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Date: 3rd November 2022

Mr D. Eaves,
Planning Department,
Havant Borough Council,
Public Service Plaza,
Civic Centre Road,
Havant,
PO9 2AX

Dear David,

Re: Further Evidence. 93 Winterslow Drive - APP/22/00872.

Thank you for your time on Wednesday 2nd November to discuss the above application.

To summarise our meeting, we discussed three key points:

1. Parking for No.93 Winterslow Drive and manoeuvring on site.
2. Impact on residential amenity to the future occupiers of the proposed dwellings.
3. Landscaping design to the frontage.

As we discussed within the meeting, the extension of time has been agreed to allow us to put final comments in place regarding the application. Our responses to the above points are as follows.

1) Parking for No.93 Winterslow Drive and manoeuvring on site.

No.93 Winterslow drive currently does not have any designated parking for the house. This is the same up to No.151 Winterslow Drive which are only accessible by pedestrian pathways; a common 1960's housing estate design. The application site is on a separate land title, which is accessed by the drop kerb and driveway.

Local residents often park illegally on this white line (see photos over). We note there is a wider parking issue within Leigh Park. However, this application should not be used as a tool for the local residents to complain about their lack of parking. The proposals meet the Havant Borough Council Parking SPD standards by providing two spaces per dwelling. No other parking spaces should be required.



Figure 1: Local residents illegally parking on the access point to the application site.



Figure 2: Neighbouring properties with hard standing and parking to the frontage of their properties.

Highways have issued their consultation response to refer to their Standing Advice. This states:

- 1.1. In accordance with Section 18 (1) (d) of the Order, Hampshire Council Council has determined that it will discharge its consultee responsibilities as the LHA through the provision of Standing Advice for the following scale of development:
 - Residential development of 1 to 5 new dwellings, served by an access onto an unclassified road.
- 1.2. If the local planning authority is satisfied that the application is in accordance with the Standing Advice, then it can conclude that there are no highway reasons to refuse the application.

The Standing Advice continues:

1.3. Where more than one property is accessed from a single access on the highway the following condition should be placed on the permission:

Prior to occupation the area shown on the approved plan for the parking and turning of vehicles shall be provided and reserved for these purposes at all times.

Reason: To ensure that vehicles parked on the site are able to enter and leave in forward gear

Therefore, there is no Highways reason to refuse the application on Parking for No.93 Winterslow Drive, nor is there a reason for the application to be Refused on parking layout of turning of vehicles as the recommendation is for this to be applied as a condition.

2) Impact on residential amenity

We note your concern relating to the proximity of the proposed parking to the front doors of the proposed dwellings. In response, we refer to the below photographs demonstrating that this pattern of development is common within the Havant Borough. These were taken by members of staff during their morning commute, without particularly searching for examples, and includes well established dwellings as well as recently Permitted and built houses. This shows a long established pattern of development both locally to Winterslow Drive, and throughout the Borough. These are just a few examples out of many as you walk around Havant B.C.



Figure 3 : Lupine Road, Denvilles.



Figure 4: Maylands Road, Bedhampton.



Figure 5 (Left): Hallett Road, Denvilles. Figure 6 (Right): South Downs Rise, Bedhampton.

Figure 7 (below): South Downs Rise, Bedhampton.



In addition to these photographs, we refer you to the Havant Borough Council Parking SPD which states:

4.07 In addition, sufficient space for turning facilities on site to allow vehicles to enter and leave in a forward gear will be encouraged. Where vehicles reversing from or onto the highway would give rise to Highway safety issues, on-site turning space will be compulsory.

4.08 In car parking courts, sufficient space should be provided to allow vehicles to reverse. Six meters between sets of spaces is normally sufficient for this purpose.

We can confirm that six meters is provided in front of the parking spaces (spaces measure 2.4m x 5m in size). Therefore, the proposed parking layout meets the criteria of the Parking SPD.

The properties as photographed at South Downs Rise were approved under APP/12/00612. The majority of these parking spaces have front doors directly on to the parking courts. This was not raised as an issue at determination, and all that is mentioned within the Officers Report is as follows:

In relation to car and cycle parking, the development would provide parking in accordance with the adopted Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document.

Given that it is an acceptable parking practice within the borough to park right up to the front door of a property, and we meet the criteria within the Parking SPD, we trust this overcomes your concerns about the 1.5m wide footpath.

3) Landscaping design to the frontage

The Havant Borough Council Design Guide SPD states that:

4.22 It is important the public realm is enjoyable and attractive. The car and highway should not dominate and create an environment that is harsh and unwelcoming. Large areas of hard surfacing given over to car parking can create a bland, uninteresting and unattractive environment for users and for buildings that address this space.

4.23 In order to prevent this, the Council expects car parking spaces to be grouped in numbers no greater than five...

4.24 The design of new development should avoid creating SLOAP, those wasteful spaces left over after planning, including excessive areas given over to turning and parking...

The proposed parking layout meets this criteria by ensuring there are only four spaces grouped together, and also avoids creating wasteful excessive turning areas, by ensuring it meets the Parking SPD by providing 6m turn area.

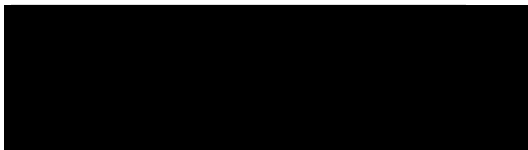
The Landscaping submitted is very specifically located to ensure that the view in to the site from the public viewpoints is screened. This will break up the view of the on site parking, and will barely be visible from a public point of view. The houses themselves will be entirely screened (behind No.93) so this screening is solely to provide greenery. Referring back to figure 1 above, the greenery behind the application site will be retained as well as the rolling view of the Havant Thicket. The view towards the site will be vastly enhanced by the proposals. If required, a condition can be placed on a Permission to provide a long term maintenance plan of this front area so the LPA can be assured the landscaping will remain in place in perpetuity.

To summarise, the application should be determined in line with Paragraph 11 of the NPPF which states that Permission must be granted, unless:

- i. the site is within a protected area (i.e. SSSI, AONB, etc), or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Given that Havant Borough Council cannot currently meet their 5 year housing land supply, and given the evidence provided above, we strongly deem that the benefits do outweigh any adverse impacts and Permission should be Granted for the two dwellings with appropriate conditions imposed.

Yours sincerely,

A large black rectangular box redacting the signature of Sarah Roberts.

Sarah Roberts BA (Hons) Msc AssocIHBC

Enc Mr Grant Comley