
Site Address:	33 Wildmoor Walk, Havant, PO9 5QZ		
Proposal:	Conversion of semi detached property into two 2No. bedroom dwellings and single storey front extension.		
PAA until	10 August		
Application No:	APP/18/00474	Expiry Date:	29/06/2018
Applicant:	Mr Haylock		
Agent:	Mr Andrews	Case Officer:	Daphney Haywood
	SDA Planning Ltd		
Ward:	Bondfields		

Recommendation: **GRANT PERMISSION**

1 Site Description

33 Wildmoor Walk, Havant, is a semi-detached modern 4 bed dwelling of brick and tile construction located within the built up area of Leigh Park . The immediate area is characterised by high density residential development, comprising a mix of semi-detached and terraced housing as well as flatted developments, of similar age and character.

The property benefits from gardens to the rear and side as well as a front garden. Its front elevation faces onto a pedestrian walk way which serves the adjacent dwellings from Wakefords Way.

Parking is provided to the rear of properties within parking courts. Properties are typically provided with a single/garage space. This is the case for the application property. Additional on road parking is available within the vicinity of the application site, including a parking bay immediately adjacent to the adjoining property on Wakefords Way. Pedestrian access both into the rear parking court and to the front of the application is provided from Wakefords Way.

2 Planning History

No relevant planning applications for the site.

3 Proposal

Conversion of semi detached property into two 2No. bedroom dwellings and single storey front extension. The existing garage to the rear would be demolished and 2 parking spaces provided, one for each dwelling. Pedestrian access from the parking area into the properties would be provided via a new gate in the rear boundary. Both dwellings would be provided with garden areas of 10m depth. A single storey extension is proposed to the south eastern elevation, providing an entrance hall and additional space to the lounge for each of the proposed dwellings.

The application is supported by a parking survey in the form of photographs taken at various times of day, both early morning and evening and over several days including the weekends.

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)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS21	(Developer Requirements)
CS9	(Housing)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

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

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

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council

Location of solid waste storage is not shown and should comply with Approved Document H6. Sound proofing of new part wall is unknown. Flue outlets have not been indicated. Building Regulation application will be required for this work

Community Infrastructure, Planning Policy & Urban Design

SRMS will be payable on one of these 2 bedroom dwellings:
<http://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>
Division of one property into two is not usually CIL Liable.

Crime Prevention -Minor Apps

No comments received

Development Engineer - Highways

The Highway Authority have no adverse comment to this application

Public Spaces

No comments received

Waste Services Manager

I have no concerns over waste collection regarding this planning application

Traffic

Initial comments

I would expect to see two parking spaces per dwelling to be provided.

Comments following submission of Parking Survey

Regardless of the availability of on street parking I would expect to see 2 parking spaces per property

Natural England

No objection subject to the appropriate mitigation being secured.

Since this application will result in a net increase in residential accommodation, impacts to the coastal 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). Our advice is that this needs to be confirmed by the Council, as the competent authority, via an appropriate assessment to ensure there is no adverse effect on the integrity of the site(s) in accordance with the Conservation of Habitats & Species Regulations 2017.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A

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: one

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
There is insufficient parking at present for residents. Turning this property into two properties is going to cause further parking issues, frustration and anger. This conversion is about profit for one individual and not about providing housing or concerns for parking issues and congestion and the right to enjoy peace in our own homes. There are one and two bedroom properties empty and available all across the	see section 7

Borough of Havant but there is a shortage of family Homes of 4 and 5 bedrooms. Profit for one person with a property portfolio should not come before the considerations of those that will be affected by building, lack of parking and the increasing tension that will inevitably result in pressure on police resources. The balance at present is correct for this area	
Traffic management have responded to my concerns about the parking issues we already have, can parking management explain how Two parking spaces per dwelling are going to occur as there is no vehicle access to 33 Wildmoor walk? There is a green at the front and only garages to the rear.	see 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) Ecological considerations
- (vi) Other matters

(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 immediate area is characterised by the Radburn style layout with the existing dwellings having just one parking space/garage and two areas of amenity space - one at the 'front' with pedestrian access and generally open plan; and one to the 'rear'. In the case of the current application the site also has a side garden. The proposed subdivision to form 2 separate dwellings would result in part of the original dwelling becoming a mid-terrace property but it would retain a garden depth of 10m in accordance with the Borough Design Guide.

The proposed new end of terraced dwelling would have the extra side garden area available, which would provide a 10m deep garden to accord with adopted Design Guide SPD . Whilst this would involve enclosure of part of the current front garden, the proposed 1.8m fencing would be set back on a similar line to the front of the house

retaining the open plan character of the cul-de-sac.

The proposed single storey front extension at 1.4m deep is modest in size and would not appear over dominant in the street scene, being designed in material to match the character of the existing development. Therefore, the development proposing subdivision is considered appropriate to the character of the area and sufficient amenity space would be provided for future occupiers. It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality in accordance with the requirements of policy CS16 of the Havant Borough Core Strategy 2011.

(iii) Impact upon residential amenity

The main impact relates to No. 31 and 35 Wildmoor walk, and to a lesser extent the properties opposite in Wildmoor Walk.

In respect to No 31, the current side and front garden would become the main garden to one of the 2 bed dwellings, but as this property would have an adequately sized garden including a paved patio to the rear, and No 31 does not have any windows in the side elevation, this relationship is considered acceptable. In respect to No 35 and the properties opposite the main change would be the front extension, which at a projection of 1.4m is not considered over dominant or detrimental.

Regarding parking considerations the current policy DM13 and Parking SPD requires 2 on site car parking spaces per 2 bed dwelling and 3 spaces if 4+ beds. If subdivided, each of the proposed dwellings would have 2 bedrooms and therefore strictly require 2 on site spaces each. Each property would be served by one on site parking space, which does not meet the adopted standard.

The availability of on-site spaces for properties in this park of Leigh Park is limited, which could lead to competition for spaces with an associated loss of highway convenience and amenity for existing residents. Therefore, the applicant has undertaken a Parking Survey to demonstrate that there is sufficient capacity on local roads to accommodate the shortfall - as required by para 4.33 of the Parking SPD. The survey in the form of photographs taken at various times of day, both early morning and evening and over several days including the weekends shows that there is capacity on the adjacent road with at least a couple of spaces found to be available.

The existing 4 bedroom property is served by one on site parking spaces leaving a shortfall of 2 spaces, hence any additional vehicles would need to be parking on the highway. The proposal would provide 2 parking spaces, one for each dwelling, also leaving a shortfall of 2 spaces. Therefore, the actual impact on the competition for on street spaces if the property were subdivided into 2, could be quite marginal compared to the existing situation.

The traffic team has been consulted and notes 'Regardless of the availability of on street parking I would expect to see 2 parking spaces per property'. Additionally a letter of objection in respect to inadequate parking has been received, however, as the parking survey shows that there is capacity on the adjacent roads, then the harm to highway convenience and amenity is considered to be minimal. Whilst the proposal is strictly contrary to the Parking SPD with a shortfall of spaces, it is considered that the submitted evidence has adequately demonstrated that no significant additional inconvenience and loss of highway amenity would be experienced by existing residents. On balance it is considered that the proposal would not result in significant

loss of highway amenity detrimental to neighbouring amenity.

Accordingly, it is considered that the lack of the on site parking spaces to serve the 2 no 2 bed dwellings would not be materially harmful to local highway amenity sufficient to substantiate a refusal as contrary to policy DM13.

The proposal is considered to have limited and acceptable impact on the neighbouring properties meeting the requirements of Policies CS16 and DM13 of the HBLP (Core Strategy).

(iv) Ecological considerations

This statement clarifies the processes that the Council, as a competent authority under the Conservation of Habitats and Species Regulations 2017, to fulfil its duties as a competent authority under those regulations. 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. 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 applicant has entered into the legal agreement to secure the mitigation package and paid the relevant contribution.

(vi) Other matters

The development is liable for a CIL payment of £994.29p which is payable on the commencement of development.

8 Conclusion

The proposed subdivision of this extended dwelling into 2 is considered visually appropriate and would not result in material harm to neighbouring amenity or to highway amenity in the area, and is therefore compliant with Policy CS16 and DM10. The appropriate SDMP contribution has been received and the proposal is therefore recommended for permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/00474

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:

Location Plan Drawing Number 101

Block Plan Drawing Number 102

Existing and Proposed Elevation 1 Drawing Number 103

Existing and Proposed Elevation 2 Drawing Number 104

Existing and Proposed Plans Drawing Number 105

Section Through Drawing Number 106

Reason: - To ensure provision of a satisfactory development.

- 3 The car parking spaces for each dwelling hereby permitted, shown on the approved plans, shall be kept clear and available for the parking of vehicles prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

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.

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

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.