
Site Address:	2 Chalton Crescent, Havant, PO9 4PT		
Proposal:	Loft conversion with dormer		
Application No:	APP/20/01203	Expiry Date:	09/02/2021
Applicant:	Mr Gulabakh		
Agent:	Mr Hasnath	Case Officer:	Tina Pickup
	StudioAH Architects		
Ward:	Barncroft		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site relates to an end of terrace two storey traditional dwelling, located on the north side of Chalton Crescent. It is constructed of red multi stock bricks beneath a dark concrete tiled roof, with existing solar panels on the front roof slope. The front forecourt area is bounded by a low wall. Immediately to the site's east is a public footpath that is part of the adopted highway. Within this footpath, and approximately aligned with the rear elevation of the application dwelling is a mature tree.
- 1.2 To the rear the property has a small flat roofed attached outbuilding that is back-to-back with the neighbours at number 4, and this appears to have recently been converted to living space with a new entrance door. The remaining western boundary comprises a brick wall, and across the northern rear boundary is a flat roofed outbuilding that appears to have been subject to recent works including new entrance doors. The eastern boundary to the footpath is in part a low wall with close boarded fencing above. There is a side gate close to the rear of the house.
- 1.3 The site is relatively flat and surrounded by high density residential development to its north and west. The property to the immediate north (Nos. 51) is set at 90 degrees to the application dwelling, having its primary elevation fronting the footpath with side elevation facing the application site. There is a mature evergreen tree within the frontage of Nos 51, close to the footpath. However the context of the site varies to the east, with a detached dwelling set in a relatively spacious plot located adjacent the footpath. This dwelling is set at the eastern side of its plot such that its private side garden lies adjacent the footpath and application dwelling. This garden is bounded by high hedging. To the north-east is a Methodist church used by the community for various activities including a regular pre-school, whose outdoor play space is located in the south-west corner of the church grounds, bounded by open palisade style fencing abutting the footpath.
- 1.4 Opposite the site to the south, is open space, grassed with further children's play equipment and a footpath bridge over the hermitage stream. There are no parking restrictions outside the site in Chalton Crescent, which is an un-classified road, and the site lies just beyond flood zones 2 and 3.

2 Planning History

APP/18/01054 - Loft conversion with rear dormer windows., WD, 17/12/2018
APP/19/01237 - Loft conversion with dormer to create self contained flat with external

access via staircase to rear., REF,14/02/2020

Appeal - Dismissed 16/10/2020 - The Inspector noted that by reason of scale, bulk, design, siting and materials the development would appear incongruous failing to reflect the character and appearance of the simply designed host property. Also unacceptable loss of privacy to neighbouring properties from the staircase and balcony, and some noise and disturbance to occupiers of the host property resulting in harm to living conditions.

3 Proposal

Loft conversion with dormer

(As originally submitted the application description included reference to a dropped kerb; however Chalton Crescent is an unclassified road and planning permission is not needed to create the access and hence this has been omitted from the proposed development).

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Havant Borough Pre Submission Local Plan 2036

E22	(Amenity and pollution)
E1*	(High quality design)
IN3	(Transport and parking in new development)

Emsworth Neighbourhood Plan Post Examination Version 2020

[n/a](#)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Southern Water

plan provided showing approximate position of existing foul sewer - exact position must be determined on site in consultation with SW before layout finalised

Please note:

- The 300 mm diameter gravity foul sewer requires a clearance of 3 metres on either

side of the gravity sewer to protect it from construction works and to allow for future maintenance access.

- No development or tree planting should be carried out within 3 metres of the external edge of the public gravity sewer without consent from Southern Water.
- No soakaways, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of a public sewer.
- All existing infrastructure should be protected during the course of construction works.

A formal application will be required to connect to the public foul & surface sewer; surface water disposal should follow part 3 of Building Regs;

Site within Source Protection Zone; applicant needs to consult EA to ensure protection of the public water supply

Officer Note

As a roof alteration only with no foundation work, the existing sewer would be unaffected. An Informative can be added regarding connection.

Hampshire Highways

Visibility splays are not shown and need to be provided in accordance with Section 3.7 of Technical Guide 3 of 2m x 25m and must be within land owned by the applicant or public highway, but should not cross 3rd party property.

Officer Note

See section 7 - because planning permission not required for the access, then considered unreasonable to request this

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 5

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
Although this is an improvement on previous applications, it still poses the problem of parking. An extra room in a shared household will inevitably result in an extra car at some point in the future. By making a forecourt parking space for one car only, and having a dropped kerb which ideally would obviously need to be kept clear, there would be no gain in overall car parking spaces on the road and driveway, unless a vehicle were also parked across the entrance by a member of the household at number 2 in order to	Noted - see section 7

re-gain the lost space.

In practice, this would mean that the driveway parking space is unlikely to be used, as it would mean moving the vehicle parked across the entrance to enable access, which would quickly become irritating to do, and therefore easier to park the "driveway" car elsewhere, thus effectively adding one more street parked car.

Chalton Crescent is a narrow road with poor visibility for accessing driveways due to the curve of the road, and any large saloon/estate car needs quite a lot of room to allow access to the driveway to be easily managed. If it is difficult to access, the driveway parking will not be used and we will end up with yet another car parked on an already over-crowded street that currently has cars regularly parked on the pavement. At present the regular parking on the same side of the road as number 2 ends at that house, and is met by parking on the other side of the road (mostly half on the pavement) This causes an artificial "chicane" , and the subsequent gap is often too narrow for any slightly larger vehicle to pass through, and I have witnessed several minor accidents due to this, and sometimes hear horns and shouting due to improper parking as someone tries to pass through.

This "chicane" is likely to be made worse if this planning application is passed, partly due to an extra vehicle overall, but also due to the fact that a dropped kerb at that location, may have the effect of causing the car at the end of the spaces outside number 2 to park slightly further back, thus narrowing the gap further.

Parking in this road has generally become more difficult in the 12 years we have resided here, and I would personally like to see more parking bays opposite the terrace of houses in which number 2 is located, as there is ample space for that to happen. This would not only make everyone's lives here much easier, but also a lot safer, especially for disabled access to clear pavements.

Irresponsible parking on the highway not a material planning consideration - should contact the police or highway authority

With regard to the overall idea of a box dormer (now accessed from the interior of the house, unlike previous applications) I am still reluctant for this to be approved, but must concede that it seems to be fairly common practice in this area. Overall, I think that this is an ideal opportunity to assess the needs of this road regarding parking, as it is only a matter of time before other houses in the area make enquires regarding extensions and loft conversions, and parking is, in my opinion, already past capacity for this road. Maybe a planning officer could take a drive down this road one winter's evening when most people are home, as I think the problem would be plain to behold!	Noted

7 **Planning Considerations**

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Appropriateness of design and impact on the character of the area
- (iii) Effect on neighbouring properties
- (iv) Highways and Parking

(i) Principle of development

7.2 The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

7.3 The agent has confirmed that the site is in use as a single family dwelling i.e. a C3 use, which has a permitted development right to change to a small house in multiple occupation for between 3 -6 residents, a C4 use. At the time of the previous application and appeal, it was thought the house was in C4 use, but these 2 uses are inter-changeable. Provided the resident numbers do not exceed 6 if in a C4 use, then planning permission for a sui generis larger House in Multiple Occupation is not required.

7.4 It is also noted that the proposed rear dormer meets all the permitted development criteria of Class B of the GPDO , except for the requirement for the external materials to be of a similar appearance of the host dwelling. Grey weatherboarding is proposed which does not match the main dwelling, and hence it is only because of these materials that the proposed dormer needs planning permission.

(ii) Appropriateness of design and impact on the character of the area

7.5 The flat roofed rear dormer is large and would largely fill the rear roof slope, but it does comply with permitted development criteria in terms of size and scale. There are

also other examples of similar rear dormers in the vicinity. The use of grey weatherboarding, whilst not matching, would be appropriate to this wider residential area where the use of contemporary grey colours has become a feature in refreshment of dwellings.

- 7.6 Overall the scale, design and appearance of the proposed rear dormer is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

- 7.7 All three windows in the dormer are proposed to be obscure glazed which would mitigate against any overlooking and loss of privacy from the introduction of habitable accommodation in the roof space.
- 7.5 Consequently, it is considered that the proposal will not appear overbearing or lead to overlooking and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Highways and Parking

- 7.6 The existing dwelling has 3 bedrooms with no on-site parking provision. The proposed dormer would be a 4th bedroom. The Parking SPD requires an additional space to serve a 4 bedroom dwelling. Therefore to meet the demand triggered by this development it is also proposed to hard surface the frontage area to provide parking for at least 1 vehicle. This would necessitate the need for a dropped kerb. Because Chalton Crescent is an unclassified road the creation of the new access way and dropped kerb does not require planning permission. The Highway Authority comment requesting visibility splays cannot therefore be conditioned or requested.
- 7.7 The third party comment notes the parking congestion in the area and the fact that the dropped kerb would negate the provision of the on site space. However because this aspect of the development does not require planning permission it would be unreasonable to refuse the development on parking grounds.

8 Conclusion

- 8.1 Regard must be had to the fact that the dormer is permitted development in size and scale; it is only the materials that trigger the need for permission. On site parking would be provided to met the parking demand of the 4th bedroom. Provided the dwelling remains in use as a C3 or C4 unit with maximum of 6 residents, then the scale, siting and design of the proposal would have limited and acceptable impact on the character of the area and neighbours and is therefore considered to be appropriate and recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/01203

(A) subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location & Site Plan Drawing Number 001 Rev P1
Proposed Plans Drawing Number 101 Rev P1
Proposed Elevations Drawing Number 102 Rev P1

Reason: - To ensure provision of a satisfactory development.
- 3 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.
Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 4 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 5 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 2020, and any Town and Country Planning (General Permitted Development) Order, the premises shall only be used as a C3 Dwellinghouse or C4 House in Multiple Occupation for a maximum of 6 residents.
Reason: To comply with the terms of C3 and C4 as any more than 6 residents sharing would constitute a change of use to a Sui Generis large HMO use, and having due regard to Policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.