters application relating to landscaping of the site following outline planning permission reference APP/15/00728., PERM,02/12/2016

3 **Proposal**

4No. detached bungalows with associated carports, parking and access and hobby workshop to no.55 Frogmore Lane.

The application proposes access between No's 55 and 57 Frogmore Road. This access enters a turning/parking area to the front of the proposed dwellings. The bungalows themselves are 3 and 2 bedroomed and include car-port and external parking. The bungalows would have pitched roofs with clay tiles and brick walls. The properties include a projecting rear lounge which would include a projecting lantern feature.

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

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS9	(Housing)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

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)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Arboriculturalist

- ☐ This application is supported by an Arboricultural Report from Johnston Tree Consultancy which is an AIA; AMS & Tree Protection Plan document.
- ☐ The survey has been conducted in accordance with BS5837 recommendations and I am happy with the gradings that have been applied and generally the data within the schedule. An RPA schedule has been prepared and the calculation of RPA's conforms to BS5837 requirements.

Conclusions:

- ☐ The AMS report is brief and dismissive of the potential impact of excavation works within the RPA of T2 and makes no mention of the incursion of the retaining wall into the RPA of T1.
- ☐ Furthermore it does not make any mention of the fact that the RPA of T2 overlaps

the corner of Plot 1 dwelling.

- It does not detail how the boundary fencing will be erected to avoid root contact when digging post holes and gives no detail of the materials and how they will be erected generally.

- There is insufficient explanation and detail submitted for me to determine this application.

- Most importantly I would require cross section drawings through T1 & T2 to the retaining walls and beyond to understand what are the implications for levels changes and the impact that this might have on tree roots of the offsite retained trees.

Recommendations:

- At this juncture I would have to register an OBJECTION on arboricultural terms and request a review of the AMS and submission of cross section drawings through T1 and the retaining wall and Car Port and also a cross section through T2 and the retaining wall and corner of Plot 1.

Building Control, Havant Borough Council

1) As the new dwellings are in excess of 45m from the highway adequate turning for fire service vehicles will need to be provided and the drive should have a minimum width of 3.7m for the whole length and be suitable to support a 12.5 tonne vehicle.

2) The indicated location of the bin collection point is in excess of 30m from the dwellings as indicated in the guidance given in Approved Document H for solid waste storage. The bin storage area should be within 25m of the house and within 30m of the bin collection point

Crime Prevention -Minor Apps

No comments received

Southern Water

The proposed development is some distance from the nearest public foul sewer. The applicant should assure himself that he has adequate rights to utilise the intervening private drainage systems. Otherwise the connection to the public sewerage system could be requisitioned under the terms of the Water Industry Act.

Southern Water requires a formal application for a connection to the public foul and surface water 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 SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”.

It is the responsibility of the developer to make suitable provision for the disposal of surface water. Part H3 of the Building Regulations prioritises the means of surface water disposal in the order

a Adequate soakaway or infiltration system

b Water course

c Where neither of the above is practicable, sewer

Southern Water supports this stance and seeks through appropriate Planning Conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is

proposed to connect to a public sewer the prior approval of Southern Water is required.

Due to changes in legislation that came in to force on 1st 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 SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”.

The proposed development would lie within a Source Protection Zone as defined under the Environment Agency’s Groundwater Protection Policy. The Environment Agency should be consulted to ensure the protection of the water supply source.

East Hampshire District Council

No comments received

Engineering/Drainage

No comments received

Highways Engineer, Development Engineer

Further Comments:

The transport statement has demonstrated that cars will be able to park and turn on site and enter Frogmore Lane in forward gear. However the site is very compact and it is essential that the shared turning area is covered by a planning condition that it is constructed and maintained as shown on the submitted plan.

Original Comments:

The layout is dense and I would like to see overlays showing the parking and turning on site for each house in order that the Planning Authority and Highway Authority can determine the effect of traffic on the amenities of future residents.

Landscape Team, Havant Borough Council

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From a landscape perspective we do not object to the principle of this development, however we have the following comments:

- We have concerns with the proposed excavations, retaining walls, structures and building footprints that fall within the RPA or tree T1 and T2. These are off site trees and any damage as a result of the construction process would not be deemed acceptable. Furthermore the submitted root protection area plan shows the RPAs of trees T1 and T2 off centre from the trunk and as a result less the drawing indicated less of the roots being effected by the proposed development.

- The proposed site boundary treatment that abuts to Willowside is proposed as the existing close board fence. We have concerns with how this would work with the

required level changes to accommodate the building footprints and retaining structures. As such we request further clarification of existing and proposed levels to understand the how this would relate to the all current boundary treatments.

- Hard landscape details requiring submission of fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:

- finished levels

- hard surfacing material type / product reference and colour

- laying bond

- edging or threshold detail / type

- retaining structures or steps

- A detailed soft landscape scheme requiring submission of fully annotated plans at sufficient scale to identify species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing / seeding. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs. Other information shall include plant specification schedules, comprising plant size, number and density, as well as, the proposed planting implementation programme.

Portsmouth Water Company

Portsmouth Water would like to thank you for consulting us on the proposed development at Land rear of 51-57 Frogmore Lane, Waterloo. On the basis of information provided Portsmouth Water in principal do not have any objection to the planning application, however would like to draw the applicant's attention to the sensitivity of the proposed site and considerations for drainage and pilling design.

Site Setting

The site lies on Bedrock consisting of Tarrant Chalk Member, the underlying geology of the site is classified as a Principal Aquifer and is located within Source Protection Zone 1 (SPZ1) for the Havant and Bedhampton Spring. The Springs are a public water supply that abstracts groundwater for public consumption.

Drainage

Any development within Source Protection Zones should be taken with the consideration of the sensitivity of the underlying groundwater. Portsmouth Water have a presumption against the discharge of foul and surface water into ground where adequate and approved pollution prevention measures are not in place. If deep bore soakaways are selected for either surface or/and foul water disposal, Portsmouth Water would wish to comment on the design. Any applications for the construction and installation of deep bore soakaways should be accompanied by an adequate risk assessment demonstrating how the risk to groundwater would be mitigated in the proposed design.

For foul drainage in SPZ1 we require the use of the highest specification pipework and designs for schemes to minimise leakage.

Pilling Design

If pilling is required within the proposed development, Portsmouth Water would require a pilling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such pilling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme of the works) be submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water.

Reason: The proposed works are in a sensitive groundwater catchment and there are potential significant risks associated with groundworks in this area. Piling has the potential to impact on the drinking water source and therefore the applicant is advised to consider the underlying groundwater and geology in proposed designs.

Public Spaces

No comments received

Traffic Management, HBC

The application form states 10 spaces but there only appears to be 8 spaces shown on the plan. Please clarify

Waste Services Manager

My only concern I have is that consideration is given for a suitable area / space for wheeled bins to be presented as close to the boundary of the highway of Frogmore Lane for ease of waste collection to take place.

Hampshire Biodiversity Information Centre

Within 50m Protected and Notable species Soprano Pipistrelle Roost, Pipistrelle Bat Species Roost.

Officer Comment:

It is not anticipated that the development would be harmful to off site ecological roosts.

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: 20

Number of site notices: 4

Statutory advertisement: Not applicable.

Number of representations received: 17 letters (22 names) 16 objections and 1 comment

Comment	Officer Comment
Access / Highway Issues	
Access road and impact and highway safety	See Part 7
Construction parking concerns	Could be addressed by condition if permission recommended.
Why cannot access be taken from rear of development as with previous development	Raised with Agent but advised access from Willowside not obtainable.
Narrow access drive additional problem when accessing busy Frogmore Lane.	See Part 7
Refuse collection bin collection issues.	See Part 7

Parking in nearby roads issue.	See Part 7 - parking meets parking standards
Frogmore Lane parking/traffic and highway safety issues.	See Part 7
Access on bend danger to pedestrians. Existing problem leaving drive opposite. Increased danger of serious accident.	See Part 7 - no objection from Development Engineer
Impact on traffic Emergency vehicle access	See Part 7
Application calls for an extended width with a new 'ransom' road to be built Ransom strip	Raised with Agent but advised access from Willowside not obtainable.
Overdevelopment Development size excessive for plot Overdevelopment of garden sites Cramming Massing	Cramped form of development addressed in part 7
Neighbour Impact Impact on residents in Yoells Lane - proximity to properties	See Part 7
Extra landscaping requested	Noted but application refused
To close to boundaries of Yoells Crescent properties	See Part 7
Design of sky lights would have huge impact on privacy from upper level of Yoells Crescent Houses.	See Part 7 (impact from overlooking to new properties)
Distance between houses in Yoells Crescent and development doesn't appear to be in line with Havant Borough Design guide	See Part 7
Quality of life	See Part 7
Construction phase dirt/dust methods of working Noise disturbance/loss of privacy	Construction phase issues are temporary and would not warrant a refusal of planning permission
Effect may have on our property as so close - ground/garden, Boundary/hedging, flooding/sewage.	See Part 7 - if approved conditions in relation to drainage and hedge protection would have been considered.
Visual impact from our property Plot 1 too close - overbearing and	See Part 7

oppressive form of development. Retention of Hedge	
Waste Storage Concern over bin storage Waste vehicle access	See Part 7
Character Loss of beauty and greenery	See Part 7
Different outlook from homes	No right to a view but considered in terms of oppressive/overbearing issues.
Build where local people are not affected	Site within built up area so principle of development acceptable
Loss of green space Garden grabbing Detract from community	See Part 7
Detrimental to wildlife and environment	Impacts on garden wildlife likely to be relatively modest, however application recommended for refusal.
Light and noise pollution	See Part 7 - noise an issue in relation to the use of the access.
Not brownfield site	Noted but site within built up area
Other development in area changing character of Lovedean	Noted, however need for new housing recognised - this must be done in an acceptable manner
Damage to lovely area	See Part 7
Housing position Plenty of allocated building sites within village and Council have enough sites allocated to meet target for new homes until 2026.	'Windfall' sites in the built up area contribute to the councils housing requirements, however, they must be assessed on their planning merits.
Does not represent sustainable development	Noted
Conditions recommended without prejudice: PD removal Higher fence would help maintain some privacy Ensure at least 10m distance of new properties from boundary. No upwards extension No skylights facing existing properties	Planning permission recommended for refusal. If the decision is appealed the Council would have the opportunity to make recommendations to the Inspector in relation to conditions in the event

Caveat that says they should never be allowed to extend upwards. Should be nearer properties that have sold their gardens Should remove stump of felled tree Tree planting 7ft fence to Yoells Crescent Retain existing screening Frogmore lane traffic control and pedestrian crossing Remove extension rights No rear facing windows Development company make meaningful contribution to effective traffic calming measures within locality Boundary treatment Infrastructure Impact on infrastructure Roads, schools, doctors surgeries and other community amenities already stretched Impacts of developments beyond borough impacting infrastructure	of the appeal being allowed. Third party letters would also be forwarded to the Inspectorate should an appeal be submitted. Comments noted, the development would be subject to CIL if permission granted (including at appeal). The development is limited in scale.
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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) Access to the development/parking and highway matters
- (v) Impact on trees
- (vi) 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.

The development would make a modest contribution to the Councils housing needs. The proposal is considered in relation to development management criteria below.

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

The development is a backland type proposal which would be sited to the rear of properties in surrounding roads (Frogmore Lane, Yoells Lane and Yoells Crescent). The site would be formed from the rear gardens of properties fronting Frogmore Lane.

The proposed properties are bungalows and although the site is elevated from Frogmore Lane any views of the dwellings themselves from public vantage points would be limited. The main visual impact from the surrounding street scenes is

therefore from the proposed access drive to Frogmore Lane, however, the alterations to the proposed access which is proposed to run between two existing dwellings would have a limited impact on the character of the street scene given that there are currently two residential access points in the same position. A bin collection point at the roadside is proposed which would require the wheeling of bins a distance of at least 60m between the two retained dwellings No's. 55 and 57 Frogmore Lane, this is not considered acceptable. It is considered however that this matter could be addressed to some extent by condition if permission were to be recommended.

It is also important to consider the internal character of the development. The entrance into the development is via a constrained drive between two dwellings. Following the demolition of a car-port to the side of No. 55 and a rear outbuilding the access would (between the retained dwellings) be 3.7m wide (total gap between buildings approximately 6m). This constrained access would lead to the frontage of the new dwellings. The area in front of the proposed dwellings includes hard surfacing drive, turning areas, parking and car ports. There would be very little space for softening the frontage of the dwellings by the provision of landscaping. The area to the front of the dwellings is considered to be dominated by hard surfacing and parking (including parking for No.57). The new dwellings themselves would also be tightly arranged with very limited gaps between them and this would further impact on the character of the development.

It is considered that the development would therefore appear cramped and the frontage would be car dominated to the harm of the character and appearance of the proposed development.

(iii) Impact upon residential amenity

With regard to the impacts on residential amenities, there are a number of aspects to consider:

1. The impact on properties in Frogmore Lane including the provision of the drive between No's 55 and 57.
2. The relationship to properties in Yoells Lane.
3. The relationship to properties in Yoells Crescent
4. The relationship to the new properties in Willowside.
5. The residential amenities of the proposed dwellings

1. The impact on properties in Frogmore Lane including the provision of the drive between No's 55 and 57.

The site slopes down towards Frogmore Lane and the rear elevations of these properties would face the application site. The new dwellings which are single storey would be set more than 27m from the rear of these properties and this relationship is considered to be acceptable. The proposed car ports and 'hobby workshop' for No.55 would be set closer although the closest relationship remains in excess of 10m. Rear garden depths to the properties fronting Frogmore Lane are also in excess of 10m and meet the Council's Borough Design Guide SPD.

In terms of the properties on Frogmore Lane the proposed driveway between No's 55 and 57 is considered to raise significant concerns. The access route requires the demolition of an existing car port and outbuilding to No.55. The access itself would be extremely close to the buildings on either side. The gap between properties measures approximately 6.2m at front 5.77m (pinch point) and 6.12m at rear. The access width

is shown at 3.7m.

No.55 would be set approximately 1.8m off the access and a 1.8m close boarded fence is indicated between the drive and the building dropping to a lower height in front of the dwelling. It was noted during a site visit that this properties glazed door, kitchen and bathroom window would face the proposed access. In addition a front bedroom window would also be in close proximity to the drive.

No.57 would be very close with a gap of 0.5m to the drive(reduced further by the projecting chimney). This property contains two small windows facing the access, these serve the lounge and a study. There are also lounge windows on the rear elevation in close proximity to the access together with front windows. There would be no boundary treatment adjacent to the side wall of No.57. An acoustic fence is indicated to the side of the rear garden of No.57. To the front side boundary the low retaining wall and low fence would be retained.

The proposed access would serve the 4 new dwellings and provide rear parking for No's. 55 and 57. The plan indicates a total of 14 parking spaces provided. It is considered that the development including parking for the two Frogmore Lane properties would generate a significant number of vehicular and pedestrian movements along the access and between the retained dwellings. It is also noted that bins would be moved to the Frogmore Road frontage for collection. Given the very tight relationship between the access and the retained dwellings it is considered that the development would result in noise and activity which would be harmful to the residential amenities of these properties, this is considered unacceptable.

2. The relationship to properties in Yoells Lane

Some of the properties in Yoells Lane would be set off the application site by the garden of 59 Frogmore Lane and the impact of the development would therefore be reduced.

No's 26 and 24 do back onto the proposed development site and these properties are bungalows. It is noted that No 26 has been extended to the side and rear and that No.24 has a rear conservatory.

No.26 would be set approximately 12m from the flank elevation of plot 1. Plot 1 would also be slightly set down and there is a hedge on the boundary within the garden of No.26 that would be retained. The two ground floor windows proposed to bedroom and bathroom would not create an unneighbourly impact. It is noted that concern has been raised about the impact of residential activity on the amenities of No.26, however any impacts are not considered sufficient in themselves to warrant a refusal of planning permission.

No.24 would be set at an angle to the proposed development such that there would not be a direct facing relationship and a gap of 16m is retained. This relationship is considered to be acceptable.

3. The relationship to properties in Yoells Crescent

The properties in Yoells Crescent are two storey semi-detached properties that face the site. It was noted at the case officers site visit that these properties had a higher ground level than the site and that some of the former trees/vegetation to the boundary with the site had been removed.

Some of these properties have been extended to the rear and there are also decked areas. The distances between these dwellings and their back fence is at least 10m. The new dwellings have a minimum garden depth of 8m (to flat roofed projecting lounge) and 10m to the pitched roof part of the dwelling. Given the change in levels, the single storey nature of the proposed dwellings and their design, it is considered that subject to suitable boundary treatment an acceptable distance between dwellings would be achieved. Concern has been expressed in relation to the proposed roof lanterns, however, it is not considered that these features are likely to cause an unacceptable impact on the existing dwellings. Overall the development is considered to be acceptable when assessed against the guidance provided in Havant Borough Council Borough Design Guide 2011 SPD with regard to the relationship to dwellings in Yoells Crescent.

4. The relationship to the new properties in Willowside.

The closest property to the south in Willowside was nearing completion at the time of the case officers site visit with the side flank wall facing the application site and the elevation contains a door. These properties are chalet style with rooms in the roof. The application site is sited to the north of Willowside Drive and the single storey dwelling and car port proposed to be sited closest is not considered to result in an unacceptable relationship between dwellings.

5. The residential amenities of the proposed dwellings

The proposed dwellings would be located relatively close to the two storey dwellings in Yoells Crescent which have first floor windows looking towards the rear of the new properties. This is exacerbated by the change in levels and two storey to single storey relationship.

The Havant Borough Council Borough Design Guide SPD in para. 5.05 states that:

Where a new dwelling or the development is more than two storeys in height an additional four metres per storey should be added to the separation distance e.g. a separation distance of 24 metres is required between the new three storey building and existing two storey dwelling

In this case new single storey dwellings are proposed next to existing two storey dwellings. The distance between them is approximately 20m (to lounge flat roof of new dwelling from first floor facing windows of existing dwellings) and 22m to pitched roof element of new dwelling. The design of the new units with lounge and bedroom windows facing the existing dwellings and rooflight increase the overlooking to the rear rooms. The rear private garden areas are also overlooked.

It is considered that the new dwellings would be impacted by overlooking and consequent loss of privacy.

(iv) Access to the development/parking and highway matters

The proposed access whilst relatively narrow and constrained has been considered by the Development Engineer and there has been no objection raised to the proposal. Concern has been raised by residents in relation to highway safety issues on Frogmore Road and at nearby junctions. The Development Engineer has not raised objections in this regard and a refusal based on highway safety is not raised.

The proposal results in three two bed units and one three bed unit together with revised parking for No's 55 and 57 Frogmore Lane.

The new development shows parking for the new dwellings with two spaces per dwelling which would meet the Council's Car Parking Standards for 2/3 bed dwellings. These are mainly in car ports but with on site parking for plot 2. In addition there are two other external parking spaces. No.57 has three spaces provided to the rear of their property and No.55 has one space shown in a 'hobby workshop'. It is not clear how many bedrooms this property has or the overall allocation of spaces, however the total spaces appears to meet the Council's standards.

Cycle parking can be accommodated for the new dwellings in rear outbuildings.

(v) Impact on trees

Concern has been raised by the Council's Arboriculturalist in relation to potential impacts from the development on off site trees for example from construction, retaining walls, and fencing. Any adverse impact on these trees would be harmful to their long term retention and would have an unacceptable impact on the character and appearance of the area.

(vi) Developer contributions

The development if permitted would be liable to the Community Infrastructure Levy which is charged at £80/sqm + Indexing. The applicant has assessed the floorspace as 485sqm (taking account of a small element of demolition). This would require a CIL contribution of approximately £38,800 using the Council's CIL calculator. As this application is recommended for refusal CIL liability will not be issued at this stage.

This development would also 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. Policy DM24 of the Allocations Plan which was adopted on 30 June 2014, covers this issue and allows for a financial contribution to be made towards mitigation measures. This is set at £181 per dwelling to the Solent Recreation Mitigation Strategy. For the proposed dwelling, plus admin and monitoring fee, a payment of £780 is due. This payment has been made prior to the determination of the application and therefore the application accords with Policies CS11, CS21 (Developer Contributions) and DM24 .

8 Conclusion

In weighing the overall planning balance in relation to this application, it is acknowledged that the proposed dwellings would make a modest contribution to the Council's overall housing targets in an established urban area, and there is both a national and local policy objective to encourage the effective use of such land. This must be balanced, however, with the need to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. In addition the impacts on existing and future residents in neighbouring properties also needs to be considered.

Taken together, the benefits to be derived in economic and social terms from the development of these dwelling are considered to be outweighed by the social and

environmental dis-benefits of the proposal, and the recommendation is therefore for refusal of planning permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **REFUSE PERMISSION** for application APP/17/01274 for the following reasons

- 1 The proposed development would result in a cramped form of development characterised to the front of the proposed dwellings by narrow gaps between dwellings, driveways, turning, parking and car ports. This would be harmful to the character and appearance of the development and result in a car dominated layout. Furthermore it has not been demonstrated to the satisfaction of the Local Planning Authority that the development would not result in harm to off site trees further impacting on the character and appearance of the area. The proposal is therefore considered to be contrary to policies CS11, CS16 and DM8 of the Havant Borough Local Plan 2011 Havant Borough Council Borough Design Guide SPD 2011 and the National Planning Policy Framework.
- 2 The proposed access located between No's 55 and 57 Frogmore Lane would by reason of its proximity to the existing dwellings, and associated vehicular and pedestrian movements result in noise and disturbance to adjoining residents and an unacceptable impact on residential amenity. Furthermore the proposed dwellings would by reason of their siting, orientation and design be overlooked by properties fronting Yoells Crescent. This would result in a loss of privacy for future residents to rear rooms and private garden areas. The development is therefore contrary to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.