

Town and Country Planning Act 1990 (As Amended)

Planning, Design and Access Statement

34 Cavendish Drive, Waterloooville, PO7 7PL

On behalf of:

Mr Martin Hobson

October 2023 KP.V.1.0



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1. Introduction

- 1.1 Neame Sutton has been instructed by Mr Martin Hobson (herein referred to as the applicant) to prepare and submit an application for the detailed consideration of:

The extension of the existing garage for use as an annexe at the rear of 34 Cavendish Drive, Waterloooville, PO7 7PL.

- 1.2 Due to a recent bereavement in the family, the applicant's elderly father is struggling to live alone and as a result, the applicant is proposing to extend the existing garage to accommodate an annexe, consisting of a living area with small kitchenette for making drinks, bedroom, and shower room.
- 1.3 The Planning, Design and Access Statement (PDAS) should be read together with the plans and illustrative material. The following 1APP requirements are also addressed in this statement:
- Parking Provision
 - Planning Conditions and Obligations

2. Site Description and Planning History

i. Site Description

- 2.1 The site is within the settlement boundary of Waterloooville, within the administrative authority of Havant Borough Council. The wider area is predominantly residential, and Cavendish Drive is characterised by a mix of two-storey houses, bungalows, and chalet-style bungalows on reasonably large plots. The site itself is a rectangular plot bounded by close-board fencing, on the southern side of Cavendish Drive, which accommodates a chalet-style bungalow fronting Cavendish Drive. There is a double garage to the rear of the back garden, which is accessed via a driveway to the side of the bungalow.

ii. Planning History

- 2.2 There is no planning history on the site.

3. The Application Proposal

- 3.1 The proposal is for the detailed consideration of the extension of the existing garage to the rear of 34 Cavendish Drive, Waterloooville, for use as a residential annexe. As set out in Section 1, the annexe will be occupied by the applicant's father. Following a bereavement in the family, the applicant wishes to have his father nearby to be able to support him, as well as allow his father to maintain his independence and afford privacy.
- 3.2 The existing garage is approximately 40.5 sqm. The proposed extension will increase the floor area of the building to 62 sqm, of this, 21 sqm will be retained as a garage and 41 sqm will be converted and used as an annexe. The annexe will consist of a bedroom and shower room, a living area and small kitchenette. The annexe will share the garden of the main house, with parking to the front of the main dwelling. Access to the annexe will be via the side gate or through the main house, where a ramp leads to the front door to futureproof access.

- 3.3 The proposed annexe and garage will have a shallow pitch roof, with concrete roof tiles. The building will be white render with a brick plinth around the base to match the existing house. UPVC windows and a dark grey garage door are to be installed. For full details of the proposal, please refer to the accompanying plans.

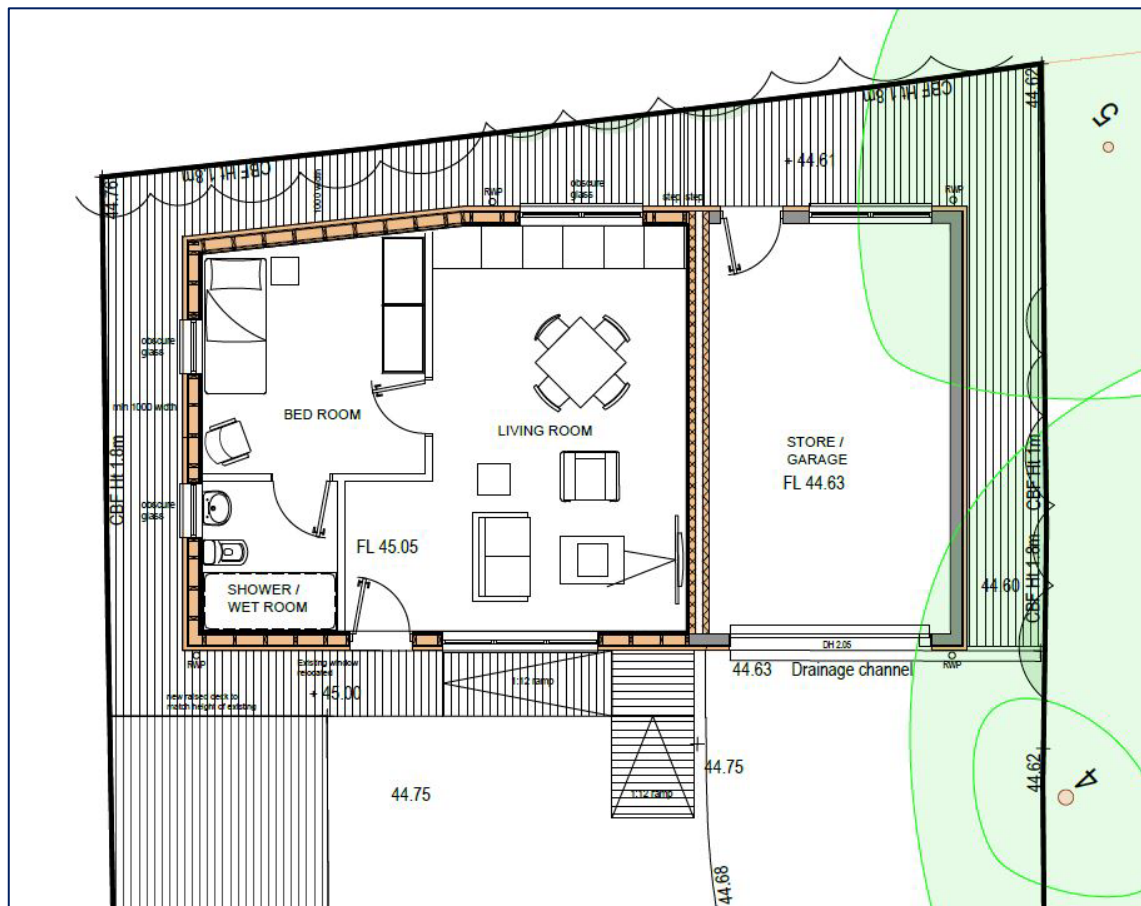


Figure 1: Proposed Annexe

4. Planning Policy Framework

- 4.1 The policy framework applicable to the determination of the application includes the Local Development Plan, which consists of the Local Plan Core Strategy (2011) and Local Plan Allocations (2014). The relevant policies are set out below and discussed in detail in relation to the proposal in Section 5.

i. Local Development and Neighbourhood Plans

- 4.2 The Local Plan consists of the Core Strategy, adopted in March 2011 and Allocation Plan, adopted in July 2014. These Plans establish the framework of detailed policies and proposals for the development and use of land, with which planning decisions are assessed. The policies relevant to the determination of the application are set out below.

Core Strategy

- **Policy CS4** Town, District and Local Centres
- **Policy CS9** Housing
- **Policy CS16** High Quality Design
- **Policy DM13** Car and Cycle Parking on Residential Development

Allocations Plan

- **Policy AL1** Presumption in Favour of Sustainable Development

ii. Other Policy Considerations

National Planning Policy Framework (2023)

- 4.3 The NPPF sets out the Government's current planning policies for England. At the heart of the NPPF is the presumption in favour of sustainable development, where Paragraph 11 advises that in decisions, a presumption in favour of sustainable development should apply. For decision-taking, this means that development proposals should be approved without delay, if they are in accordance with an up-to-date development plan.

Emerging Local Plan

- 4.4 The Council is in the process of preparing a Local Plan Review, with the Regulation 18 Draft Local Plan having recently been consulted on. The Local Development Scheme (September 2022) indicates that the Regulation 19 Pre-Submission Local Plan is likely to be published for consultation in the early part of 2024, with examination in the summer and subsequent adoption in the first half of 2025. Given the early stage in the progression of the emerging Local Plan, no weight is attributable to the draft policies.

Supplementary Planning Documents

- 4.5 In addition to the policy position outlined above, the Council has produced several Supplementary Planning Documents (SPDs) and guidance documents to supplement the policy details. Those relevant to this application are:
- Design Guide SPD (December 2011)
 - Parking SPD (September 2019)

National Planning Practice Guidance

- 4.6 In addition to the NPPF, the Government has published a series of National Planning Practice Guidance (NPPG), which reflects the continuing emphasis on the planning system delivering growth as part of the sustained recovery of the UK economy. The approach by the applicant in relation to the assessment of housing need and supply is in accordance with that set out in current, established policy and guidance.

5. Planning Considerations

i. Principle of Development

- 5.1 The Council will take a positive approach in considering development proposals in accordance with the presumption in favour of sustainable development set out in the NPPF (Policy AL1 Presumption in Favour of Sustainable Development). As set out in Section 2, the site is within the settlement policy boundary of Waterloooville, which is identified as a Tier 1, sustainable settlement in the spatial hierarchy (Policy CS4 Town, District and Local Centres), where the presumption in favour of development applies.
- 5.2 Although directed to larger developments, Policy CS9 (Housing), supports housing proposals that will, amongst other criteria, provide accommodation for elderly people taking account of their various care needs, as well as the flexibility to accommodate differing requirements of care. The proposed

development will allow the applicant's father to remain independent, whilst living close enough to benefit from the support and care of the applicant.

5.3 The principle of development is, therefore, acceptable, subject to addressing the relevant and material planning considerations, which are:

- The design and impact on the character of the area
- Residential and Neighbouring Amenity
- Parking Provision

ii. Character and Design

5.4 Policy CS16 (High Quality Design) requires all development to meet several criteria. Those that are relevant to the determination of this application are set out in the table below and discussed in the context of the proposed development.

Table 1: Assessment of the Proposal Against the Relevant Requirements of Policy CS16 (High Quality Design)

Policy CS16 Criteria	Proposed Annexe
Responds to and respects the local context, utilising the characteristics of the locality to inform the design of the development, including height, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors.	The proposed annexe is a single-storey construction, with a shallow pitched roof, positioned to the rear of the garden of 34 Cavendish Drive, a minimum of 1 m from the boundaries with the neighbouring properties. The existing garage is 40.5 sqm, and the proposal includes an extension of 21.5 sqm, which is a modest increase on the existing building. The proposed materials include white render to match the main house, with a brick plinth around the base. Concrete roof tiles and UPVC windows and doors are proposed, where the existing doors and windows will be reused where possible.
Produces a positive relationship between buildings, street, and spaces both existing and proposed; and does not cause unacceptable harm to the amenity of the neighbours.	The annexe is positioned to the rear of the back garden, parallel to the main house, with the garden to be shared between the two. This creates a pleasant outlook for the occupier of the annexe, whilst maintaining an efficient separation distance with the main house. Neighbouring amenity is discussed in the following subsection.
Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all.	Although the applicant's father is active and in good health, the applicant has designed the annexe to include ramp access to the front door, with level floor area to ensure that access can be gained safely and conveniently in the future.

Mitigates negative environmental impacts through sustainable design and construction methods.	The applicant is committed to sustainable construction and the annexe will be constructed to meet the requirements of the relevant Building Regulations.
Adapts to the changing needs of the users and the changing climate over the lifespan of the building.	As set out above, the proposal includes ramp access to the front door of the annexe, and with the living accommodation being on one level, the space can be reconfigured to accommodate the changing needs of the applicant's father.

- 5.5 The proposed development is high-quality and well considered to reflect the position to the rear of a residential garden. The proposed scheme is compliant with Policy CS16 of the Core Strategy and will not result in an adverse impact on visual amenity.

iii. Residential and Neighbouring Amenity

- 5.6 The proposed annexe will extend the existing footprint of the garage by approximately 4.4 m and include a shallow pitch roof. Given the existing position on the site, this slight increase in massing is not considered to have an overbearing impact on the neighbouring properties, which are well-screened by established vegetation on the three sides of the proposal closest to the boundary.
- 5.7 On the eastern elevation, two small, obscure glazed windows are proposed. One to the bedroom and the other to the shower room. These windows are well screened by the boundary fence and the existing, established vegetation in the neighbouring garden.
- 5.8 A door and window are proposed to the retained garage on the southern elevation. These are both below the boundary fence line and heavily screened by the existing vegetation. An additional window is proposed on this elevation to the living area of the annexe. This window is to be obscure glazed and screened by existing vegetation.
- 5.9 On the front elevation, the garage door remains in the same position as existing. The door and window to the annexe are the same configuration and in a similar position to the existing door and window to the garage. It is considered that there is suitable separation between the proposed annexe, main house, and neighbouring properties on each side, to negate any actual or perceived overlooking.
- 5.10 In summary, the proposed annexe is not considered to have an overbearing impact, lead to overlooking or loss of privacy, and would have limited impact on the properties immediately adjacent or to the rear of the site. The proposal is, therefore, considered compliant with this criterion of Policy CS16 (High Quality Design).

iv. Parking Provision

- 5.11 Policy DM13 (Car and Cycle Parking on Residential Development) requires all residential development to provide car and cycle parking in accordance with the standards set out in the Residential Car Parking and Cycle Provision SPD, which identifies a requirement of one parking space per one-bed unit.
- 5.12 The proposal includes the retention of the single garage, which would provide car parking for one car. If necessary, a parking space could be accommodated to the front of the retained garage, in a tandem

arrangement. However, it is considered that the existing parking arrangement to the front of the main dwelling is adequate for accommodating the additional parking space generated by the annexe.

5.13 The proposed development is compliant with Policy DM13 of the Core Strategy.

v. Planning Conditions and Obligations

Planning Conditions

5.14 The applicant is content to accept any appropriately worded planning conditions that the Council may attach to the grant of permission. Neame Sutton will liaise with officers to agree the planning conditions to be attached.

Planning Obligations

5.15 The applicant has reviewed the proposal in the context of the requirements of Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (As Amended) (CIL), as well as the Havant Borough Council Developer Contributions Guide (April 2023).

5.16 As a detached residential annexe, the proposal is CIL liable. However, the CIL Regulations (2010) allow applicants to apply for an exemption, where they are, amongst other exemptions, building an annexe. The application is accompanied by CIL Form 8 to claim the annexe relief.

6. Conclusion

- 6.1 The proposal is for the detailed consideration of the extension of the existing garage for use as an annexe to provide accommodation for the applicant's elderly father, following a bereavement in the family.
- 6.2 The scheme has been well-considered, and the applicant is committed to building the annexe to the highest standard. The scale, siting and design of the proposal will have limited impact on both the character of the area and amenity of the neighbouring properties and as such, the planning balance rests firmly in favour of granting consent.