
Site Address: 73 Creek Road, Hayling Island, PO11 9RA
Proposal: Demolishing existing dwelling and replace with 1No. 3 bedroom chalet bungalow - revision to Planning Permission APP/21/01076.
Application Type: Full Planning Permission
Application No: APP/22/00418 Expiry Date: 01/08/2022
Applicant: Mr Rawlings
Agent: Mr Walker Case Officer: Tina Pickup
 Parkers Design
Ward: Hayling East

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site formerly comprised a small rendered bungalow located on the west side of Creek Road, just south of the corner with Eastoke Avenue. It had a tiled pitched roof with barn hip end facing Creek Road. A former rear extension was previously demolished. Side and rear boundary fences have all recently been renewed with 2m close boarded fencing. The site is flat and there are 2 dropped kerbs at either edge of the site.
- 1.2 Planning permission was granted on 08/03/2022 under APP/21/01076 for a replacement dwelling and work has commenced on site - the original bungalow has been demolished and the walls of the new dwelling are up.
- 1.3 The northern end of Creek Road is characterised by modest bungalows, with numbers 65 to 75 being all very similar with a fairly uniform ridge height; the closest properties with a slightly increased ridge height are 61 and 66. The bungalows in the immediate vicinity are also relatively spacious in street scene terms, with most having a side drive creating a sense of space and separation. The application site is the last bungalow set in a linear layout with those to the south, with number 75 to the immediate north being set at 45 degrees on the corner with Eastoke Avenue. Number 75 has been renovated and has its primary amenity space, sitting out area etc, located between the dwelling and the Eastoke corner, ie to the NE. The rear area (ie SW corner) has outbuildings and washing line etc and there is no primary outlook from within 75 in this SW direction. The area adjacent the shared boundary with the application site is the driveway serving number 75.
- 1.4 The site itself is not within any current flood zone, but Eastoke Avenue and part of Creek Road outside the application site falls within Flood Zone 2. The site and area does fall within the future flood zone.

2 Planning History

08/72916/000 - Single storey rear extension., PERM,16/04/2008

APP/12/00454 - Single storey rear extension., REF,25/06/2012

APP/21/01076 - Demolition of existing dwelling; construction of 1No. 3 bedroom detached chalet bungalow., PERM,08/03/2022

3 Proposal

- 3.1 Demolishing existing dwelling and replace with 1No. 3 bedroom chalet bungalow - revision to Planning Permission APP/21/01076.
- 3.2 The changes to the previous application are minor - the replacement dwelling is slightly narrower, 10.08m instead of 10.2m wide which in turn reduces the height from 5.57m to 5.43m. As a result the previously approved internal garage is omitted and the garage door replaced with a window.

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

CS15	(Flood and Coastal Erosion)
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)

Emsworth Neighbourhood Plan Post Examination Version 2020

n/a

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

None received

Community Infrastructure

CIL Liable: <http://www.havant.gov.uk/community-infrastructure-levy-charging-schedule>.

Not SRMS liable as the application is for a replacement dwelling.

Crime Prevention

None received

Hampshire Highways

Whilst this application would normally be provided with a standing advice response, the Highway Authority would require further clarification from the applicant regarding the vehicular access on the right-hand side of the property.

It is noted that the access on the right-hand side of the property does not currently

have a dropped kerb. It is not clear whether the applicant is proposing to extend the existing dropped kerb across the front boundary of the property. If this is the case, the Highway Authority will require a diagram showing the length of the proposed dropped kerb. If a new access is proposed, the Highway Authority will require visibility splays for this new access. For further information on visibility splays please see the Hampshire County Council Technical Guidance TG3 using the following link:

https://documents.hants.gov.uk/transport/TG3TechnicalGuidanceNote-StoppingSightDistancesandVisibilitySplays.pdf?_gl=1*vvkr91*_ga*MTc0MDgwMDQ2MC4xNjl2NzY3MTc3*_ga_8ZVSPZWL5T*MTY1NTM2ODY3My4xLjAuMTY1NTM2ODY3My4w

Additionally, it is recommended to the applicant that they should be made aware that subject to any planning permission being granted by the Local Planning Authority, a subsequent agreement will need to be granted by HCC as Highway Authority to undertake the drop kerb works on the Highway. Details of this procedure can be found via the following link: <https://www.hants.gov.uk/transport/parking/droppedkerbs>.

It is important to note that if there are any minor utility diversions that are required to facilitate the dropped kerb then additional costs may arise in addition to the initial application fee. The applicant should also be aware that if an existing access is to be closed, a full height kerb should be reinstalled.

Having regard to the above, whilst in principle the Highway Authority would provide no objection to the above planning application, we require the further information requested before a formal recommendation can be made.

Waste Services Manager

None received

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: 0

Number of site notices: 1

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 and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highways and parking

- (v) Flood risk
- (vi) CIL

(i) Principle of development

- 7.2 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 a replacement dwelling on the site is acceptable, and has already been permitted under APP/21/01076, and does not result in a net gain of residential units to trigger the need for a Habitats Regulations Assessment. The changes to the previous application are minor - when works commenced on site, the plot width was found to be slightly narrower and because the separation to the side boundaries was important, these have been retained as agreed, and the dwelling made narrower to accommodate.

(ii) Impact upon the character and appearance of the area

- 7.3 It was previously reported that:

"The immediate vicinity is characterised by low profile bungalows of fairly uniform ridge height, but it is noted that number 75 to the immediate north had a permission to be replaced with a higher chalet with dormers (APP/18/00756 - now expired) and within Eastoke Avenue there are some examples of higher modernised chalets. To the south within Creek Road, from number 63, the dwellings are less uniform and more varied in design and height. All however have a sense of space about them, largely gained by separations provided by side drives.

The proposed replacement dwelling would match the frontage building line, and retain the low eaves line similar to the adjacent properties, and although it would be higher, the steeply pitched roof would also retain skyline about the dwelling. As originally submitted the plans were inconsistent and the proposed dwelling appeared to almost fill the width of the plot with some concern over the loss of space and cumulative effect if this was repeated on adjacent plots in the future. The dimensions of the site were verified and amended plans have been submitted providing a 2m separation to the southern boundary. The attached garage on the north side with lower roof above, would also help to create a sense of space when viewed from the street. Overall, the amended siting and design with low eaves line, is considered respectful of the spacious street scene and general pattern and rhythm of development in the area.

Whilst the ridge height would be increased, from 4.8m to 5.6m, the increase is modest and on balance it is considered that the proposed replacement dwelling would respect the character of the area. The more contemporary finish and use of grey roof materials would also change the appearance of the site, but it is noted that within the wider area, particularly in Eastoke Avenue, more contemporary materials have been used. In this mixed area that is not a Conservation Area, the change in external appearance is considered acceptable. Overall the proposal is considered to respect the character of the area and be compliant with policy CS16 of the Havant Borough Core Strategy 2011."

- 7.4 This application proposes a slightly narrower dwelling which is also slightly lower, having a ridge height of 5.43m. Otherwise the overall siting, scale and separation to side boundaries of the proposed dwelling is the same as previously approved and remains appropriate.

(iii) Impact upon residential amenity

7.5 It was previously reported:

"By virtue of number 75's angled siting, its separation from the proposed dwelling tapers. The northern section of the proposal, where behind the attached garage, would be flat roofed and single storey, having a height of 2.5m. As such the height and bulk close to the shared boundary with number 75 would be minimised, reducing any overbearing or enclosing effect. The proposed dwelling would be due south of number 75 but the additional height is minimal and any additional overshadowing would largely be from the additional length of the roof profile and affect the SW corner of number 75's curtilage - which has outbuildings and is not the private sitting out area.

In terms of impact on number 71 to the south, this property has its side drive and entrance adjacent the shared boundary. The side to side separation would be sufficient to prevent any overbearing or enclosing effect and due to orientation would be unlikely to result in additional overshadowing.

The rear elevation includes a large glazed window in the apex which could lead to the perception of overlooking, but the property beyond the rear boundary (number 36A Eastoke Avenue) is set at 90 degrees. The oblique angle and separation is such that there could be a perception of overlooking from within number 36A's garden, but there would be no direct overlooking to the rear facade of 36A. In addition number 36B and 36A have existing first floor rear dormer windows and hence this would not be the first introduction of first floor accommodation in this residential area with associated overlooking issues.

Two roof lights are proposed in each of the side elevations, and these are set below the standard 1.7m internal floor height. However they serve an ensuite and dressing room and side storage areas rather than main rooms. Given the tapered separation to number 75 and fact that any outlook from these veluxes would be over side driveways rather than private amenity areas of both 71 and 75, then the harm to neighbouring amenity is considered to be minimal.

Overall the harm to adjacent residential amenity would be limited, and not considered to be materially detrimental to neighbouring amenity. As such the proposal is considered to comply with policy CS16 of the Havant Borough Core Strategy 2011."

7.6 The impacts of the slightly reduced development remain as previously noted and would in fact be marginally improved from the slight reduction in height.

(iv) Highways and parking

7.7 Previously HCC requested a visibility splay diagram which was provided under APP/21/01076 which clearly showed that on this straight road, visibility of 2m x 43m could readily be provided. That plan also showed the addition of a northern section of dropped kerb and an Informative was added to APP/21/01076 regarding its proper provision. Following HCC comments this time, the same plan has been updated and re-submitted indicating the additional section of dropped kerb to be provided.

7.8 In terms of parking provision, this amended scheme omits the previous integral garage and relies on frontage parking. The proposal is for a 3 bedroom dwelling, which requires 2 on site parking spaces to meet the Parking SPD. The proposed plans

show 2 spaces on the frontage, which is adequate to meet the standards.

- 7.9 Overall the development is considered to have no adverse impacts on highway safety and can provide sufficient on site parking, compliant with policies CS16 and DM13.

(v) Flood Risk

- 7.10 The site lies outside any EA current day flood zone, although Creek Road itself outside the application site is within the flood zone. The site is however within the future flood zone. A FRA has been submitted which also identifies a moderate risk of flooding from groundwater. Since floor levels would be no lower than existing, and a first floor is created for improved safe refuge in the event of a flood, then with compliance with all Building Regulations matters the replacement dwelling would not put occupiers at increased risk.

(vi) CIL

- 7.11 As a replacement dwelling the development is CIL liable for the net additional floorspace, which in this instance amounts to 174sqm.
- 7.12 In this case self-build exemption has been claimed for the development, and since development has technically commenced on site the "commencement date" of this development for CIL purposes will become the decision date. The CIL team are aware and are issuing the appropriate documents.

8 Conclusion

- 8.1 The proposed amended and narrower and lower replacement dwelling is considered to remain sufficiently respectful of the character of the area and neighbouring amenity to have no significant adverse impacts. The proposal is therefore recommended for permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/22/00418

(A) subject to the following conditions

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

Flood Risk Assessment by Groundsure dated 11 May 2021

Location Plan Drawing Number P207

Block Plan Drawing Number P206

Proposed Ground Floor Plan Drawing Number P200

Proposed First Floor Plan Drawing Number P201

Existing and Proposed Site & Roof Plans Drawing Number P202

Existing and Proposed North Elevation Drawing Number P203

Existing and Proposed South Elevation Drawing Number P203b

Existing and Proposed East and West Elevations Drawing Number P204

Proposed 3D Plan Drawing Number P205
Visibility Plan Drawing Number P206 v3

Reason: - To ensure provision of a satisfactory development.

- 2 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.

- 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.