
Site Address:	123 Cherry Tree Avenue, Waterloooville, PO8 8AX		
Proposal:	Conversion of existing dwelling into 2No. dwellings (1No. 2 bed end of terrace and 1 No. 3 bed mid terrace).		
Application No:	APP/17/00475	Expiry Date:	05/07/2017
Applicant:	Mrs T Wootton		
Agent:		Case Officer:	Tina Pickup
Ward:	Cowplain		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to 123 Cherry Tree Avenue which is an extended, end of terrace two storey dwelling, set at 90 degrees to the east side of Cherry Tree Avenue as part of a Radburn style layout. On this east side of the road the properties are all identical 1970's style; set in 6 rows of high density radburn layout. Opposite, on the west side are bungalows with their own parking. There is roadside parking on Cherry Tree Avenue with double yellow lines and parking restrictions limited to areas to keep access to garage courts clear. At the time of the site visit, 14.45 on a Wednesday, there were 3 or 4 spaces available.

The application site itself has had a two storey side extension of dimensions that replicate the original ie the footprint and elevations repeat the pattern of the remainder of the terrace which includes gable ends with tile hanging at first floor. As a single dwelling the site takes its pedestrian access to the front door via a path on the south side and has vehicular access via the shared drive to the north where the property has a single garage (that is the end one of a terrace of 4 garages). The amenity space to the rear, north, is currently paved and enclosed by gates to the access track and a 1.5m fence to the property to the east. Being the end property the site benefits from additional amenity area to the side, west, which is currently paved and includes a shed and a dividing decorative wall running east west aligned with the front facade. The southern 'front' garden is currently grassed and open plan, with some significant trees just beyond the site screening the open field of Padnell Junior school that lies immediately to the west.

2 Planning History

92/57124/000 - Two storey side extension, PERM, 14/05/1992

3 Proposal

Conversion of existing dwelling into 2No. dwellings (1No. 2 bed end of terrace and 1 No. 3 bed mid terrace).

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

Highways Engineer, Development Engineer

There is no new access to the Highway and under Hampshire Standard guidance this should be determined by the Planning Authority

Traffic Management, HBC

As already highlighted by the applicant the application does not conform to Havant Borough Council residential parking policy.

The minimum standard for both the 2 and 3 bed property is 2 parking spaces per property. The mid terrace 3 bed property complies, however, the 2 bed property only has 1 space, which is a garage.

The traffic survey highlights potential on street spaces, but I can only deal with the conversion and the parking standards that need to be applied to these properties. To deviate from this has the potential for other applicants to use this as a precedent and avoid creating the required off street parking.

The plans available for me to review are poor, however, it may be possible to remove the garage for the end terrace property and increase the available space required for the minimum of 2 spaces, however without detailed plans showing available dimensions etc it is difficult to say if this is viable.

Therefore at present Traffic Management are unable to give a positive response for the following reasons : this falls outside the parking standards as set by the council, it may have an impact on available on street parking and may set a precedent for future planning.

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: 19

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

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
None 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) Parking issues
- (iv) 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.

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

The immediate area is characterised by the Radburn style layout with all the existing dwellings having just one parking space and two areas of amenity space - one at the 'front' with pedestrian access that is about 8.5m deep and generally open plan; and one to the 'rear' that is about 7m deep and abuts the shared drive and is more private but doubles for parking. The proposed subdivision to form 2 separate dwellings would result in the original dwelling becoming a mid-terrace property and as a result have available to it the same amenity space as the remainder of the properties in the cul-de-sac. Whilst this is less than required by the adopted Design Guide SPD it is nevertheless commensurate with the character of the area.

The proposed new end of terraced dwelling would have the extra side garden area available, resulting in total amenity space in excess of the mid-terrace properties. The 'front' garden to the south could be enclosed to create adequate private amenity space and its enclosure would reflect that already done at No 121 opposite, without detriment to the otherwise open plan character of the cul-de-sac.

Since the design of the extension that would become a separate dwelling repeats the pattern of the cul-de-sac there would be little visual change resulting from the proposal,

most of the works would be internal. No additional 'front' door is proposed in the south elevation as it is proposed to utilise what is the existing side door on the west elevation as the front door. An additional path is proposed to lead to this side entrance.

Therefore the proposed subdivision is considered appropriate to the character of the area and sufficient amenity space would be provided for future occupiers, commensurate with the character of the area, and the proposal is therefore considered compliant with policy CS16 of the Havant Borough Core Strategy 2011.

(iii) Parking issues

The current policy DM13 and Parking SPD requires 2 on site car parking spaces per 3 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. The proposed mid-terrace property would have available to it the existing paved area to the north, which is a dual purpose area used for parking and amenity. This area can accommodate 2 vehicles and hence this unit would comply with the Parking SPD.

The new end of terrace dwelling would however only have available to it the existing garage ie a single space. This represents a shortfall of one space. It is noted that Cherry Tree Avenue is generally congested and parked up and the availability of on-site spaces limited, which could lead to competition for spaces with an associated loss of highway convenience and amenity for existing residents. The applicant sought pre-application advice and was advised of this likely parking issue and has addressed the issue by undertaking a parking survey.

The submitted survey was undertaken over a 6 week period as a spot check of number of spaces available at various times of day. Generally there was always at least a couple of spaces found to be available, with the exception of Sunday's when the area was fully parked up. It was also noted that the existing dwelling is currently occupied by 5 adults who have between them 3 cars, 2 vans and 3 motorbikes, some of which are parked on the highway contributing to the demand for spaces. It is considered that this level of vehicle ownership is not dissimilar to that likely if the dwelling were subdivided into 2. 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.

Since the applicant has demonstrated that for the majority of the time there is capacity on the adjacent road, and no letters of representation have been received raising this matter, 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, the submitted evidence has adequately demonstrated that no 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.

(iv) Developer Contributions

Since no new floor space is proposed with the conversion to two dwellings then the proposal is not CIL liable.

However the proposal does result in a net gain of 1 dwelling 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 currently set at £181 per dwelling to the Solent Disturbance Mitigation Project. For the proposed additional dwelling, plus admin and monitoring fee, the appropriate payment of £210.00 This has been paid and the relevant form has been completed by the applicant.

8 Conclusion

The proposed subdivision of this extended dwelling into 2 is considered visually appropriate and would not result in material harm 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/17/00475

(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 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.
- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

1:1250 Site Location Plan
1:200 Block Plan showing Parking for each Dwelling
Proposed Floor Plans showing internal subdivision of Property 1 and Property 2

Reason: - To ensure provision of a satisfactory development.