
Site Address:	89 St Thomas Avenue, Hayling Island, PO11 0EU		
Proposal:	Erection of 1No. 3bed detached bungalow with new access onto St Thomas Avenue.		
Application No:	APP/16/01298	Expiry Date:	10/02/2017
Applicant:	Mr Mills		
Agent:	Mr Clarke	Case Officer:	Tina Pickup
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

St Thomas' Avenue consists of a residential cul-de-sac in the south of Hayling Island. The application site, No 89, is located on the north side of the road at the eastern end of the cul-de-sac on a corner plot. The property consists of a chalet bungalow of brick and tile construction with its gable end fronting onto the highway. The others in the street are of a similar design and frontage boundaries are common with low brick walls. There is a private driveway at its western end which provides on-site parking. No 91 lies to the east and is sited at 90 degrees to No 89 with a similar gable front but also has a two storey side element above an integral garage. This has a blank first floor gable facing north with dormer to front. At the eastern end of the cul-de-sac a lower profiled bungalow has been constructed to the side of No 79 (planning permission 09/54381/001 refers).

Being a corner plot the site benefits from a larger than average side garden to the east, which is currently predominantly laid to lawn with a couple of fruit trees. The eastern boundary with No 91 is denoted by concrete posts and there is high evergreen hedging along parts of this boundary which varies as to which side of the boundary line it is planted. The hedge becomes sparse with a missing central area about half way along this boundary where the neighbour has a shed abutting the shared boundary. To the rear, north, the boundary is partly low close boarded fence/chicken wire and part hedging. There is a willow tree just on the neighbours garden to the north that is leaning and has been pruned in the past.

2 Planning History

No site history relevant

But 09/54381/001 is relevant which granted permission for a 2 bed bungalow with integral garage at 79 St Thomas Av on 23rd March 2009. That plot was almost identical at the other end of the cul-de-sac.

3 Proposal

The proposal is for the erection of 1No. 3bed detached bungalow with new access onto St Thomas Avenue. It would have a maximum footprint of 10.7m x 13.04m with eaves height of 2.4m and fully hipped roof having ridge height of 5m. It would be sited some 18m back from the road such that the garden depth varies between 9 and 18m in length. Access would be taken off the corner of the cul-de-sac which would necessitate removing part of the frontage wall, but there is an existing dropped kerb

serving No 91 - this would become shared. Parking would be provided on the frontage drive and 2 spaces are shown. Bin storage is also shown in this frontage area with cycle shed in the rear garden.

4 Policy Considerations

National Planning Policy Framework

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)
CS9	(Housing)
DM13	(Car and Cycle Parking on Residential Development)

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)

Borough Design Guide SPD, 2011

Parking SPD, 2016

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control - Bin storage to be provided

Development Engineer - No adverse comment but notes no turning on site, cars will need to exit in reverse using long drive emerging into an area along with others making the same manoeuvre

Waste Services Manager - none received

Crime Prevention - none received

Public Spaces - none received

Arboriculturalist - none received - no trees affected

Hampshire Biodiversity Information Centre note the presence nearby of various moth species

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: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 5 total - 4 on original plans; additional 1 on amended plan

Summary: presence of bungalow at other end of cul-de-sac shouldn't set precedent; this has led to increase in vehicle movements and parking problems; will change ambiance and peace of cul-de-sac;

D&A statement inconsistent - rear hedge not all way along; will affect privacy and outlook; patio doors will overlook; willow tree about 7m from bungalow may damage roots;

Traffic - cul-de-sac at times already congested with 2 cars per property; deliveries/refuse aswell; loss of garden habitat for wildlife; outlook changed for neighbours; drainage concerns, shared with No 87 and blocked in past ; set precedent;

No pre-app discussion with neighbours; errors on plans (missing window/hedge shown incorrectly); position of kitchen window & door adjacent shed will result in conflict affecting enjoyment of property; access from property will become hazardous with hedge creating blind spot; potential damage to services which applicant must take responsibility for; boundary line needs establishing legally - 800mm posts demark boundary; hedge needs preserving; application does not meet considerations such as daylight, privacy, outlook, highway safety.

On amended plans - do not adequately correct issues; screening described inadequately; window and door positions will still result in loss of privacy; shed still drawn wrongly and will affect outlook to future occupiers; hedge saplings already planted will take 3-4 years to establish and in meantime clear views through.

Comment: There is no requirement for the applicant to undertake discussions with neighbours prior to submission so the lack of such is not material to the decision; each application is considered on its merits; foul drainage is indicated on the plan as shared with the existing No 89 running down proposed driveway, the precise details of which is a Building Regulations matter; other issues discussed below:

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) Impact upon the character of area and streetscene
- (iii) Impact upon residential amenity
- (iv) Highways and parking
- (v) Developer 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. Each application is considered on its merits and whilst there are clear similarities with the previous permission and site adjacent No 79, nevertheless that decision was made in 2009 and there have been policy changes since then against which this current application will be assessed.

As a site within the defined urban area Policy CS17 supports making the most effective use of land. The Borough Design Guide SPD, 2011, sets out criteria for good design and the standards relevant to this application.

(ii) Impact upon the character of area and streetscene

The cul-de-sac is characterised by relatively uniform designed gable fronted chalet bungalows set in a regularly spaced linear line, back approximately 8m from the highway. The proposed bungalow would be tucked back behind No 89 in the corner and would not be visible in street scene terms. The bungalow built in a similar position adjacent No 79 cannot be seen until almost directly in front of the access drive. It is considered that the proposed bungalow would be similarly sited and inconspicuous from the wider public viewpoints. As a result it would not impact on the gaps between dwellings or strong visual character of the area. Accordingly it is considered compliant with Policy CS16.

In terms of plot size the tapered corner plot would be subdivided to leave No 89 with a garden depth of approximately 18m and width of 12m which is commensurate to the others immediately to the west. The proposed bungalow, despite being set back into the plot, would still have a garden depth of between 9 and 18m which would provide adequate amenity space for future occupiers and is also in keeping with others in the area and compliant with the Borough design Guide SPD.

(iii) Impact upon residential amenity

The proposed bungalow will have greatest impact on the amenity of the neighbours immediately adjacent. To the rear, No 1 Sinah Lane is over 30m away which is in excess of the back to back separation requirement of 20m recommended in the Borough Design Guide SPD. As a single storey bungalow only, the outlook from within rooms would be entirely screened by boundary hedging and fencing and would not result in any loss of privacy. However the existing north and eastern boundaries are not continuous hedging and there are existing gaps. Therefore to protect neighbouring amenity and privacy these boundaries must be planted up with evergreen hedging of sufficient height prior to the first occupation of the bungalow - this can be conditioned.

The neighbour at 91 has objected to the position of the kitchen window and door being adjacent his old shed, considering the activity here will put pressure on him to upgrade or move his old shed. But it will be behind a new evergreen screen and not overly visible from the application site. This is not considered a sufficient impact to warrant refusal of the scheme. He also wants it noted that the centre line of the hedge does not necessarily demark the boundary line which in fact is very clear on site with the original concrete posts being evident. The neighbour to the rear has also raised objection to the potential harm to the willow tree close to the rear boundary. But this is a modest tree which leans and has been pruned in the past. The nearest corner of the proposed bungalow is some 8m away which is well beyond the likely root area. As such the affect on this tree would be minimal.

(iv) Highways and parking

The proposed layout plan provides adequate on site parking of 2 spaces for a 3 bed dwelling to meet the newly adopted Parking SPD. It has however been noted that there is no on site turning necessitating reversing out. However this is the same as others in St Thomas Av and it would be unreasonable to expect on site turning in this quiet residential cul-de-sac. It could not be justified on highway safety grounds.

It is also noted that the proposed drive would exit onto the highway immediately adjacent the drive of No 91 with potential conflict due to the presence of the high evergreen hedge at this point. However this is only a similar situation to many residential drives. Whilst the lowering of the hedge at this frontage area would be desirable to improve highway safety, due to the doubt as to who's hedge it is and whether it is within the applicant's control to reduce it, then it would be inappropriate to condition its lowering - but an Informative can be added suggesting that between neighbours they agree to a safe height.

(v) Developer contributions

The creation of a new residential unit is CIL liable and the agreed additional floorspace proposed of 113 sqm, requires a payment of £14,377.23. The Draft Liability Notice has been sent to the applicant who is claiming the self-build exemption.

The creation of a new residential dwelling also requires a contribution towards the SDMP to comply with the Habitat Regulations for mitigation measures to protect the habitats and species of the Borough's European sites, in accordance with policy DM24. This is currently set at £176 per dwelling plus admin and monitoring fees and the appropriate payment and Deed has been paid and signed by the applicant.

8 Conclusion

The low height and siting of the proposal would have limited and acceptable impact on the visual appearance of the street scene and neighbouring amenity. With appropriate conditions regarding boundary screening, then the development is considered to be appropriate and recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/01298

(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 external materials used shall be as specified in the submitted documents unless otherwise first agreed in writing with the Local Planning Authority.
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.
- 3 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.

- 4 The existing evergreen hedges along the eastern and northern boundaries of the site shall be retained in perpetuity and reinforced where necessary to a minimum height of 2m metres and to a standard consistent with good arboricultural practice.

Reason: To ensure the maintenance of screening to the site and to protect the appearance and character of the area and having due regard to policies CS11.4 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 The reinforcement of the eastern and northern boundary hedge as shown on the hereby approved Drawing No 003 Rev A, shall be planted with a mix of Escallonia and Pittosporum hedging plants having a minimum height of 1m at a spacing of 300mm, and thereafter maintained at a minimum height of 2m. This planting shall be undertaken in accordance with any timing / phasing arrangements approved or within the first planting season following the occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To provide adequate screening in the interests of neighbouring amenity, having due regard to policies CS11, CS16, DM8 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extensions to the dwelling or alterations to the roof of the dwelling hereby approved, including the addition of any windows or dormers permitted by Part 1, Classes A, B and C of the 2015 Order, shall be constructed without the prior approval of the Local Planning Authority.

Reason: In the interests of the amenities of neighbouring residents, having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location and Block Plan Drawing No 001
Existing Site Plan Drawing No 002A
Proposed Site Plan Drawing No 003A
Proposed Plan and Elevation Drawing No 004
Proposed Street Elevation Drawing No 005A

Reason: - To ensure provision of a satisfactory development.

