

Recommendation: **GRANT PERMISSION**

07/72660/000 - Proposed side extensions to existing bungalow. , REF,05/02/2008
08/72660/001 - Roof conversion and dormer window extensions to front and rear

elevations. Extension to garage and 1.6 metre boundary wall fronting Beech Grove., PERM,21/07/2008
09/72660/002 - New 1.6m high boundary wall to Beech Grove frontage (part retrospective application)., PERM,01/04/2009

APP/15/00734 - Single storey side extension and alterations to allow conversion of existing 3 bed detached dwelling to 2No. 2 bed semi-detached dwellings., PERM,24/08/2015

APP/16/00872 - Single storey side and roof extension to east elevation, enlarged front gable, and alterations to allow conversion of existing 3 bed detached dwelling to 2No. 2 bed semi-detached dwellings. (Revised application)., REF,25/10/2016

3 Proposal

Single storey side and hipped roof extension to east elevation, enlarged front gable, and alterations to allow conversion of existing 3 bed detached dwelling to 2No. 2 bed semi-detached dwellings. (Revised application).

The proposal involves a side and roof extension to the eastern side of the bungalow having a footprint of 3.4m wide by 9.8m deep with fully hipped pitched roof over sloping into an enlarged front gable extension. The eaves and ridge line would match the main bungalow. This enlargement would then enable the dwelling to be subdivided into 2 separate 2 bed units. The site layout plan provides 2 car parking spaces for each dwelling in the frontage area, with a landscaped strip between.

The application is a revised scheme seeking a compromise between permitted APP/15/00734 and refused APP/16/00872.

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)
CS21 (Developer Requirements)
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)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, (Fire Access Consultation)

Bin storage to be provided for both properties.

Developer Services, Southern Water

Southern Water - public foul sewer crosses site, exact location to be determined; may be possible to divert at applicants expense and should have a clearance of 3m; no new tree planting within 3m; no new soakaways within 5m; Alternatively the scheme can be amended; condition recommended; formal application for connection required;

Development Engineer

The closure of the dropped kerb access from Beech Road will require the approval of the Highway Authority. An informative should be placed on any planning permission.

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: 8

Number of site notices: At least one site notice exists

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
None received	

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. The principle of the subdivision of the plot to create 2 dwellings has been accepted by APP/15/00734, based on the then proposed small side extension. APP/16/0082 was subsequently refused for design reasons, with the proposed two storey side extension being overly bulky in such close proximity to the eastern boundary; but it was not refused on the principle of the sub-division. This application seeks a compromise and

must again be considered on its individual merits.

(ii) Impact upon the character of area and streetscene

This revised scheme proposes the same footprint for the side extension as the refused scheme, at 3.4m wide by 9.8m and this would result in the proposed side extension being less than 1m from the side boundary wall. However the refused scheme had a full height gable end for the east elevation and the height and mass of this profile wall so close to the back edge of the pavement was considered to have an overbearing and dominant effect on users of the highway. Additionally the design was considered to result in the loss of the current spacious setting to the corner and the extension would encroach past the nominal 'building line' of the properties in Beech Grove.

The current proposal changes the roof profile to a fully hipped roof. Therefore the impact on the users of the adjacent highway would be considerably lessened. The eaves line at about 2.2m would sit behind the existing high boundary wall and project slightly above, with the roof then sloping away from the pavement. This would be both less dominant and overbearing on users of the highway but also creates more space at skyline and would retain the more spacious setting of this corner site.

It is therefore considered that the current hipped roof scheme overcomes the previous concerns and would have an acceptable impact on the visual appearance of the street scene and setting of the site, in accordance with Policy CS16.

In terms of the proposed subdivision of the site into 2 dwellings, it is acknowledged that the site lies within a relatively high density area, particularly when taking into account Eastwood Close opposite. The subdivision of the dwelling to create two small dwellings would not be out of character with the surrounding area. The subdivision can technically achieve sufficient parking and amenity space per dwelling, commensurate with the area.

The submitted plans indicate that the existing second vehicular access off Beech Grove would be sealed off by extending the boundary wall, creating private rear gardens for both units. This would potentially improve the highway amenity and parking issues on the corner, and the highway engineer has commented that the closure of this access requires consent from Hampshire Highways - an Informative can be added. Vehicular access and parking would be via the existing access point off Tournerbury Lane. The frontage area is currently hardsurfaced with block paving and gravel and is devoid of any softening landscape features; the proposed plans would provide a visual enhancement to the frontage area through the provision of landscaped areas between the parking spaces.

(iii) Impact upon residential amenity

No 46 to the west would be buffered from the more intensive use of the site by the existing garage and link building that are to remain. The plans keep the parking to the frontage area so noise and disturbance from car doors banging etc is contained in the more public frontage area and not adjacent neighbours rooms. No 2 Beech Grove sits adjacent the rear garden which is currently used for the parking of vans - to remove this vehicular access point and return this area to private gardens, albeit 2, would nevertheless likely result in an improvement to both noise and disturbance and outlook experienced by the occupiers of No 2.

In terms of future occupiers each unit would have a rear garden depth of 9m which is

as existing and commensurate to others in Tournerbury Lane. Whilst the garden of unit 1 is narrow, it is considered sufficient to provide adequate private sitting out area for future occupiers. Should permission be granted then permitted development rights should be withdrawn to prevent further site coverage and reduction in the amount of useable amenity areas.

(iv) Highways and parking

The proposed plans provide adequate on site parking for both units and unit 1 has suitable area for secure cycle storage in the existing utility/store. Unit 2 would need secure cycle storage in order to comply with the current adopted Parking SPD 2016, and this, together with bin storage could be conditioned if permission were recommended.

(v) Developer Contributions

The proposed new floorspace amounts to about 52 sqm which is less than 100 sqm threshold for CIL and therefore the proposal is not considered CIL liable.

However the proposal does result in a net gain of 1 dwelling 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 which was adopted on 30 June 2014, covers this issue and allows for a financial contribution to be made towards mitigation measures. This is currently set at £181 per dwelling to the Solent Disturbance Mitigation Project. For the proposed additional dwelling, plus admin and monitoring fee, the appropriate payment would be £210.

However under APP/15/00734 this SDMP contribution was paid at the then rates, totalling £202.70. Since both permissions cannot be implemented then the previous payment can be carried forward and therefore it is only the difference of £7.30 that is currently owed. A new Deed has been signed and this payment received.

8 Conclusion

The proposed side extension with hipped roof is considered visually appropriate and compliant with Policy CS16. The subsequent subdivision to 2 dwellings, whilst resulting in a tight, high density development, nevertheless can provide sufficient on site parking and amenity space for both dwellings, and is considered commensurate with the character of the area. The appropriate SDMP contribution has been received and the proposal is therefore recommended for permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00556 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:

Proposed Plans & Elevations Drawing No 5751 02 Rev H

Reason: - To ensure provision of a satisfactory development.

- 3 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the detailed proposals for the following aspects have been submitted to and approved in writing by the Local Planning Authority:

- (a) Landscaping scheme for the frontage area including plant species, sizes and spacings and the arrangements to be made for the future maintenance of the landscaped areas;
- (b) The provision to be made for secure cycle storage for unit 2;
- (c) The provision to be made for bin and recycling refuse storage for both units

All such approved landscaping, cycle and bin storage shall be laid out and made available prior to the occupation of either of the units hereby approved.

Reason: To ensure a satisfactory form of development having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011; the Residential Parking and Cycle Provision SPD 2016 and the National Planning Policy Framework 2012.

- 4 The external materials to be used shall match in type, colour and texture those on the existing building.

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 2012.

- 5 The existing access to the site on Beech Grove shall be stopped up and abandoned and any footway/verge crossings shall be reinstated and the existing eastern boundary wall extended to enclose the rear garden prior to the first occupation of unit 2 hereby permitted, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and adjacent residential amenity, having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 Neither of the units hereby permitted shall be occupied until the 2 parking spaces for each unit have been provided within the site, surfaced and marked out in accordance with the approved details. Such areas shall thereafter be retained and used solely for those purposes.

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 2012.

- 7 The turning space in front of the parking spaces shall be retained to enable vehicles to enter and leave in a forward gear and this area shall be maintained and kept available for that purpose at all times.
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 2012.
- 8 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, other than a cycle store for unit 2, no extension, building or structure permitted by Part 1, Classes A or E of the 2015 Order, as amended, shall be erected within the curtilage of either the hereby permitted dwellings without the prior written approval of the Local Planning Authority.
Reason: To maintain control over future extensions to protect the limited amenity space available, and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.