
Site Address:	1 Hallett Road, Havant, PO9 2PJ		
Proposal:	Remove the side extension to the existing dwelling and add a new 3 bedroom dwelling with integral garage.		
Application No:	APP/17/00035	Expiry Date:	20/03/2017
Applicant:	Mr Redfern		
Agent:	Mr Marshall	Case Officer:	Tina Pickup
Ward:	St Faiths		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to a semi detached two storey dwelling on the south side of Hallett Road having a large single storey side extension comprising a garage. It is constructed of red brick and pebble dash at first floor with decorative quoining detail, beneath a hipped concrete tiled roof. Immediately to the west No 1A is a bungalow having hipped roof and a feature corner window facing the front of the application site. The drive of this bungalow runs along the shared boundary (1.8m high close boarded fence) providing the separation between the two dwellings.

To the rear of the application site is a wrap around single storey extension and conservatory, divided from the other half of the semi, No 3, by a parapet wall. No 3 has a similar rear conservatory. The rear garden is flat having a depth of some 16m. The rear (southern) boundary is 1.8m high brick wall and the bungalows beyond are sited quite close to this boundary - having an overall back to back separation of about 25m.

The street scene is mixed with both detached and semi-detached dwellings. Hallett Road was formerly a cul-de-sac but has now been extended and linked to Glenleigh Park by the relatively recent housing development at Manor Farm. There is an existing high evergreen hedge along the frontage of the site and a tree within the grassed highway verge approximately opposite the front door of the existing dwelling. Most properties in the street have low fence frontages with shrubbery behind and off-road parking.

2 Planning History

07/50835/002 - Removal of double garage and rebuild as single garage with extension to form additional bedroom and bathroom., WD,18/12/2007

07/50835/003 - Removal of garage and construction of 1No detached 2 bed dwelling adjoining 1 Hallett Road., WD,18/12/2007

3 Proposal

Remove the side extension to the existing dwelling and add a new 3 bedroom dwelling with integral garage.

The proposal would form an end-of-terrace dwelling having a two-storey width of 6m plus single storey side garage of 3.5m. It would be 10.8m deep having an eaves and ridge line to match the original dwelling. The roof has been hipped and the single

storey side garage and utility room also has a hipped/lean-to style roof with eaves height of between 2.5 and 3.2m. There would be a 1m gap to the eastern boundary.

During the course of determining this application amended plans have been received showing 1 formal car parking space in front of the garage, plus a reduced area of hardstanding, which has enabled increased hedge/soft landscaping buffer to be provided to the front on the boundary with the existing dwelling. Bin storage would be to the rear against the eastern boundary.

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

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS21	(Developer Requirements)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council

No bin storage indicated as required by Approved Document H
Sound proofing and fire stopping consideration between old and new required
No other comments at this time

Community Infrastructure

None received

Crime Prevention -Minor Apps

None received

Development Engineer

The Highway Authority have no adverse comment to this application but would point out to the Planning Authority that the original property will have no parking.

Public Spaces

None received

Waste Services Manager

No concerns

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: 6

Number of site notices: At least one site notice exists - 1

Statutory advertisement: Not applicable.

Number of representations received: 3

Comment	Officer Comment
Object: 1. In principle - addition of a terrace unique and overly intrusive on character of the area. Not respect the western end of Hallett Road which is closely related to the character of Southleigh Road and the surrounding Avenues which are wide, properties, well separated with well proportioned front gardens providing off road parking and mature landscaped frontages. Currently, little or no requirement for residents on road parking. This development therefore contrary to policy CS11 and CS16 of the Havant Local Plan. 2. Specifically: a. impact on 1 Hallett Road + neighbours needs to be considered b. this proposal will introduce parking on-street. Nearly all properties are able to house two cars within the boundaries of the property. The construction of the proposed dwelling will leave the middle property without parking. c. Road is characterised by fairly long mature landscaped frontages and the break up of this frontage will have a negative impact on local context. d. Currently strong landscaping to front of No 1 and no dropped kerb.	see considerations below Amended plans provide parking for existing dwelling Additional landscaping proposed and can be conditioned

Construction of driveway necessitates removal of the hedge and grass verge which impacts the amenity value and changes character of street where currently significant verges between dropped kerbs. e. Privacy + amenity impact on No 3 by changes to front of No 1- removal of hedge, introduction of hard landscaping, loss of green verge; - bins to the front of the property as they will have no rear access; - dropped kerb so that vehicles can park within the boundary of number 1. These matters could be controlled via condition	
Object: * The tree planted on the verge outside the proposed terraced house would have be removed to free-up parking access for two cars (each house) total: 4 cars * There are no terraced houses in Hallett road therefore this new development would make the Terraced houses unsympathetic to the rest of the road and make the semi detached No3 into an end of terrace house therefore devaluing it. * If planning permission were to be granted it would send a protocol to all the other houses in Hallett Road that they could do likewise. * Bins would be left in the front of the new development making them unsightly and not conducive with the rest of the road. * Privacy of No 3 - It is our opinion that this new planning application will have a negative impact on the surrounding area and needs to be revised.	Applicant advised to contact Hampshire highways about replacing tree effect on value not a material planning consideration & see considerations below re character of area each application considered on its merits only for No 1 & screened behind hedge; new dwelling bins set back amended plans received
Object: * Hallett road has become a feeder road for cars to new estate and this will further exacerbate the situation, increasing vehicle count.	Highway engineer raises no objection See considerations below

*Increase in cars and vans not originally planned for Hallett Rd which has changed environment from peaceful cul-de-sac * Will affect balance of houses and their dispersal in the road; profit will be taken to the detriment of environment. *No 3 upgraded their property and this could be like a kick in the teeth by No 1. Cumulative with No 15's development and west of No 1 and the bungalow to Southleigh Rd, despair for this environment	
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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) Design and impact on character and appearance of area
- (iii) Impact upon residential amenity
- (iv) Highways and parking
- (v) Contributions

(i) **Principle of development**

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. Accordingly the principle of an additional sustainable dwelling on the site is appropriate if the detailed layout and design meets current standards and is considered appropriate to the character of area and neighbouring amenity.

(ii) **Design and impact on character and appearance of area**

Hallett Road is characterised by a mix of detached and semi-detached two storey dwellings set back from the highway, and the road has recently been extended with higher density new development to the east. The road is no longer a cul-de-sac and now links with Glenleigh Park to the south. Nos 15 to 1 Hallett Road on the south side, are of the same original design and there is a degree of uniformity about their external appearance. However the spacings between the dwellings is less regular and some have now added side extensions. Being the western most dwelling in this line, with a bungalow, No 1A, to the west, the application site is at a point where the character of the road becomes more mixed.

The proposal repeats the principle proportions of the host dwelling with a matching 6m wide two storey dwelling, hipped roof with ridge and eaves aligned. The single storey side extension at 3.4m wide is then considered appropriately subservient to the proposed main house. The resultant external appearance in street scene terms creates a balanced row of three terraced properties retaining the rhythm and symmetry of the original. Whilst there are no other terraced dwellings in the immediate

vicinity, the surrounding development to the west and north, is sufficiently mixed for this not to be harmful to the streetscene.

The plot is sufficiently wide to achieve the additional dwelling whilst retaining a gap to the side (western) boundary of 1m. Together with the use of full hipped roofs, the sense of space and sky scape about the roofline would be retained to respect other spacings in the street scene. The rear garden at 16m deep, and back to back separation distance of 25m are both as existing and compliant with the Borough Design Guide SPD.

In terms of the additional frontage parking this will necessitate the removal of 6m length of the existing hedge, dropping the kerb and hardsurfacing the area in front of No 1, as well as re-siting the tree within the highway. However the site is sufficiently wide to be able to provide a substantial buffer of landscaping between No.1 and the new dwelling to avoid a continuous excessive area of hardsurfacing. This will visually break up the frontages and retain a softer appearance to the street scene. The applicant has been advised that the highway tree needs to be re-sited/replaced and contact must be made with Hampshire County Council and an Informative can be added - there is scope to just move it slightly between the 2 accesses.

Overall the proposal is not considered harmful to the visual appearance of the street scene and respects its local context in accordance with policy CS16 of the Havant Borough Core Strategy 2011.

(iii) Impact upon residential amenity

There is one first floor side window proposed which appears to be high level and would be above the stairs - as such it is likely to be above eye height and should not result in any significant overlooking towards No 1A. Since this adjacent dwelling is a bungalow then the possible overbearing impact must be considered - but the design with single storey hipped roof side garage has minimised the bulk adjacent to this shared boundary to an acceptable level.

To the rear the two storey element of the proposed dwelling would extend 3m beyond the rear facade of the two storey element of the existing No 1. This additional bulk on a shared boundary could affect the outlook from and light available to the closest room of No 1 - however the nearest first floor window at first floor is an obscure glazed bathroom window - the 45 degree code does breach this window, but it is not a habitable window. The loss of light and outlook from a bathroom window is considered acceptable. On the ground floor, No 1 has an existing lean-to style addition and the plans show this to be slightly enlarged under permitted development to align with the rear facade of the proposed - as such there would be no overshadowing impact at ground floor.

Overall it is considered that the proposed dwelling would not harm the amenity of neighbours and the proposal would comply with policy CS16 of the Havant Borough Core Strategy 2011.

(iv) Highways and Parking

The amended plans provide 2 spaces at the frontage for the existing dwelling and 2 for the proposed dwelling - one within the proposed integral garage (which can also provide secure cycle storage) and one space in front. As a proposed 3 bed dwelling this meets the current standards set out within the Parking SPD 2016. Since Hallett

Road is not classified and other dwellings reverse out, then this parking layout is considered appropriate. The kerb will need to be further dropped and the tree in the highway edge re-sited - a separate application to Hampshire Highways will be required for this and an Informative can be placed on the decision notice.

Objectors have noted that the existing dwelling will become mid-terrace which will necessitate bins to be stored to the front which is unsightly and out of character with other dwellings in the road. However the plans show the existing hedge being retained to act as a partial screen for the bins, which will reduce their impact in the street. A bin collection point is shown set behind the proposed new dwelling. The parking and cycling provision meets current standards set out in the parking SPD and the refuse collection is considered appropriate.

(vii) Contributions

The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £100 per square metre on new floorspace (measured as gross internal area), plus indexation in Emsworth.

As a new dwelling there is a CIL liability for this development. The proposed dwelling has an internal floor area of 137sqm giving a CIL liability of £13,944.64. The applicants have claimed the self-build exemption and the correct forms have been returned.

This development would also increase the number of dwellings within the 5.6km zone identified as significant in potentially increasing recreational pressure on the Solent SPA. Natural England's advice in regard all new housing development within this zone is that it is likely to have a significant effect on the SPA. Policy DM24 of the Allocations Plan, covers this issue and allows for a financial contribution to be made towards mitigation measures. This is set at £176 per dwelling to the Solent Disturbance Mitigation Project. For the proposed dwelling, plus admin and monitoring fee, the appropriate payment of £204.80 has been paid and the relevant form has been completed by the applicant.

8 Conclusion

The proposed attached dwelling reflects the proportion and rhythm of the street scene and the detailed design would not cause any harm to material considerations. The amended plans provide adequate parking for both the proposed and existing dwelling and also provide a landscape buffer to the front. The proposal is therefore considered to respect the character of the area is considered to accord with the relevant Local Plan and Allocation Plan policies and the guidance set out in the Borough Design Guide SPD, Parking SPD and the NPPF. The application is therefore recommended for permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00035

(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 All works of construction, external repair, restoration and replacement shall faithfully match the original materials and features, unless otherwise agreed with the Local Planning Authority in writing.
Reason: To secure a satisfactory and sympathetic form of development and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 3 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development for both the existing dwelling and proposed dwelling 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.
- 4 No development shall commence on the site until details of appropriate boundary treatment and landscape and hedge planting for the frontage of the site, including retention of existing hedge as shown on the approved Drawing No 5 Rev C, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include height and materials of dividing boundary wall/fences and species and planting sizes and densities. Such approved boundaries and planting shall be completed prior to the first occupation of the hereby approved dwelling unless otherwise agreed in writing by the Local Planning Authority.
All such planting shall be maintained to encourage its establishment for a minimum of five years following contractual practical completion of the development. Any trees or significant areas of planting which are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective within this period shall be replaced before the end of the next planting season.
Reason: To ensure higher screening and appropriate standards of amenity for future occupiers having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 5 The development hereby permitted shall be carried out in accordance with the following approved plans:

1:1250 Site Location Plan
1:500 Block Plan
1:200 Proposed Block Plan Drawing No 5 Rev C
Proposed First Floor Plan Drawing No 3 Rev B

Proposed Ground Floor Plan Drawing No 2 Rev C
Proposed Elevations Drawing No 4 Rev C

Reason: - To ensure provision of a satisfactory development.