



Appeal Statement

No. 2 Proposed Dwellings

Land Adjacent, 93 Winterslow Drive, Havant, PO9 5DZ

Mr G. Comley

January 2023

Critchley Architecture And Design Ltd,
The Old Brewery,
15E South Street,
Havant,
PO9 1BU

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Appendix 1:

- Letter dated 3rd November 2022
- Parking Assessment V2 dated 12th December 2022.
- Follow up emails dated 14th December 2022 and 5th January 2023. No response to date.

1.0 Generally

- 1.1 CAAD Ltd have been instructed by Mr G.Comley to prepare and submit an appeal that responds to the decision of Havant Borough Council (HBC) under **APP/22/00872** which refused planning permission for:

Erection of 2No 2 bed dwellings with associated parking.

- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with **Critchley Architecture And Design (CAAD) Ltd.**
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

- 19032 - 101 Location and Block Plan
- 102 Existing Site Plan
- 110 Proposed Site Plan
- 410 Proposed Ground Floor Plan
- 411 Proposed First Floor Plan
- 412 Proposed Loft Plan
- 413 Proposed Roof Plan
- 510 Proposed Elevations
- 511 Existing and Proposed Streetscene
- 512 Proposed Store Elevations
- 513 Proposed Site Entrance
- Design and Access Statement
- Application Forms and Certificates
- CIL Forms and HRA Assessment
- Nitrates Calculations
- Landscape Specification and Methodology
- Letter dated 3rd November 2022
- Parking Assessment V2 dated 12th December 2022

- 1.4 The subject proposals were prepared under the objectives of the **National Planning Policy Framework** of July 2021. Of the policies, we were mindful of the following:

Paragraph 11:

Plans and decisions should apply a presumption in favour of sustainable development.

Section 5: Delivering a sufficient supply of homes.

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Section 11: Making effective use of land.

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that as much use as possible of previously-developed or 'brownfield' land.

- 1.5 Havant Borough Council has agreed to withdraw the emerging Local Plan examined by the Planning Inspectorate in 2021 and develop a revised plan. Whilst the new Local Plan is developed, the council will hold to [six decision making principles](#) to inform and define development in the borough.

- 1.6 The development proposed is for a net increase of 2 No. dwellings, which are deliverable in accordance with the definition at Annex 2 of the NPPF:

“To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.”

The Applicant is expected to be able to complete this residential development within the next one –two years.

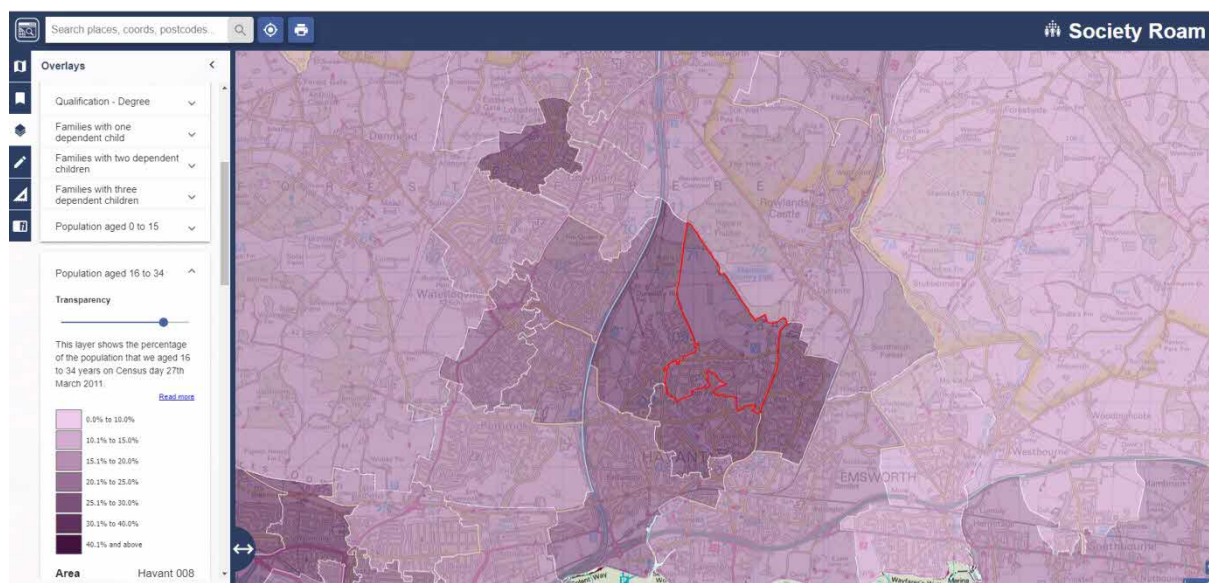
2.0 Physical Context

- 2.1 Winterslow Drive is on the northern boundary of Leigh Park. The subject site is to the north of Winterslow Drive, to the west of No.93 Winterslow Drive.
- 2.2 The subject site is adjacent to the boundary of Havant Thicket, specifically, Gammons Hill and Thicket Lawn.
- 2.3 The site (inclusive of 93 Winterslow Drive) comprises a large plot which measures approximately 20m in width by 30m in depth. It is dominated by overgrown vegetation and as such it does not contribute positively to the character of the area. The site is adjacent to Bondfields Plain, a large area of open space. The site is generally flat and level.

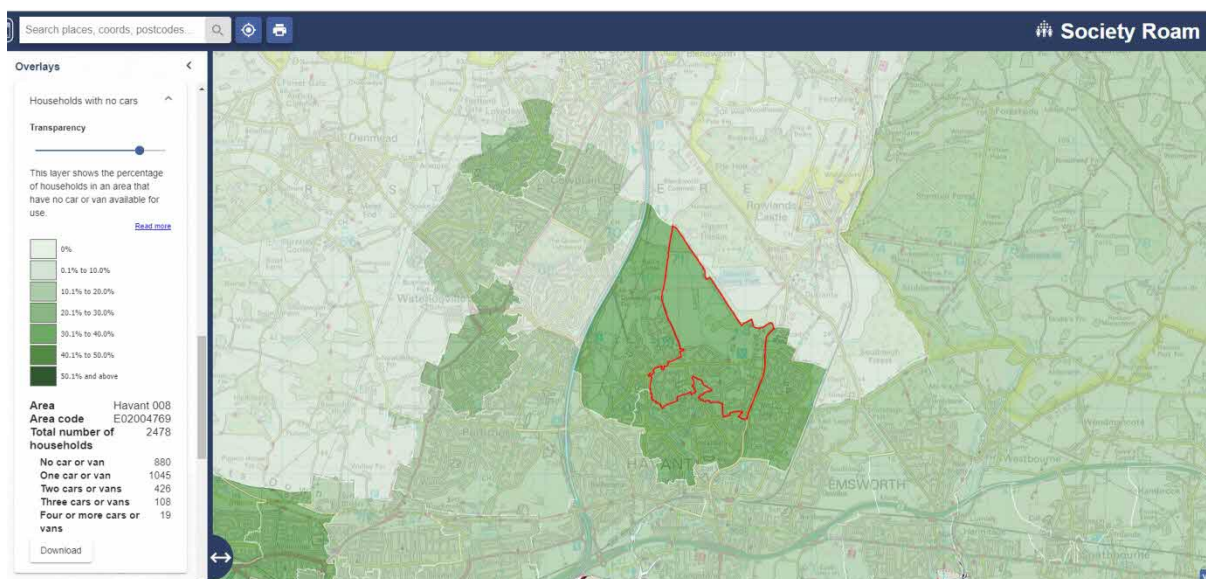
- 2.4 There is a dried up storm drain which runs north east –south west, adjacent to the subject site.
- 2.5 The site is situated within a residential estate, on the northern edge of Havant/Leigh Park and within the defined urban area. Its proximity to existing services in the urban area (inc. high frequency public transport connections) make it a highly sustainable location. The estate was constructed in the late 1950s and provided as Council housing as part of a wider rehousing programme for those displaced from urban Portsmouth during the Second World War.
- 2.6 Leigh Park is approximately 1.5 miles north of the town of Havant.
- 2.7 The site is not at an area at risk of flooding.
- 2.8 The site is not within a conservation area.
- 2.9 The subject site is Brownfield, as previously used as residential garden.

3.0 Social and Economic Context

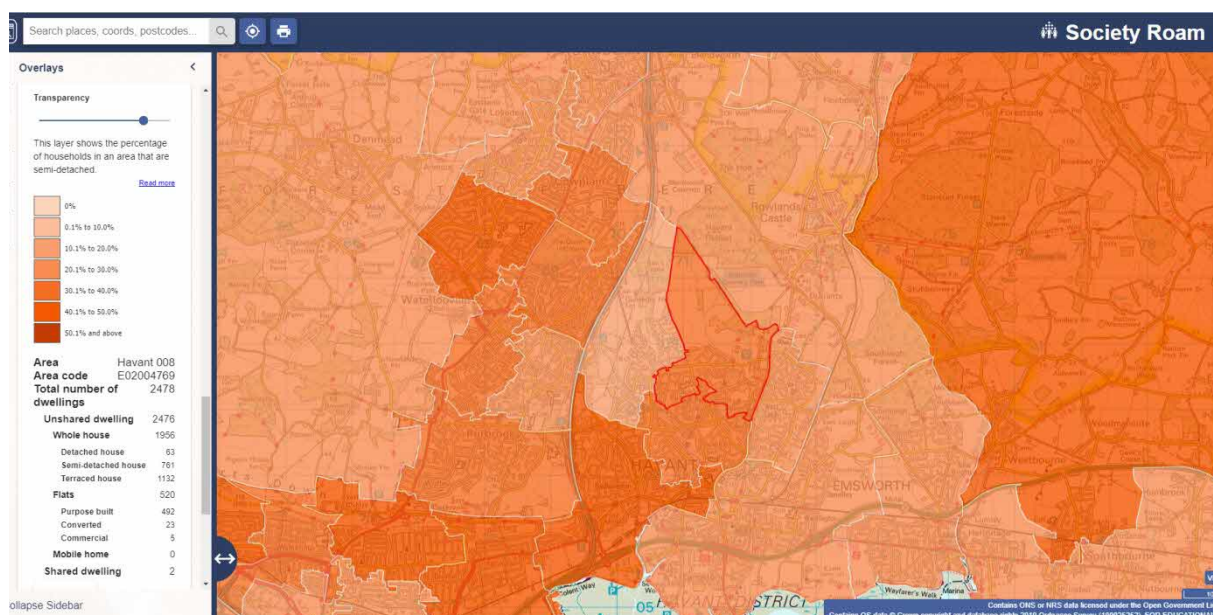
- 3.1 Leigh Park started life as an overspill community of Portsmouth in the mid 1940s, when a shortage of housing after WWII triggered a program of building works on the Leigh Park Estate. Shops, schools, and churches to serve the new houses were opened in the 1950s.
- 3.2 According to the Havant Borough Local Plan 2036, Leigh Park is amongst the 10% most deprived areas in the country. Community facilities in this area are therefore of above average importance.
- 3.3 The demographic maps of the subject site show the following:



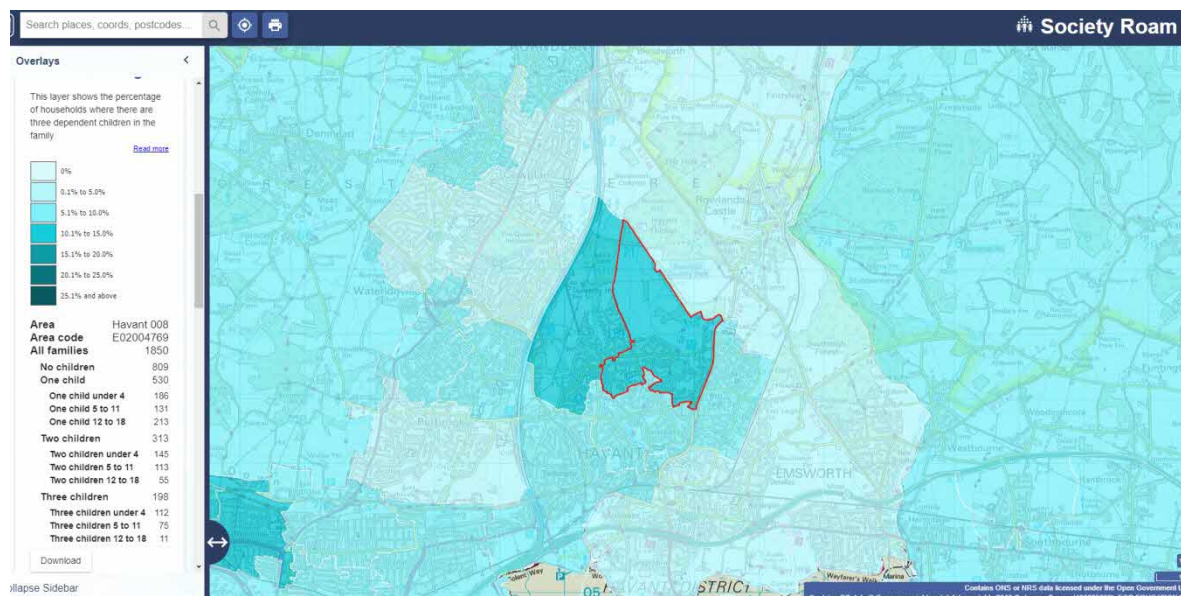
The subject area of Leigh Park has a higher than average population of people ages 16–34, which means the bias of housing required is towards smaller 2-3 bedroom dwellings.



The subject area of Leigh Park data shows the majority of houses have no car, or one car. There are very few houses in the subject area that has two, three or four cars per household.



The subject area of Leigh Park data shows that the majority of houses are either terraced or semi-detached housing.



- 3.3 Winterslow Road is approximately half a mile to the north of the Leigh Park District Centre, which contains a mix of leisure and retail units and is earmarked as an area for redevelopment in the Havant Borough Local Plan 2036. There are around 27,500 people living in the Leigh Park area.
- 3.4 There are several bus stops to the south of Winterslow Drive which provide regular connections to Havant, Portsmouth, The Hard, Rowlands Castle, Emsworth, Southbourne, Clanfield, Horndean, Oaklands and Portsmouth College.
- 3.5 The proposals are drawn up in line with the emerging Havant Borough, Table 6, to provide windfall housing on Brownfield land for the 'need requirement'.

4.0 Planning History

- 4.1 Planning (09/70495/005) was refused and dismissed at appeal in 2009 for '*the erection of a 1 No. 3 Bed and 1 No.1 Bed semi detached dwelling with associated car parking and landscaping utilising existing access onto Winterslow Drive*'.

This was refused because '*the car parking would dominate the frontage of the properties and such as the development would result in a cramped and contrived layout which would have an adverse effect on the amenities of the area and the living conditions of the occupants/owners of the existing and proposed dwellings*'.

- 4.2 Planning (APP/19/00883) was refused on 1st November 2019 for the following reasons:

1 The proposal would constitute an undesirable over-intensive use of the site. The proposed car parking would dominate the frontage of the properties and as such the

development would result in a cramped and contrived layout which would have an adverse effect on the amenities of the area and the living conditions of the occupants/owners of the existing and proposed dwellings. The proposal therefore conflicts with policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, the Havant Borough Design Guide Supplementary Planning Document 2011 and the National Planning Policy Framework.

Within the delegated report for APP/19/00883 it was noted that the dwellings when considered in isolation would not have an impact on the character and appearance of the area. Therefore, this matter relates to the frontage and parking layout only. The design of which has been amended to allow for additional landscaping opportunities. The existing greenery between the pavements on Winterslow Drive have been plotted and landscaping has been proposed up the driveway as a continuation of this design. See submitted Landscaping Report which shows key views in to the site.

2) In the absence of a suitable agreement to secure appropriate mitigation measures, the development would be likely to have a significant effect on the Solent Special Protection Areas due to the increase in recreation as a result of the development, and so is contrary to Policies CS11 and CS21 of the Havant Borough Local Plan (Core Strategy) 2011, Policy DM24 of the Havant Borough Local Plan (Allocations) 2014, the National Planning Policy Framework and the Conservation of Habitats and Species Regulations 2017.

3) The proposal, in the absence of an assessment of nutrient discharge and without completion of the appropriate binding arrangements in relation to offsetting any increase, is likely to have a significant effect on internationally designated ecological sites (Special Protection Areas, Special Area of Conservation and potential SPA designations). The development is therefore contrary to policies CS11 and CS21 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and the Conservation of Habitats and Species Regulations 2017.

4.3 Appeal Decision APP/X1735/W/19/3243426 was dismissed, which included the following reasons:

7. The parking and turning area would result in an extensive hard surfaced area that would dominate the site's frontage. This would be screened to some degree by front garden walls and parked cars and there would be two soft landscaped areas. But the layout would not be characteristic of the local pattern of development. The number of spaces seems to be in accordance with the Council's parking standards, but there would not appear to be a dedicated parking area for no.93, and the current practice of parking on the access strip would no longer be available if access is to be maintained to the new houses.

8. The appellant has referred to some front gardens nearby having been totally hard surfaced in relation to permitted development allowances, but this is insufficient reason to diminish assessment of the proposal in relation to relevant development plan policies. The proposal would result in an uncharacteristic, more intensive layout that would be contrary to Policy CS16 of the Havant Borough Core Strategy (2011)

(HCS). This requires high quality design for development that responds to, draws inspiration from and respects local context and which does not cause unacceptable harm to the amenity of neighbours through matters including in relation to noise.

10. The appellant claims support for the proposal in relation to section 4 of the Council's Design Guide Supplementary Planning Document (2011) (SPD) that covers the layout and design of new development. I acknowledge that in many of the issues examined in the SPD the proposal would be satisfactory. But at Paragraph 5.18 it states that "the layout of new schemes should not be dominated by the car or highways".

15. The proposal would result in the benefit of two additional homes in a sustainable location that would make a small contribution towards the Council's housing need. The two bedroom houses would also be of a size for which there is a demand. However, the Council can currently demonstrate a five year supply of housing land. In my judgement, the adverse effects arising on the character and appearance of the area and on living conditions for existing and future occupiers would outweigh the benefit of two additional homes.

- 4.4 The key difference between the Appeal decision and APP/22/00872 is a) additional landscaping design and, b) that Havant Borough Council can no longer demonstrate a five year supply of housing land. Therefore, the decision needs to be re-assessed in line with the tilted balance, as per Section 11 of the NPPF:

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

See Appendix 1 and 2 which is the information collated to justify that the impacts do not significantly and demonstrably outweigh the harm.

5.0 Development Proposal

- 5.1 The appeal relates to a revised proposal that seeks to address concerns in respect of the previous proposals set out above under 'Planning History'. It comprises the erection of 2no. two bedroom dwellings together with associated access, parking and landscaping. The proposal represents a continuation of the existing pattern of development on Winterslow Drive, with two dwellings introduced to the northwest

of No.93 as an extension of an existing terrace. The proposal also represents a continuation of the form, scale, bulk and massing of the existing terrace.

- 5.2 In summary, as part of this application additional landscaping has been included within the proposed parking scheme to soften the view of the frontage of the properties. Additionally, the layout of the parking has been revised so the positioning of the parked cars is not overly intrusive and there is a private footpath measuring 1.5m width up to the front doors of each of the properties. The crossover remains as existing. The majority of the street is dominated by on street parking, as there are few dwellings with driveways on Winterslow Drive. Therefore, having parking in front of the proposed dwellings is in keeping with the parking of the local area. The driveway is framed by gate posts and landscaping, along with a new pedestrian access point to improve the aesthetic of the public vantage points.
- 5.3 Access would be provided from an existing driveway serving an informal parking space in the frontage of No.93. This frontage area and additional land which is currently overgrown with vegetation would provide a parking and turning area for the proposed dwellings.
- 5.4 The material differences between the previously refused scheme (APP/19/00883) and the current application are 1) it represents a continuation of the existing terrace with development confined to a more modest footprint with an associated reduction in massing; 2) the layout sees built form set further back into the appeal site to provide a more generous frontage area; 3) the parking is in line with Havant Borough Council Parking Standard SPD. There has also been additional soft landscaping proposed, that screens any car parking and hard standing so that there is low impact when viewed from Winterslow Drive or neighbouring properties.

5.0 Consultation Responses

- 5.1 There have been several consultation responses (visible [here](#) in full), the only relevant of which to this Appeal is deemed to be the Highways response, which is copied below:

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments. Due to the scale of the proposal and that there is no change to the vehicular access, HCC's standing advice should be referred to in the first instance. As a result, the Highway Authority will not provide detailed comments on this planning application. For more information on standing advice please use the following link:

www.hants.gov.uk/transport/developers/consultation

6.0 Reasons for Refusal

- 6.1 There was only one reason for refusal, as referenced below:

The proposed car parking would dominate the frontage of the properties and as such the development would result in a cramped and contrived layout which would have an adverse effect on the amenities of the area and the living conditions of the occupants/owners of the proposed dwellings. Furthermore the parking and hardstanding would not reflect the character and appearance of the surrounding area and would be harmful to the character and appearance of the locality. The proposal therefore conflicts with policy CS16 of the Havant Borough Council Local Plan (Core Strategy) 2011, the Havant Borough Council Design Guide Supplementary Planning Document 2011 and the National Planning Policy Framework.

- 6.2 To fully address the reason for refusal, the paragraph has been broken down in to 6 key areas to address. See section 8 below.
- 6.3 The existing character of the area is key consideration in any assessment of whether the LPA's concerns, either individually or cumulatively, translate to material harm and to define the extent of this harm to inform the planning balance having regard to the material benefits of the proposal. Therefore, in the first instance we have undertaken an analysis of the character of the area where this is relevant to the reason for refusal.

7.0 The Existing Character

- 7.1 The existing character will be assessed under two sections:
- 7.1.1 The existing character of Winterslow Drive and surrounding roads. This will be to assess the proposals against the immediate character of the area.
 - 7.1.2 The overall character within Havant Borough Council, which all falls under the same decision making policies and therefore should show continuity when defining what is deemed as acceptable in terms of harm.

The existing character of Winterslow Drive and surrounding roads.

- 7.2 This has been thoroughly summarised in 'Appeal Statement Final' by Nova Planning dated December 2019.
- 7.3 This summarises that there are many examples in the local area of hard surfaced frontages, with driveways up to the front doors of the dwellinghouses.
- 7.4 The application site and surrounding residential properties have their Permitted Development Rights intact. Therefore, under Class F of the Town and Country Planning Act General Permitted Development Order (GPDO), Planning Permission is not required for any of the dwellings in the area to create a new or replacement driveway of any size, so long as it uses permeable surfacing. This is outside of the control of the Local Planning Authority, and the decision of individual home owners to determine whether or not a driveway in front of their property will cause harm to their living conditions.
- 7.5 There are many properties in the area that do not have the opportunity to include parking in front of their properties, as they do not have the space available, and many only have pedestrian access to their property via a footpath. However, many of the properties that do have the opportunity to include parking have done so. This includes both neighbouring properties at No.87 and 85 Winterslow Drive.



No.85

No.87

- 7.6 It is also a very high possibility that there were two dwellinghouses on this land previously. The house numbering at present jumps from No.87 to No.93, so No's 89 and 91 are currently missing. Therefore, it would be seen as appropriate for two dwellinghouses to be put back here, particularly given that HBC cannot prove a five year housing supply.



No.59

No.61

No.73

No.75

No.77



No.45

No.47

No.49 No.51

7.7 As characterised in the photographs above, it is very much within the character of the immediate area that parking dominates the frontage. As explained in 7.5, many of the houses do not have driveway parking only due to the fact they are via pedestrian access and therefore do not have the opportunity available.

The character of Havant Borough Council area

- 7.8 This section is included to respond to the Appeal Decision in 4.3 above to assess other sites within the Plan area that have been decided under the Council's Design Guide SPD.

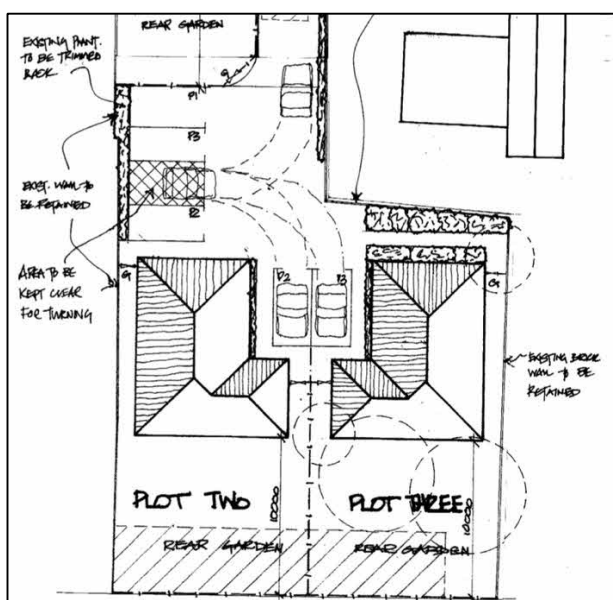
For reference, appeal decision states:

10. The appellant claims support for the proposal in relation to section 4 of the Council's Design Guide Supplementary Planning Document (2011) (SPD) that covers the layout and design of new development. I acknowledge that in many of the issues examined in the SPD the proposal would be satisfactory. But at Paragraph 5.18 it states that "the layout of new schemes should not be dominated by the car or highways".

These are included within this report as they set the precedent for what is and is not deemed as acceptable, paying particular attention to the layout of parking, as this is the focus are for this appeal. This all forms the character of the Borough when deciding applications in line with the 2011 Design Guide SPD. Refer also to the information within Appendix A.

- 7.9 The Final Appeal Statement by Nova Planning includes the below examples for parking and manoeuvring vehicles:

Ref. APP/19/00021 –26 West Haye Road, Hayling Island



The approved parking arrangements shown on Drawing Ref. 19/803/01 (Rev A) include two parking bays wedged between the two proposed dwellings (creating a tunnelling effect for noise from manoeuvring vehicles) and a narrow 'keep clear'

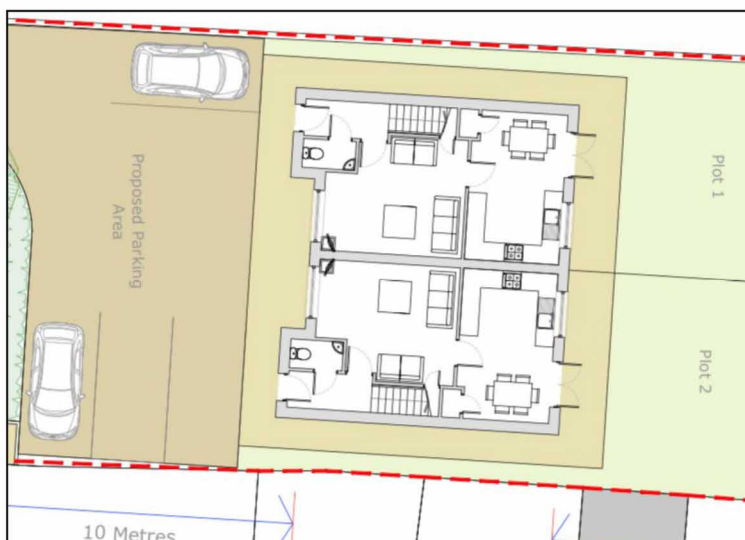
area for reversing vehicles to turn and leave the site in forward gear. This arrangement works but is certainly more constrained and contrived than the appeal proposal. Further parking bays are located to the north of Plot Two such that this dwelling has manoeuvres occurring alongside two elevations. Again, this is less favourable than the appeal proposal in terms of the amenity of neighbouring properties.

Ref. APP/16/00774 –Land North of Havant Road and West of Selangor Avenue, Emsworth



As above, the arrangement of parking for plots 129 –131 broadly replicates the arrangement for the proposed development in this appeal. However, the extent of parking, particularly the concentration of parking around Plot 131, results in a far worse level of amenity than would be the case for either proposed dwelling.

APP/16/00713 – 3 Victoria Road, Emsworth



This proposal has parking at less of a distance from front elevations and with the entirety of the frontages made up of hard surfacing. This relationship is equivalent to the appeal scheme in terms of the intensity of use of proximity of vehicle manoeuvres, however, the appeal scheme proposes a more sensitive landscaping scheme to improve the amenity of the frontage.

7.10 As within the parking assessment within Appendix 1, there are further multiple examples of where these have been implemented. Including but not limited to:

- Hallett Close
- Daffodil Way
- Windrush Close
- Poppy Way



These parking courts were Approved under APP/12/01222 which is decided under the same Design Guidance SPD and were all considered acceptable. There is deemed to be no material difference between the above approved/built schemes than what is being proposed under APP/22/00872. Therefore, this is deemed to be acceptable when applying the Design Guidance. When assessing the harm with the tilted-balance in mind, the benefits are deemed to significantly and demonstrably outweigh the harm.

8.0 Development Justification

8.1 Further to section 6.2 above, the reasons for refusal have been broken down in to six points so these can be rebutted against.

- *The proposed car parking would dominate the frontage of the properties and would result in a cramped and contrived layout which would have an adverse effect on the amenities of the area...*

The landscaping has been proposed after a visual impact assessment was undertaken. The planting is designed and situated as such, using plants of certain heights and species, that screens the development a way that the car parking would not be visible from any public vantage points. Therefore, if it is not visible then it cannot have an adverse effect on the amenities of the area.

Therefore, any harm here is not considered to significantly or demonstrably outweigh the benefits.

...and the living conditions of the occupants/owners of the proposed dwellings.

Further to the information provided in section 7 above, it is deemed that the parking and manoeuvring of two private dwellings will not have an impact on the living conditions of the occupants/owners of the proposed dwellings. These examples provide the precedent that it is acceptable to park and manoeuvre right up to within 1m of the front door of the properties. Alongside this, section 7.5 demonstrates that it is the character of the local area for parking to be provided right up to the front door without any buffer space. When in fact at the appeal site there is a 1.5m pathway to buffer between the parking and the front doors. The rooms to the front of the ground floor are kitchens, i.e. a non-habitable room, which do not benefit from needing to be distanced from the parking area. Appendix A shows an example of a similar house type at South Downs Rise, which has a kitchen to the front window and parking right up to the window without any buffer. This style of parking is long established across the Borough.

Therefore, any harm here is not considered to significantly or demonstrably outweigh the benefits.

- *Furthermore the parking and hardstanding would not reflect the character and appearance of the locality.*

The land is currently C3 residential and the hardstanding falls under Permitted Development. It is the Permitted Development Right of the owner to be able to cover this area of land in permeable hardstanding. Multiple examples have also been provided as evidence that this is in character for the local area.

Therefore, any harm here is not considered to significantly or demonstrably outweigh the benefits.

- *The proposal therefore conflicts with policy CS16 of the Havant Borough Council Local Plan (Core Strategy) 2011...*

The Havant Borough Council Local Plan has been withdrawn and a Housing Delivery Position Statement was released in March 2022, which states the following:

1.4 Havant Borough's Core Strategy (2011) and Allocations Plan (2014), Hampshire Minerals and Waste Plan (2013) and Emsworth Neighbourhood Plan (2021) together form the statutory Development Plan which forms the basis for determining planning applications and appeals in the Borough. However, the adopted housing requirement set out within the Core Strategy (2011) is more than five years old, based on a previous system of setting housing requirements and is in need of being updated in order to address objectively assessed needs in Havant Borough.

This statement admits that the current policies in the 2011 plan are out of date and are in need of updating to reflect current needs.

1.7 In light of the Interim Findings report, the Council acknowledges that housing sites beyond those in the withdrawn HBLP will now be required to meet housing need in Havant Borough. A key action identified by the Council's Housing Delivery Action Plan is to support the principle of residential development on emerging allocations in advance of the Local Plan being adopted. In such cases, proposals should comply with the new requirements and standards in the emerging Local Plan which is necessary to justify a departure from the Development Plan. The objective of this Position Statement is to make this expectation clear to applicants and developers for decision making purposes.

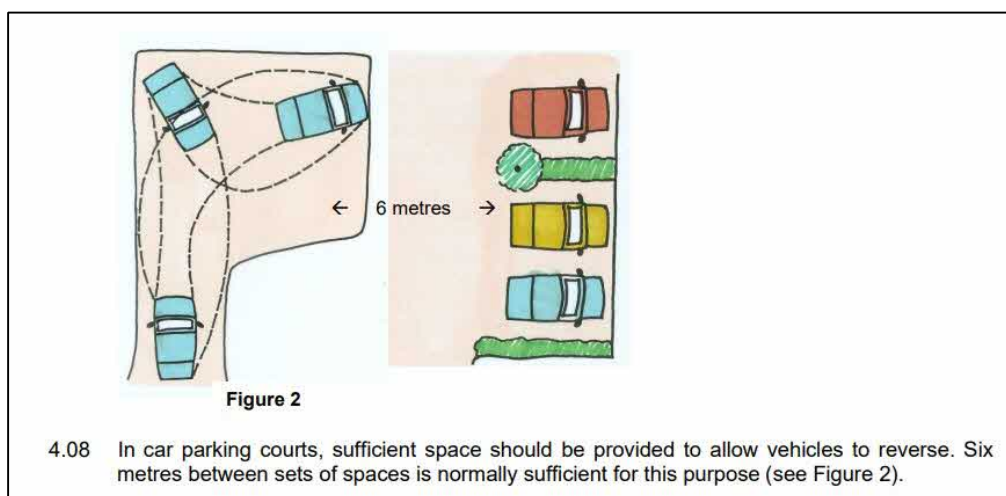
The Planning Refusal issued does not demonstrate that the LPA are supporting the principle of residential development. A refusal should only be issued if there are significant and demonstrable harmful issues, such as impact on a Designated Area, Flood risk, impact on protected species, etc. This application is only refused for one reason only, which a subjective matter regarding the residential amenity impact of a private parking court.

Therefore, any harm here is not considered to significantly or demonstrably outweigh the benefits.

- *..the Havant Borough Council Design Guide Supplementary Planning Document 2011...*

The hardstanding for the parking court is Permitted Development, and multiple examples have been provided that this is an acceptable parking layout as it has been approved and implemented across the Borough.

The proposals are in line with the Parking Standards SPD, ergo, this should be subsequently deemed as acceptable for the Design Guide SPD. The guidance specifically states:



The Council specifically encourage on site parking, as also within the SPD:

4.23 ..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...

- 8.2 The proposal has provided 6m of space in front of the parking spaces, as specifically requested to avoid SLOAP. Highways have deemed this as sufficient and referenced their standing guidance, which states:

Hampshire Highways Standing Advice:

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.

1.1. The LHA requires that any development of 2 –5 dwellings using a shared vehicular access from the highway is able to facilitate vehicles entering and exiting from the development onto the highway in a forward gear.

1.2. 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, as the parking layout is in line with Hampshire Highways advice and the Parking SPD, it is deemed that any harm here is not considered to significantly or demonstrably outweigh the benefits.

- *...and the National Planning Policy Framework.*

Paragraph 11 d) of the NPPF applies where the Council is not able to demonstrate a five year supply of deliverable housing sites. As such, the 'tilted balance' under paragraph 11 d) ii. of the NPPF is engaged: this means granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

- 8.3 In summary, it has been demonstrated that there would be no adverse impacts resulting from the proposed development and conversely it represents an excellent opportunity for windfall development in a sustainable location. The proposal would make efficient use of land to deliver good quality homes with good amenity space. It is in a form that is consistent with the pattern of development found locally and consistent with planning policy. In these respects, the proposal is truly sustainable and consistent with the NPPF.

Appendix 1

Copies of the submitted information:

- Letter dated 3rd November 2022
- Parking Assessment V2 dated 12th December 2022. This was submitted prior to the decision being issued but was not included as an application document.
- Follow up emails dated 14th December 2022 and 5th January 2023. No response to date.



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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,



Sarah Roberts BA (Hons) Msc AssocIHBC

Enc Mr Grant Comley



Critchley Architecture And Design (CAAD) Ltd <info@caad.online>

APP/22/00872 93 Winterslow Drive, Havant

Sarah Roberts - CAAD Ltd <sarah.roberts@caad.online>

12 December 2022 at 16:27

To: "Eaves, David" <David.Eaves@havant.gov.uk>

Cc: "Weaver, Steve" <Steve.Weaver@havant.gov.uk>



Good Afternoon David,

Thank you for your response and for outlining that there are still concerns that the proposal would result in parking immediately to the front of the proposed dwellings, which would be shared by the occupiers of more than one household. We have therefore taken the time to gather further evidence to show other examples that have been Approved in the area.

The APP/12/01222 Manor Farm development shows multiple examples of this. See below:

- Hallett Close has been approved with parking within 1.5m of front doors. The width of the private drive at this point is approved at 4.8m with no turn area. This serves 5 dwellings.





- The private drive to the south of Daffodil Way serves 12 dwellings. The front doors are within 1.5m of the road that is only 3.3m width. Although there is a turn area off the drive, there is still a much heavier flow of traffic serving 12 dwellings going past their front doors and has the potential to residential amenity, which has previously been deemed acceptable.



- There is a close of 4 houses off Windrush Close. This has parking within 1.5m of the front doors. The distance in front of the parking space is exactly 6m. There is no turn area.



- Finally, there is a close of 4 houses at 36 Poppy Way. There is parking within 1.5m of the front door, no turn area, and a manoeuvring space of only 4.8m in front of regular bays, adjacent to parallel bays.



All of these were approved and deemed as acceptable in terms of residential amenity. The parking courts and drives in the above examples all serve a much higher capacity than what we are proposing.

The front rooms proposed in the current application are kitchens, any habitable rooms are located to the rear or at first floor level. Therefore, when assessing the impact this is deemed as reasonably low, given that kitchens are functioning rooms, rather than quiet rooms. There are no roads to the side or rear of the properties, so this improves the residential amenity even further. Unlike the examples given above which all have lounge windows to the roadside.

In comparison to the above examples, our design is an improvement on these as it allowed for the full 6 meters, as specified within the Parking SPD. Additionally, there is a landscaping design which screens any parking to improve amenity values of the development as a whole.

We trust that you will take the time to review the information above, as we are of the strong opinion that in this case there is no significant and demonstrable harm.

Kind Regards,

Sarah

Sarah Roberts BA (Hons) MSc AssocIHBC
Architectural Designer & Heritage Consultant



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Critchley Architecture And Design (CAAD) Ltd <info@caad.online>

APP/22/00872 93 Winterslow Drive, Havant10 messages

Sarah Roberts - CAAD Ltd <sarah.roberts@caad.online>

5 January 2023 at 15:46

To: "Eaves, David" <David.Eaves@havant.gov.uk>

Cc: "Weaver, Steve" <Steve.Weaver@havant.gov.uk>

Hello David and Happy New Year. I hope you and yours had a good one.

We just wanted to check in with you to see if you have received our emails dated 12th and 14th December? We welcome your comments.

Kind Regards,

Sarah

Sarah Roberts BA (Hons) MSc AssocIHBC
Architectural Designer & Heritage Consultant



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Sarah Roberts - CAAD Ltd <sarah.roberts@caad.online>

14 December 2022 at 12:00

To: "Eaves, David" <David.Eaves@havant.gov.uk>

Cc: "Weaver, Steve" <Steve.Weaver@havant.gov.uk>

Good Afternoon David,

Despite the Refusal being issued for this application, we still welcome your response to our email dated 12th December, which was sent prior to the decision was issued.

Kind Regards,

Sarah

Sarah Roberts BA (Hons) MSc AssocIHBC
Architectural Designer & Heritage Consultant



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