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Planning Committee  
City of Portsmouth

*For your information*  


6<sup>th</sup> June 2008

Reference: **Petition concerning the Planning Application 08/00801/FUL dated 27<sup>th</sup> May, 2008 for the address 112, Copnor Road.**

The undersigned, as residents living in the adjacent properties to this site, request that this Application not be accepted on the basis of the plans submitted.

There are several factors which are not acceptable. The main points are that:

1. The proposed housing is not in keeping with the size and types of the properties immediately adjacent (Coniston Avenue & Copnor Road) and as a result will give the impression of over-development (cramming in too many properties into a limited space). Indeed, as noted in the attached review, the submitted plans exaggerate the size of the intended properties and therefore give a misleading impression.
2. Coniston Avenue will be changed from a secluded road to which access is via the front gardens of houses to one which will become a mixture of front and back entrances this has many implications including the attendant issues of wheelie bins and waste sacks left out. Experience with this sort of development in Portsmouth creates a "back yard" appearance and depreciation in amenity.
3. The development will effectively remove 7 parking spaces and yet the increase in demand for at least an additional 7 parking locations associated with the proposed houses. Since Coniston Avenue, at the moment, has enough parking space for residents the development will create a deficit of 14 parking spaces (see attached review) affecting everyone in the street.
4. The combined outcome of the above facts is that the properties in Coniston Avenue will suffer a fall in equity value over and above the declines associated with the current credit and mortgage crisis. This is detailed in the attached analysis.

An analysis of this Planning Application, upon which this petition is based, is attached.

Details of residents supporting this petition follow:

No.	Name	Signature	Date	Address
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Analysis  
of  
Planning Application

**Concerning:** OUTLINE APPLICATION FOR THE CONSTRUCTION OF 7 TWO STOREY TERRACED DWELLING HOUSES  
(PRINCIPLES APPEARANCE, LANDSCAPING AND SCALE TO BE CONSIDERED) RE-SUBMISSION OF 08/00005/OUT)

**Address:** 112 COPNOR ROAD PORTSMOUTH PO35AN

**Current submission reference:** 08/00801/FUL

**Date:** 27 May 2008

**Status:** current

**Information made available by the Planning Department**

Contained in four (4) documents available on the Planning website as follows:

1. Application for Outline Planning Permission With Some Matters Reserved (completed form)
2. Design Statement for Development of 112 Copnor Road, Portsmouth, Hampshire
3. Site Plan Scale 1:200
4. Planning Drawing (Elevations and plan details)

## Analysis & Comments on Planning Application

In this part of the analysis of the Planning Application reference is made to the statements contained in the submitted document date-stamped 15 May 2008 entitled:

***“Design Statement for Development at 112 Copnor Road, Portsmouth, Hampshire”.***

In this document under the subtitle ***“Design Principles”*** there are three statements noted below as items 1, 2 and 3 followed by relevant comments.

1. The new design should relate to the existing styles in close proximity and not create any harmful impact on adjacent properties. The siting of the houses is a key requirement.

### **A. COMMENTARY**

(i) The properties and inhabitants closest to and most affected by this proposal, are Copnor Road numbers 128, 130 and 132 and the whole of Coniston Avenue (13 properties).

(ii) The new design does not relate to the existing styles of the affected properties.

(iii) The new design creates harmful impact UPON these adjacent properties on the basis of two considerations:

(iii.i) The introduction of an atypical higher concentration of extremely small properties with access to Coniston Avenue through individual gates.

(iii.ii) The conversion of Coniston Avenue, in particular, from a front access higher value access environment with adequate parking space (already fully utilised) into a degraded, back access, to lower value and smaller properties with three subsequent impacts:

(iii.ii.i.) Nuisance and associated issues with back entrances including the laying out of refuse and failure to return waste receptacles to back gardens (usually difficult to control in spite of any Local Authority assurances);

(iii.ii.ii.) Elimination of, the equivalent to, seven (7) parking spaces and creation of a demand for an additional seven (7) parking spaces, assumed to be a minimum allocation to the projected properties. This represents the generation of demand for new parking spaces for some fourteen (14) vehicles.

(iii.ii.iii.) A significant reduction in the values of the properties in Coniston Avenue (please refer to the Specific Observation B starting on page 6)

2. The new design should also reflect the two storey appearance and should be located so as not to create an overlooking situation. The front elevations should be of a traditional appearance.

## **B. COMMENTARY**

(i) In order to relate to the directly to the impacted existing properties the new design should be two storey houses as are all the surrounding houses. They should not be three storey, but of “two storey appearance”.

(ii) The front elevations should approximate the surrounding properties, which they do not.

3. The floor space should be in keeping with the adjacent other properties.

#### **C. COMMENTARY**

(i) The floor spaces are not in keeping with the adjacent properties either in terms of the individual plots or ground and second floor areas.

And under the subtitle “*Design Solutions*” two statements are referred to:

1. A design should not create an over developed appearance.

#### **D. COMMENTARY**

(i) The restricted front elevation widths of these properties bear no comparison with the surrounding properties, which are wider and, therefore, the whole appearance is that of a concentrated over-development. (Please refer to the Specific Observation A starting on page 5 below).

2. The rear gardens to be in keeping with the existing properties and the requirements of the Local Authority.

#### **E. COMMENTARY**

(i) None of the rear gardens of the properties in Coniston Avenue have rear accesses into any road other than side entrances, in the case of some properties, through the front gardens of Coniston Avenue.

## SPECIFIC OBSERVATIONS

The information supplied with this Planning application is misleading to the degree of suggesting a character of development at variance with that intended. It is, therefore, necessary to call the attention of the Planning Committee of the Local Authority to significant issues which would arise from it being accepted.

These concern:

A. Misrepresentations in the information submitted and a failure to check the submitted plans for accuracy.

B. The significant economic implications for:

(i) the value of properties affected

(ii) future reviews concerning the Community Charge

A. Misrepresentations in the information submitted and a failure to check the submitted plans for accuracy.

The submitted plans misrepresent the visual impact, as well as the concentration or defacto over-development, as well as appearance of this over-development, by exaggerating the real dimensions within which seven (7) properties are expected to be constructed. Thus in the right hand side of the Plans & Elevations document a block of Coniston Avenue housing numbered as 13-7, gives the impression that some seven (7) Coniston Avenue houses (Coniston Avenue has sequential numbering) fit well within the length of the proposed site. Indeed, the block of seven (7) proposed properties is longer than the Coniston Road block of seven (7).

Closer inspection of the site, in situ, shows that this misrepresents the facts on the ground where, in fact the Coniston Avenue properties, numbered 8 and 7, lie outside the projection of the proposed site. Only properties 9-13, that is five (5) Coniston Avenue properties, have the same dimension as the construction site on which seven (7) new properties are planned. Also, in comparison with the relevant neighbouring

terraced properties in Copnor Road (128 through 132) only four (4) of these would fit into the proposed construction site on which seven (7) new properties are planned.

Clearly, such a concentration of individual properties in this application does not comply with the current housing density or dimensions of the closest properties. This is why the result will give the impression of over-development and an attempt to use a limited site area for an excessive number of dwelling houses.

The attention of the Planning Committee is drawn to the fact that plans accompanying applications are relied upon by the public to draw objective conclusions. Unfortunately, in this case, it is apparent that these plans do not appear to have been checked for accuracy by either the Planning Department or those submitting the application because the resulting submission significantly misrepresents the detail of what is being proposed. The plan contains the caveat “for illustrative purposes only”, but the degree of misrepresentation is misleading and, therefore, unacceptable.

It is a normal expectation on the part of Portsmouth residents to expect the Local Authority to demonstrate a duty of care through an obligation to uphold transparency and to require that information submitted for decisions on planning applications be based upon accurate information. This is because most interested parties are not specialists in the interpretation of technical drawings and associated plans. As a result, the unassisted reliance for assessing plans, which are defective in terms of the information contained therein, is, subsequently, not fully transparent. It would seem to be the duty of the Local Authority to carry out initial reviews of submitted applications from the standpoint of standards of accuracy and representation.

The plans submitted in this case fail to satisfy this basic requirement and, it would seem, the Planning Department has not detected the issues raised herein.

## B. Economic implications

### (i) The significant economic implications for the value of properties affected

The loss of amenity, with respect to parking, nuisance associated with maintenance of the tidiness of back entrances and the devaluation of the front access character of Coniston Avenue to that of a

shared back access will result in a devaluation of standing properties of something in the order of 15-20%. This would result in an aggregate impact on the equity value held by Coniston Avenue property owners of up to £572,000<sup>1</sup> (five hundred and seventy two thousand pounds).

The estimated drop in equity value for the relevant Copnor Road properties is estimated to be in the order of £150,000<sup>2</sup> (one hundred and fifty thousand pounds).

The potential combined loss in equity resulting from the proposed plan could therefore be of the order of: £722,000 (seven hundred and twenty two thousand pounds).

If this planning application is accepted the residents will, naturally, feel justified in requesting compensation in the event of such an inappropriate plan being accepted by the Planning Committee. Any such compensation cannot be a one-off payment since equity values vary with property markets and the timing of liquidity (property sale date).

(ii) The significant economic implications for future reviews concerning the Community Charge

The devaluation and depreciation in amenity suffered by residents should be reflected in a substantive reduction in the Community Charge.

Any reductions in Community Charge are in no way a compensation for the depreciation in property equity values, which is a separate issue and subject to a different basis for compensation.

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<sup>1</sup> This calculation is based on the product of:  
The current average house price of £220,000  
A 20% loss of equity value  
13 houses in Coniston Avenue

<sup>2</sup> This calculation is based on the product of:  
The current average house price of £250,000  
A 20% loss in equity value  
3 houses in Copnor Road