



PLANNING APPLICATION

PROPOSED DEVELOPMENT OF
**CONVERSION OF SEMI DETACHED PROPERTY INTO TWO, 2NO
BEDROOM DWELLINGS AND CONSTRUCTION OF SINGLE STOREY
FRONT EXTENSION**

AT
33 Wildmoor Walk, Havant, PO9 5QZ

Submitted on behalf of:

Mr Haylock

May 2018

1.0 INTRODUCTION

- 1.1 This statement is submitted in support of an application for the conversion of an existing dwelling into two 2no bedroom dwellings and the construction of a single storey front extension at 33 Wildmoor Walk, Havant. We can confirm that we are instructed to submit this application on behalf of the Applicant Mr Haylock.
- 1.2 The site falls within the 'urban area' area of Havant wherein the principle of residential development is acceptable, and subject to other given policy criteria being met, should be approved.
- 1.3 The application is submitted with the benefit of comments received from the Planning Officer at the Pre-Application stage. Those comments have been incorporated into the scheme as presented within this application.
- 1.4 Within this statement we set out details of the proposed scheme and explain why this is an appropriate form of development which can be undertaken without having any detrimental impact on the character of the area and amenities of residential occupiers.
- 1.5 This statement addresses the proposed development, including Design and Access issues, together with policy considerations.

2.0 THE SITE

- 2.1 This application site is a semi-detached modern dwelling located within the urban area of Havant. In all regards, the site is capable of supporting the conversion of the existing dwelling into two residential dwellings without adverse impact on the locality. The mapping extract below shows the location of the application property within its surroundings.



Mapping extract showing the site

- 2.2 The immediate area is characterised by high density residential development, comprising a mix of semi-detached and short terraced housing as well as flatted developments.
- 2.3 33 Wildmoor Walk is a large four bedroom, two storey house. The dwelling currently offers four generously sized bedrooms at the first floor, the master bedroom spanning the entire depth of the dwelling and being served by an ensuite. At the ground floor the property benefits from a large lounge, and open plan kitchen and dining room.
- 2.4 The property benefits from a large garden to both the rear and side of the property as well as a front garden. Its front elevation faces onto a pedestrian walk way which serves the adjacent dwellings from Wakefords Way.
- 2.5 Parking is provided to the rear of properties within parking courts. Properties are typically provided with a single garage space. This is the case for the application property. Additional on road parking is available within the vicinity of the application site, including a parking bay immediately adjacent to the adjoining property on Wakefords Way. Pedestrian access both into the rear parking court and to the front of the application is provided from Wakefords Way.
- 2.6 As discernable in the mapping extract above 33 Wildmoor Walk is one of the larger plots within the built-up area, and in this respect makes it appropriate for

a more intensive form of development, while still maintaining the character of the area.

- 2.7 In all respects, additional residential development within this underused plot would serve as a positive contribution to housing numbers of the Borough, within a sustainable, built up location of Leigh Park.

2.8 Planning History

- 2.9 There is no relevant planning history in relation to this site.

- 2.10 Pre-application requests were made in October 2016 (reference GEN/16/00968) and February 2018 (reference Gen/18/00096) . The scheme forwarded within this submission takes into account the Officer advice provided within those pre-application enquiries.

3.0 APPLICATION PROPOSAL

- 3.1 This application proposes the conversion of the existing dwelling into two 2no bedroom dwellings and the construction of a single storey extension to the south eastern (front) elevation.

- 3.2 The development has been designed to accommodate the needs of future occupiers with sufficient parking and garden areas to accord both with the character of the area and needs of the development.

- 3.3 **Amount and Layout:** The proposal will result in the provision of two dwellings, each of 2 bedrooms. The size of the dwellings proposed reflects the size of the dwellings in the immediate environment.

- 3.4 Each new dwelling will utilise the existing rear parking court for parking, albeit provided in a slightly altered arrangement to the current layout. One space will be provided for each unit. Pedestrian access from the parking area into the properties will be provided via a new gate. The proposed layout is in full accordance with the established character of the locality.

- 3.5 Private gardens will be provided for each dwelling. No. 33 would have its private amenity space to the rear of the property and will have a depth of approx. 10m. No. 33a would have private amenity space both to the rear and

side of the property, again being 10m deep. Both units would also benefit from a front garden. The units are considered to have more than adequate garden size to service a family dwelling and are consistent with the existing examples within the estate. Indeed, the gardens proposed are entirely comparable in size to those within many contemporary housing developments.

3.6 The proposed layout is as follows:



Proposed Site Layout

3.7 It is important to note that the proposed scheme has been altered from the pre-application submission scheme to reflect the comments received from the Planning Officer at pre-application stage.

3.8 Accommodation would be provided over two floors, with principal living areas contained within the ground floor of each unit and bedroom accommodation provided at the first floor. A modest single storey extension is proposed to the south eastern elevation of the property, providing an entrance hall and additional space to the lounge for each of the proposed dwellings. Each unit would consequently benefit from a large lounge through to the kitchen area at the rear of the property, opening out onto the private amenity area. The living area can be utilised as a fully open plan area or as separate spaces as doors will be installed to provide flexibility within the ground floor. The accommodation provided within the units flows well and providing for modern living. Below, the floor plans are provided



Proposed floor plans

- 3.9 **Scale and Appearance:** The properties are two storey in scale with additional accommodation to be provided via the construction of a modest single storey lean to addition to the front elevation. The extension will be finished in materials to match the existing dwelling, namely brick and tile. Likewise the fenestration within the ground floor extension will match the host dwelling in terms of its design, materials and proportions.
- 3.10 The proposed extension will, therefore, be a sympathetic and subservient addition to the host building and in all regards, will be in accordance with the character of the locality. No alterations are proposed to the external appearance of the building, other than the aforementioned extension.
- 3.11 **Parking and Access:** Two parking spaces are proposed, one for each unit. The garage serving the existing property will be removed. Parking will be provided to the rear of the dwellings in accordance with established character of the area. The proposed parking on site improves upon the provision per dwelling when also factoring in the size of accommodation. Compared to the existing situation wherein only one parking space is provided for a four bedroom property, each two bed unit will benefit from the same amount of parking each. This issue is considered in greater detail below, within the policy section of this statement.
- 3.12 Vehicular access will continue to be provided from the parking court to the rear of the site. Each property will gain access from the parking area directly into their respective rear gardens. Again, this remains in accordance with the established pattern of development for the locality.

- 3.13 There is adequate space within the rear gardens of both properties to provide secure cycle storage.
- 3.14 **Ecology:** The site lies within the prescribed range of the Solent Special Protection Area (SPA). The Council has adopted an Avoidance Strategy under the Solent Recreation Mitigation Partnership for developments, which requires that where new development contributes to a net increase in residential units a financial contribution is sought. The contribution mitigates any impact from additional recreational use of the SANG occurring from the increased population.
- 3.15 The applicant confirms that they are willing to enter into a legal agreement to provide the required financial contribution in respect to SANGs, in accordance with the current Solent Recreation Mitigation Partnership Avoidance Strategy.
- 3.16 **Community Infrastructure Levy**
- 3.17 Havant Borough Council has adopted a CIL charging schedule for new development within the District. The application site lies within the charging zone of the Charging Schedule and the application is considered to fall within the Use of Development covered by CIL. The application is accompanied by the relevant CIL forms.

4.0 PLANNING POLICY

4.1 National Planning Policy Framework 2012

- 4.2 The National Planning Policy Framework 2012 (NPPF) serves as the overarching planning policy document for England and Wales. The document states that at the heart of the framework is the presumption in favour of sustainable development. Paragraph 15 states that 'Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay'
- 4.3 The NPPF 2012 encourages a positive approach to planning. This is expanded on at paragraph 14, which states for decision taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of date, granting permission unless
 - 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; or
 - specific policies in this framework indicate development should be restricted.

4.4 Supporting this are the core principles set out at paragraph 17. In this case the following are considered to be relevant, stipulating that planning should:-

- *be genuinely plan-led, empowering local people to shape their surroundings, with succinct local ...plans setting out a positive vision for the future of the area. Plans should be kept up-to-date...[and] provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;*
- *not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives*
- *always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings*
- *take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;*
- *encourage the effective use of land by reusing land that has been previously developed*

4.5 Overall, the proposal accords with the terms set out within the NPPF 2012 and key NPPF paragraphs convey its aims and purposes, as follows.

4.6 The Government's key housing objective is to increase significantly the delivery of new homes. The Government believes that everyone should have the opportunity to live in high quality, well designed homes, which they can afford, in a community where they want to live. This means:

- increasing the supply of housing,

- delivering a wide choice of high quality homes that people want and need,
 - widening opportunities for home ownership; and
 - creating sustainable, inclusive and mixed communities, including through the regeneration and renewal of areas of poor housing.
- 4.7 To enable this, the planning system should aim to deliver a sufficient quantity, quality and range of housing consistent with the land use principles and other policies of this Framework.
- 4.8 Paragraph 49 makes reference to where an LPA cannot demonstrate a five years supply, stating that: *‘Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.’*
- 4.9 In the event that a Local Planning Authority are not able to demonstrate a five year supply of deliverable housing sites, there is a presumption in favour of sustainable development. In this regard Havant Borough Council has acknowledged that they have insufficient land to deliver a 5 year housing supply.
- 4.10 In light of this consideration needs to be given to whether the proposal represents sustainable development. The site is located within the urban area of Havant, in a sustainable location and can provide 2 new units immediately (net gain of one). In this context, and in the light of the requirements of the NPPF, it is considered that the Council should adopt a favourable view towards this application proposal for additional housing.
- 4.11 Chapter 7 of the NPPF relates to Requiring Good Design and requires Local and Neighbourhood Plan policies to set out the quality of development that would be expected for an area based on stated objectives for the future of an area and an evaluation of its defining characteristics. It required decisions (inter alia) to *“optimize the potential of the site to accommodate development”*.
- 4.12 At paragraph 56, the NPPF states that *‘Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people’*. At paragraph 58 the

NPPF states that decisions *‘should aim to ensure that developments respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation’*

4.13 Within Chapter 4 – Promoting Sustainable Development, paragraph 32 sets out that *‘decisions... should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure, safe and suitable access to the site can be achieved for all people and improvements can be within the transport network that cost effectively limit the significant impacts of the development.’* The paragraph carries on to confirm that *‘development should only be prevented or refused on transport grounds where the residual cumulative impact of development are severe.’*

4.14 The proposal contributes towards housing supply and therefore alleviating to a small degree the housing shortage within the district. The scheme also represents an appropriate form of development within the defined urban area. The extension of the building is a modest addition and represents good design, which complements the character and appearance of the site and the proposals will protect the residential amenities of the surrounding occupiers.

4.15 Overall, the proposal accords with the goals set out within the NPPF 2012.

4.16 **Havant Borough Core Strategy 2011**

4.17 The application proposal is entirely in accordance with the policies contained within the Core Strategy including: -

4.18 **Policy CS9 – Housing**

4.19 Policy CS9 sets out the housing strategy, and confirms that *‘planning permission will be granted for housing proposals that will*

- *Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026...*
- *Achieve a suitable density of development for the location, taking into account accessibility to public transport and*

proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form

- *Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities*

4.20 Policy CS11 – Protecting and Enhancing the Special Environment and Heritage of Havant Borough

4.21 Policy CS11 seeks to protect the areas of the district that are statutorily protected either due to them being designated heritage assets or designated for their natural environment i.e. SPAs, AONB etc, as well as looking to protect wildlife habitats and corridors, enhance the natural environment of the district and maintain undeveloped gaps between settlements.

4.22 Policy CS16 – High Quality Design

4.23 Policy CS16 confirms that *‘planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax.’* The policy sets out criteria for the design of new development to demonstrate that it

- Responds to, draws inspiration from and respects local context (including the protection of residential amenity)
- Produces a positive relationship between buildings, street and spaces both existing and proposed

4.24 Policy CS17 – Concentration and Distribution of Development within the Urban Areas

4.25 Policy CS17 identifies that *development will be permitted that makes the effective use of land within the borough by granting planning permission that*

- *Concentrates new housing...within the five urban areas*
- *Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area*
- *Broadly distributes the new housing and employment development in the five areas of the borough as indicated on the spatial distribution map.*

- 4.26 Policy DM13 – Car and Cycle Parking on Residential Development
- 4.27 Policy DM13 sets out that residential development will only be permitted where it provides car parking and cycle storage with the standards set out in the 'Residential Car Parking and Cycle Provision' Planning Document.
- 4.28 **Havant Borough Local Plan (Allocations) 2014**
- 4.29 Policy AL1 – Presumption in Favour of Sustainable Development
- 4.30 Policy AL1 confirms that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF and that it will always work proactively with the applicants to find solutions which means that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.31 Policy DM24 – Recreational Disturbance to SPAs from Residential Development
- 4.32 This policy confirms that '*planning permission will be granted for residential development that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the in-combination effect of net additional dwellings*'. The policy confirms that mitigation can be provided via a financial contribution.
- 4.33 In respect of the above development plan policies the proposals will contribute towards the Borough's housing shortfall by providing family housing within a sustainable urban location. It will not result in any detrimental impact on its surroundings and represents a well-designed scheme which accords with the character of the immediate surrounding area. The new houses will be appropriate in size for their plots and in keeping with the density of neighbouring development. The proposed extension is a modest and subservient addition which will complement the host property and surrounding locality. In all respects the proposal will have no detrimental impact on the immediate surrounding environment.

- 4.34 The proposal will cause no adverse impacts to the residential amenities of the surrounding occupiers.
- 4.35 In all respects the proposal will be in full accordance with the relevant development plan policies.
- 4.36 Havant Borough Parking Standards SPD 2016
- 4.37 The Havant Borough Parking Standards identifies that 2 parking spaces should be provided for a 2 bedroom unit. The proposals provide for 1 parking space for each of the two dwellings, both 2 bedroom units, and therefore falls below the aspirations of the SPD. Having identified this conflict it is important to take into consideration whether there are any material considerations in this case that are relevant in the assessment of this aspect of the proposal and outweigh the conflict with the SPD.
- 4.38 First of all, to place the consideration into wider context, Supplementary Planning Documents do not comprise part of the development plan, but instead are guidance, with the NPPF at para. 2 confirming that *'Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.'* While the standard contained within the SPD is relevant for new development, the current parking level and the subsequent improvement provided by this proposal should be given significant weight.
- 4.39 The SPD seeks for 4 bedroom dwellings (i.e. the current dwelling size on site) should be provided 3 spaces. Hence the current arrangement conflicts with the SPD as, the existing dwelling is only served by one space. For a 2 bedroom unit, the SPD seeks 2 spaces to be provided. As such there is currently a 2 space deficit for the existing dwelling, as there would be a 2 space deficit for the proposed scheme. There will be no material impact against the guidance, therefore. In any event any prospective purchaser will be fully aware of the scenario, and will therefore it would be a buyer beware situation. Furthermore, it is likely that smaller units will create proportionately less pressure from visitors compared to larger family dwellings such as 4 bedroom properties. It is also significantly more likely that the occupiers for 2 bedroom homes will subsist with one vehicle, than is likely to be the case for a large family dwellinghouse like the current property. Indeed the latter form is more likely to lead to parking issues, than these proposals.

4.40 For these reasons it is contended that material considerations do apply here and suggest that while it would be desirable to meet the SPD standards, ultimately it is not essential to ensure there will be no material harm. The proposal in respect of parking levels is considered acceptable in this instance and would not give rise to any material impacts upon the local highway network.

4.41 Havant Borough Council Borough Design Guide SPD 2011

4.42 The SPD relates both to extensions of existing dwellings and provides guidance for new residential development, providing additional detail in relation to Policy CS16. In terms of garden sizes, both units would benefit from a 10m deep garden. In respect of householder extensions, specifically front extensions, this design guidance suggests they should not protrude too far forward of the main building and would be most appropriate where there is a staggered building line.

4.43 The proposal would be in full accordance with the guidance in this respect.

5.0 SUMMARY

5.1 We trust that from the enclosures and this supporting statement that you are able to agree with the merits of this scheme, and that the Council will be able to support the application.

5.2 The application represents an appropriate development within the urban area for the conversion of the existing dwelling into two 2no bedroom dwellings and the construction of a single storey addition, which accords with national and local policy and we suggest that the proposal:

- The proposal represents a sustainable form of development within the defined urban area
- The scheme would contribute to resolving the Council's housing shortage within the district
- The proposal represents a high quality scheme within an established residential area which would accord with its existing character and appearance
- The proposal would not be harmful to the residential amenities of the surrounding occupiers.

- There would be no material increase in traffic generation from the proposal and the existing highway network would not be adversely impacted by traffic or proposed parking levels.

5.3 In conclusion, this type of development goes some way towards fulfilling the local demand for housing, in a sustainable manner, through the proposal of a well-designed residential scheme in a suitable location. For the above reasons it should be supported.