



SDA Planning Ltd, 19 Well Copse Close, Horndean, Waterlooville, Hants, PO8 0HB

FAO: Ms S. Donophy
Planning Department
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hants
PO9 2AX

1st June 2021

Dear Ms Donophy

**Re: Application APP/21/00417 – Following demolition of the existing garage block construction of 2 bedroom detached chalet bungalow with parking, refuse and cycle storage and landscaping with access from Chester Close:
105 Havant Road, Emsworth**

I write on behalf of the residents within [REDACTED] who wish to raise an objection to the proposal. The reasons for this objection are detailed below:

The development seeks approval for the erection of a two-bedroom detached chalet style dwelling with integral double garage and retention of an existing outbuilding in place of the existing double garage and on-site parking area.

A simple view of the submitted site plan shows that little thought has been given to the site layout, scale of development proposed or the character and appearance of the area. Further in the absence of a planning or design and access statement it is difficult to understand the thought process behind the design and layout.

In addition, no tree/survey report has been submitted to properly assess the impact on protected trees. With regard to this letter of objection the arboricultural officer is invited to reassess her comments in particular regard to the parking provision that will be required to the front for 105 Havant Road and the TPO tree along the frontage of 105 Havant Road. The submission is clearly misleading in respect of its actual impact on trees of significance.

Overdevelopment of the Site:

Having regard to the site plan, see figure 1 overleaf, the proposed detached chalet bungalow sits hard up to the north, east and western boundaries, with no obvious set back for maintenance. This leaves the only spacing to the southern aspect onto the enclosed rear garden with retained detached outbuilding. It is clear to see therefore that the proposal is an overdevelopment of this modest plot.

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The overdevelopment of the site shows that there has been no regard to the spacious setting that has been provided for the other dwellings within Chester Close and along Havant Road, as such there is no regard to the existing pattern of development found locally.

The overdevelopment results in no outlook to the northern and western elevations for the proposed dwelling. The only outlook would be hard up to and over Chester Close (eastern boundary and over the rear garden (southern boundary). Therefore, in reality the only positive outlook will be from the living area over the garden, with no outlook at all for the kitchen/diner (see figure 3).

Figure 1: Proposed Site Plan

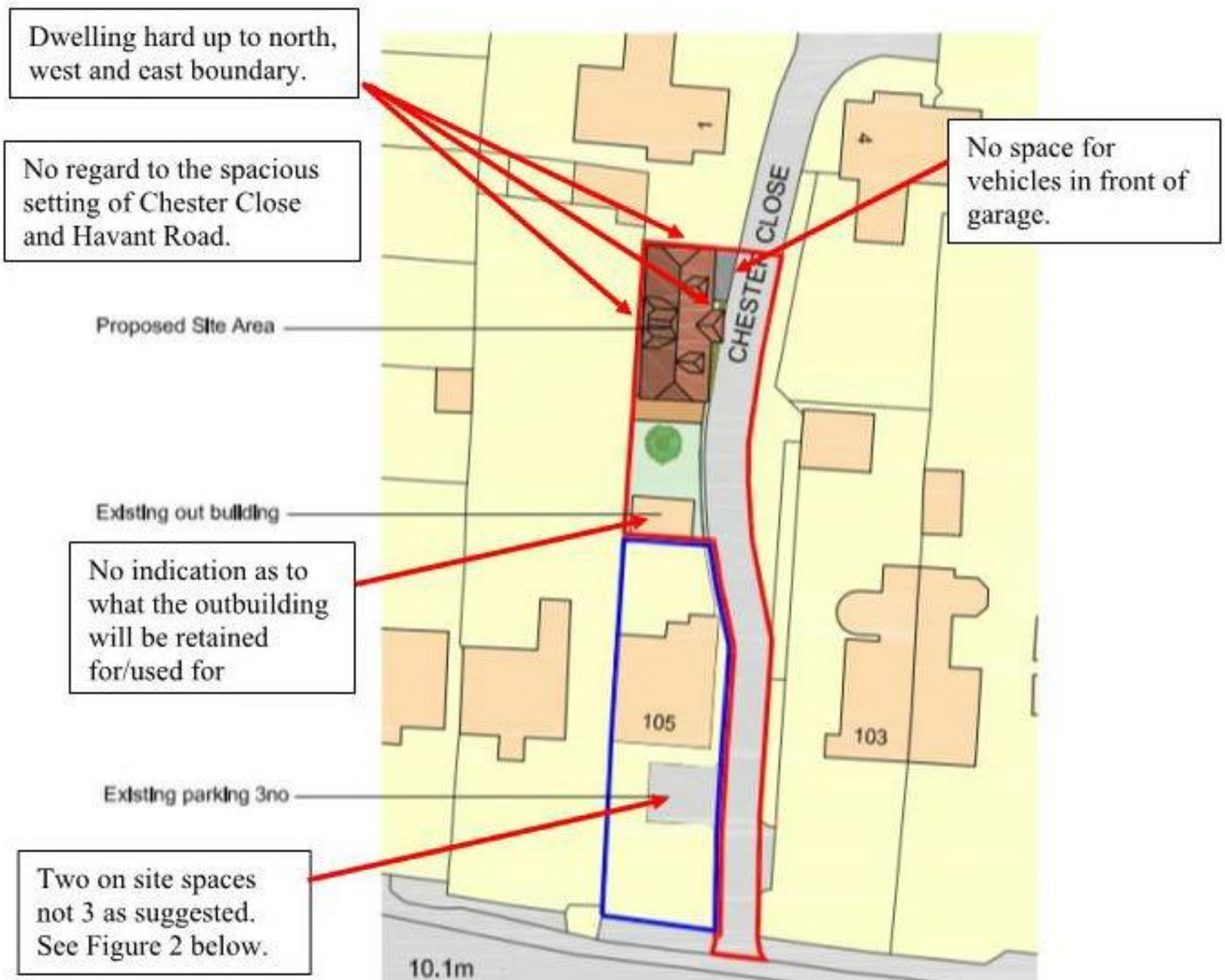




Figure 2: Parking to the front of 105 Havant Road and TPO Tree



Figure 2 clearly shows that it is only possible to park two vehicles to the front of Havant Road and not 3, as suggested by the site plan (figure 1). An additional parking space would be required in the location marked above to provide 3 spaces, which would clearly be within the Root Protection Area (RPA) of the TPO tree to the front of 105 Havant Road. No tree survey/report has been submitted to demonstrate that this could be achieved without harming this significant tree.



TPO tree to the front
of 105 Havant Road



Insufficient Parking:

Figure 2 clearly shows that the development does not make sufficient provision for on-site parking of the retained dwelling, 105 Havant Road, which has more than four rooms. Havant Borough Council's parking standards requires 3 on-site parking spaces for a dwelling of this scale and contrary to the claims on the submitted site plan figure 2 clearly shows that there is only practical space for two on-site parking spaces.

Whilst it is accepted that there is space to the front of 105 Havant Road to add another parking space as illustrated this would result in the encroachment into the Root Protection Area (RPA) of the significant TPO tree along the front boundary of 105 Havant Road. Having regard to its significance and public amenity value any works within the RPA must be properly considered to ensure that the health and vitality of this tree are not adversely impacted.

In addition to the parking for 105 Havant Road the development makes little provision for the appropriate parking provision for the new dwelling. The application proposes two parking spaces within an integral garage. However, there is no space to pull off of the highway to access the garage and given the restrictions in place to prevent parking along Chester Close it is essential that suitable, usable on-site provision is provided without causing an obstruction to existing highway users. It has also not been demonstrated that the garage can be accessed and egressed in respect of the narrowness of Chester Close.

Impact on TPO Tree:

As illustrated by figure 2 no information has been provided to properly assess the impact on the TPO tree along the site frontage of 105 Havant Road. As it is likely that additional hardstanding will be required to provide the three on site parking spaces for 105 Havant Road this information **must** be provided and the Council's arboricultural officer **must** be reconsulted.

Impact on Living Conditions:

Figure 3 below highlights the little thought that has been given to the impact the proposal will have on the living conditions of future occupants and the practicalities of the design/layout.

Firstly, the only window serving the habitable room of the kitchen diner is hard up to the western boundary of the site and will be covered by a 2m high close boarded fence. Further due to the proximity of the dwelling hard up to the north and western boundaries the future occupants will be unable to maintain these elevations, including the cleaning of the windows at ground and first floor level (west elevation).

The proposed bin and cycle store for the dwelling requires vehicles to be moved out of the garage before they can be accessed, which is impractical. To cycle you would have to manoeuvre a car out of the garage, get the bicycle out and then re-park the vehicle.



The same would be true for putting the bins out. In respect of the latter this would encourage owners to find alternative locations for the bins and given the cramped nature of the site would invariably mean bins being left along the highway of Chester Close.

The floor plans in figure 3 and the illustrations in figure 4 also highlight that the occupants of the new dwelling will enter and leave via the front door which opens directly on to Chester Close. A shared access road serving several properties with associated visitors, deliveries and refuse collection. There is a clear and obvious danger related to an access directly onto a highway for future occupants as well as existing highways users.

Figure 3: Proposed Floor Plans

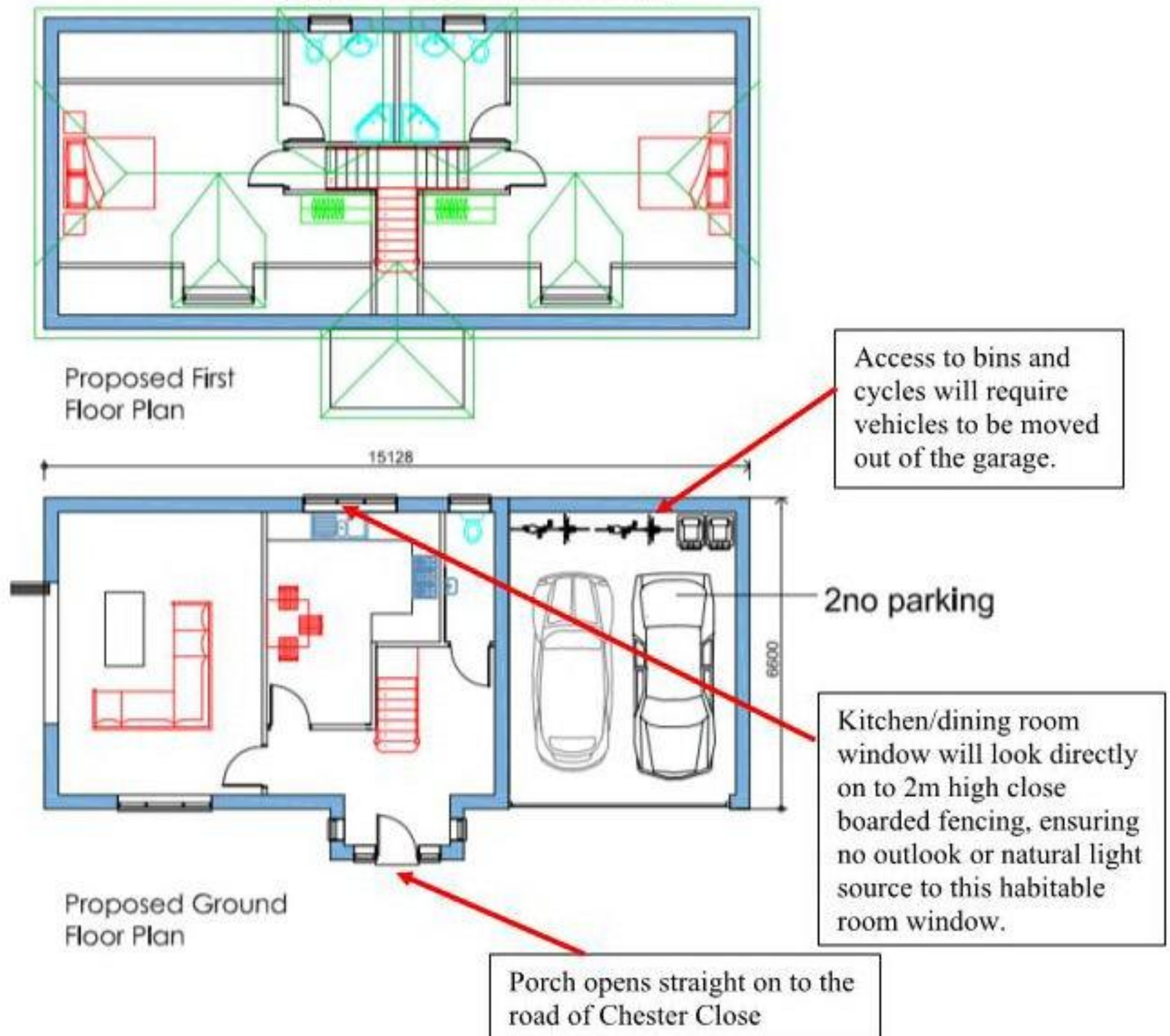
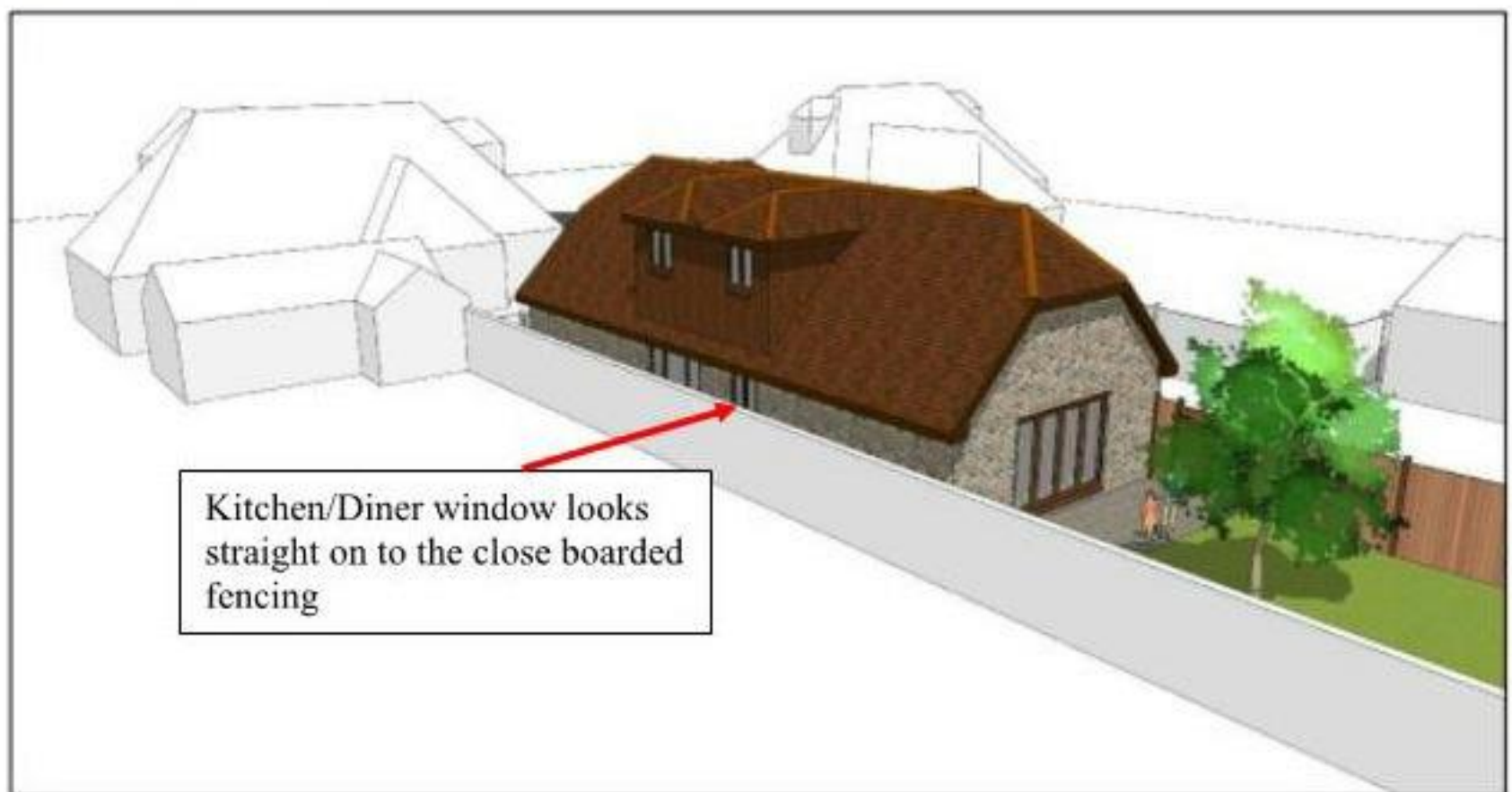
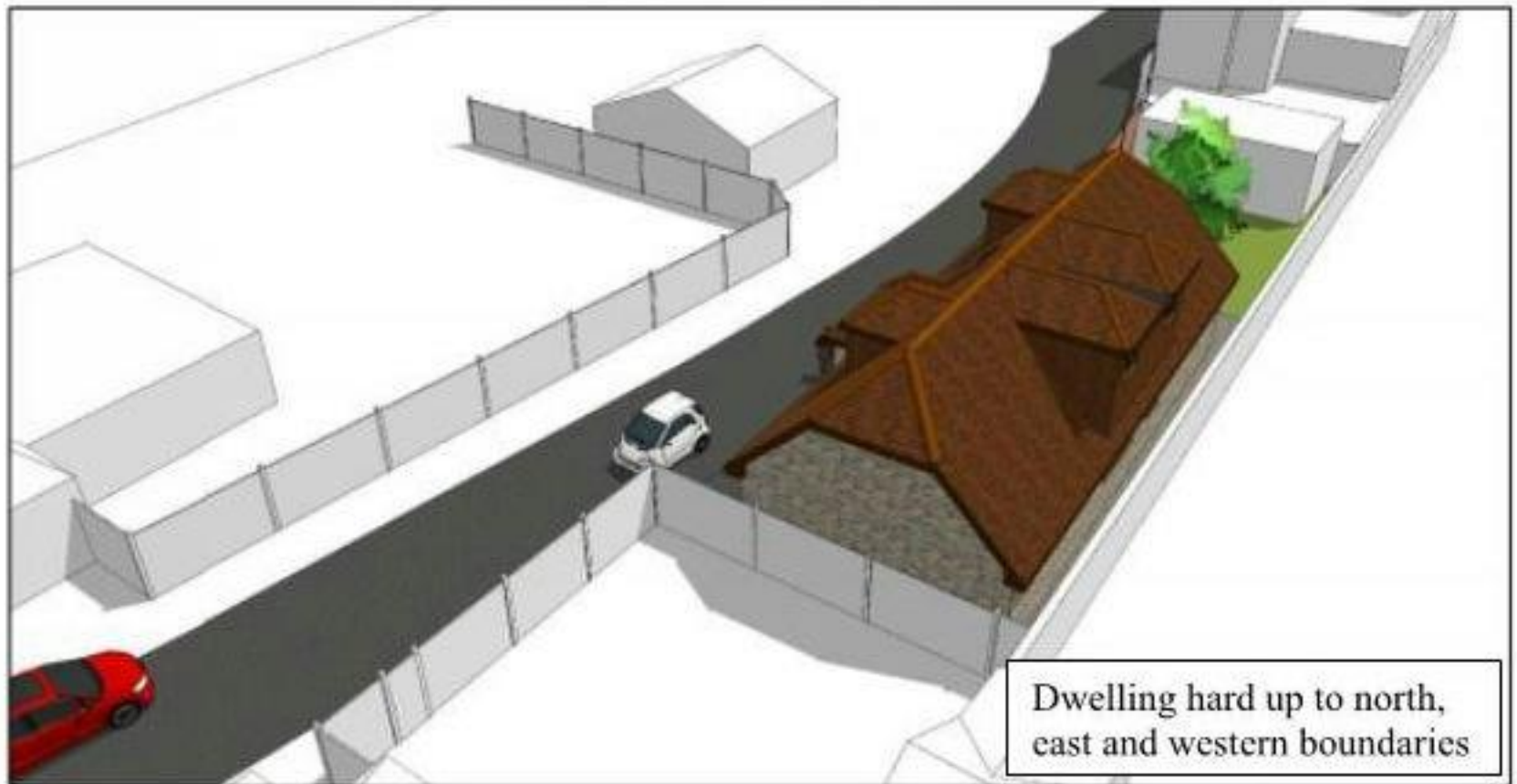
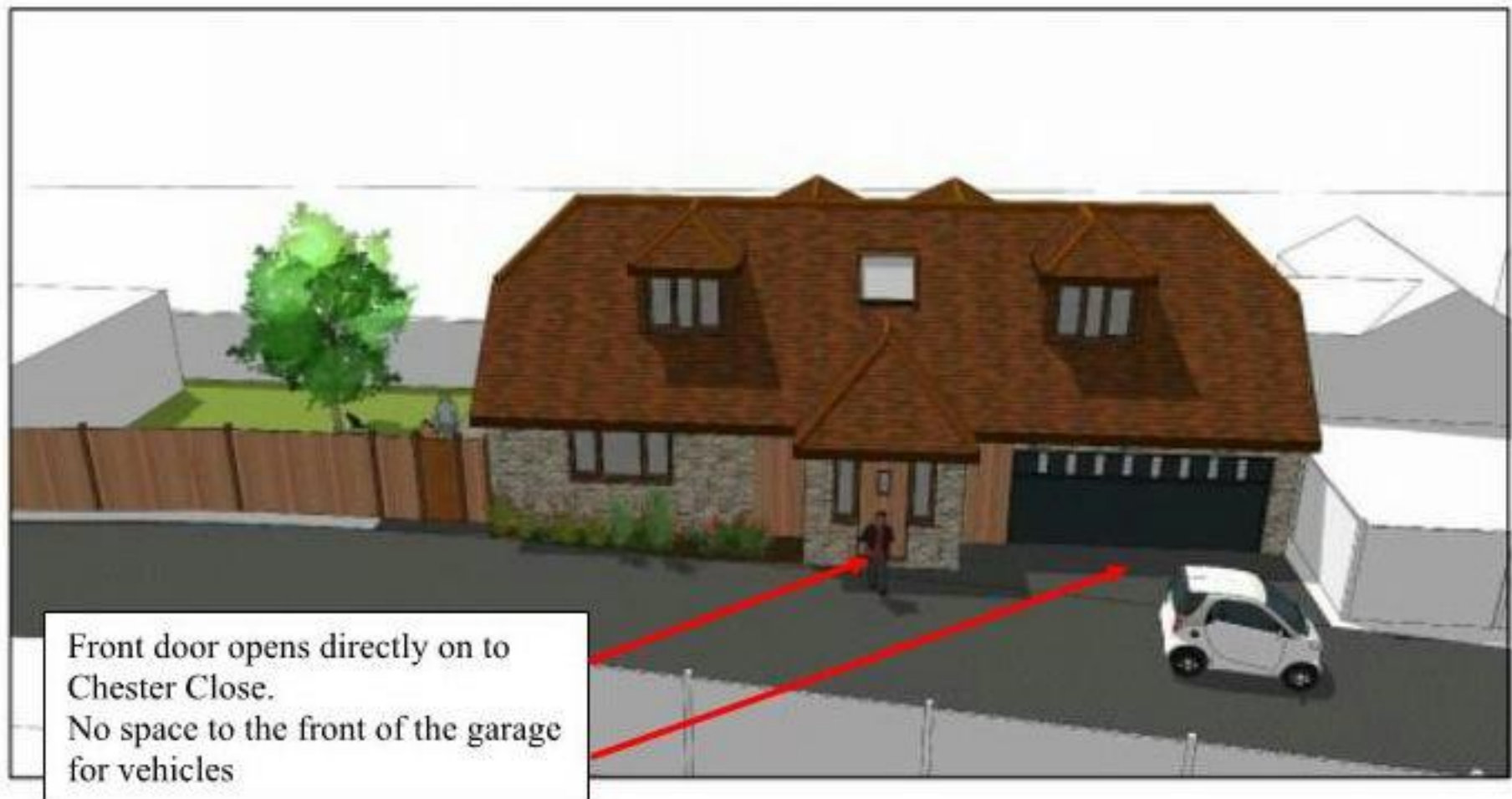




Figure 4: Illustrations of Proposal





Highway Safety:

The three illustrations in figure 4 show the development in context hard up to the side boundaries with the only outlook for the kitchen/dining room onto the close boarded boundary fence.

In addition, the illustration above shows the development directly onto Chester Close, with pedestrians walking straight out of the front door onto the shared highway, with no refuse area before doing so. This clearly poses a hazard to pedestrians of the proposed dwelling as well as existing highway users.

In addition, it is evident to see from both this illustration and figure 1 above that there is no ability to pull off of the highway before accessing the double garage. As there is no space for vehicles to park, other than in the garage, obstruction of Chester Close would be a regular occurrence in order to open and close the garage doors to access and egress from the garage. It is also pertinent to note that turning to access and egress the site will prove difficult due to the narrow width of Chester Close. Contrary to the plans submitted Chester Close is not wide enough for vehicles to pass each other. This could result in vehicles having to reverse onto Havant Road in order to gain access in to and out of Chester Close.



Figure 5: Access Chester Close



Figure 5 illustrates how narrow Chester Close is with space wide enough for a refuse vehicle to access and turn at the bottom. This is dependant on no highway obstructions which is why there is a covenant in place ensuring that the highway is kept clear by residents at all times.

There is not space for vehicles to pass each other and the narrow width, as illustrated by this image, shows the importance of keeping the highway clear. The current proposal would introduce an obstruction as attempts are made to access and egress the garage and would introduce a safety risk with pedestrians walking straight out of the proposed dwelling onto Chester Close.

Overlooking/loss of privacy

As it stands the windows in the western elevation of the dwelling would overlook the rear garden area of 107 Havant Road, where there swimming pool is located. This is a heavily used area in the summer months and the conflict between the open windows in this elevation will be both ways in respect of noise and general disturbance but will allow



an unacceptable intrusion in respect of loss of privacy and overlooking from the new dwelling.

The bedroom windows of the new dwelling, particularly the right hand one when looking from Chester Close, will directly overlook the garden area and into the living areas and bedroom of 4 Chester Close. This will result in a significant lack of privacy to the detriment of the residential amenities of the existing residents.

Conclusion:

Having regard to the above issues the development is clearly contrary to the policies of the Havant Borough Core Strategy and the requirements of the National Planning Policy Framework 2019.

The development clearly represents an ill-conceived layout that results in an overdevelopment of the site in a manner harmful to the character and appearance of Chester Close, the existing residential amenities of adjoining neighbours and the residential amenities of future occupants. Further the development would result in matters prejudicial to pedestrian and highway safety and it has not been demonstrated that sufficient on-site parking can be provided without adversely impacting TPO trees.

For the above reasons the development should be refused.

Yours sincerely

Stephen Andrews B.A. Hons DipTP MRTPI
Director - Planning

Stephen.Andrews@sdaplanning.co.uk
www.sdaplanning.co.uk

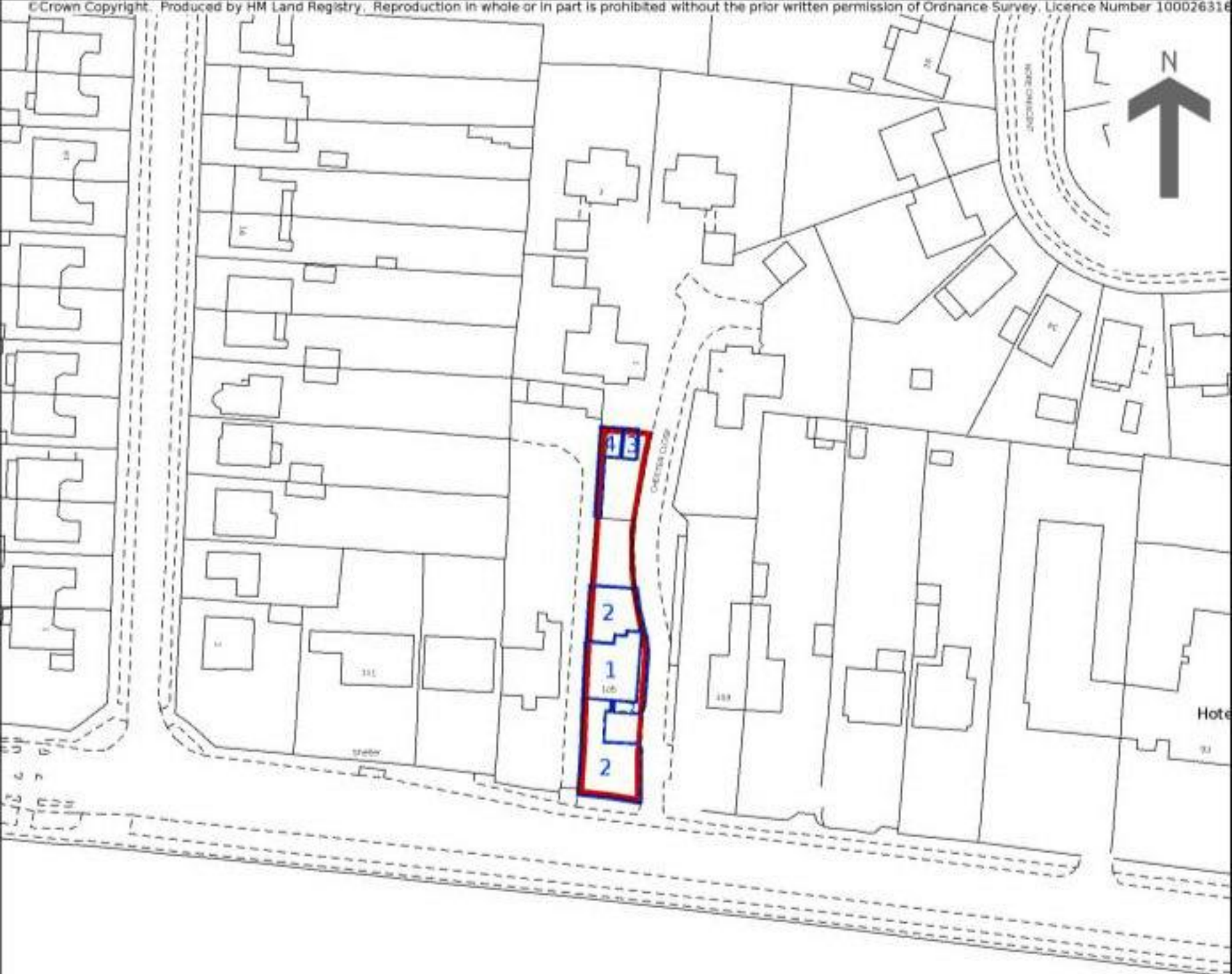
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