
Site Address:	48 Tournerbury Lane, Hayling Island, PO11 9DJ		
Proposal:	Single storey side extension and alterations to allow conversion of existing 3 bed detached dwelling to 2No. 2 bed semi-detached dwellings.		
Application No:	APP/15/00734	Expiry Date:	25/08/2015
Applicant:	Mr & Mrs Wilkinson	Team:	Team 1
Agent:	Bernard Cole & Partner	Case Officer:	Tina Pickup
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site relates to a detached bungalow that has dormer additions, located on the south side of Tournerbury Lane on the corner with Beech Grove. The bungalow has a render finish with white cladding in its front gable feature, beneath a red concrete tile roof; dormers red tile hung. The bungalow is set back from Tournerbury Lane by some 11m, vehicular access is in the north western corner with a frontage boundary wall approximately 1m high. This wall increases in height to 1.6m where it runs adjacent the side boundary with Beech Grove and includes a second vehicular access via high gates at the southern end. The applicant runs a business which necessitates the parking of several vehicles and vans - hence both the frontage and rear 'garden' are hardsurfaced and currently used for parking.

The character of the surrounding area is residential of mixed design and densities - directly opposite the site is the high density terraced dwellings in Eastwood Close; Tournerbury Lane in the vicinity of the application site features detached bungalows on small plots, whilst Beech Grove becomes more spacious. Directly to the south of the site No 2 Beech Grove is a detached chalet style dwelling of greater height than the application site. It is set close to the rear boundary of the application site (which comprises a 1m close boarded fence with a 2m high evergreen hedge on No 2's side) and this elevation is a blank gable end.

No 46 Tournerbury Lane to the west is a similar detached bungalow and an original detached double garage located at the end of the gardens straddles the boundary such that each bungalow has half each. The application site has subsequently built an extension from this garage linking to the bungalow ie infilling this side area.

2 Planning History

07/72660/00

Proposed Side Extensions Refused 05/02/2008

08/72660/001

Roof conversion and dormer window extensions to front and rear elevations.
Extension to garage and 1.6m boundary wall fronting Beech Grove Permitted
21/07/2008

09/72660/002

New 1.6m high boundary wall to Beech Grove frontage (part retrospective) Permitted
01/04/2009

3 Proposal

The proposal involves a single storey side extension to the bungalow having a footprint of 3m wide by 4.3m deep with pitched roof having matching eaves and ridge lower than the main bungalow at 3.9m. This would then enable the dwelling to be subdivided into 2 No 2 bed units. Amended plans have been received revising the car parking layout to provide 2 spaces for each dwelling in the frontage area, with a landscaped strip between. This has enabled the retention of the side link building (which was originally proposed to be demolished and used for car parking)

4 Policy Considerations

National Planning Policy Framework

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)

The Borough Design Guide SPD, Dec 2011
and the Residential Parking and Cycle Provision SPD, March 2010

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

5 Statutory and Non Statutory Consultations

Development Engineer - Highways- No adverse comment - suggest that the Planning Authority condition the two pair of parking spaces per unit and turning area as shown on the plan along with cycle facilities to accord with HBC Car Parking Standards.
Southern Water - Public Sewer adjacent site - exact position must first be determined by applicant; no construction works within 500mm; where within 3m foundations to be below invert level; formal application required for connection to public sewer & informative recommended
Building Control, (Fire Access Consultation) - Bin storage to be provided; public sewer within 3m

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: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary:

Comment:

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.

(ii) Impact upon the character of area and streetscene

The proposed side extension is suitably subservient to the host bungalow, maintaining a 1m gap to the side boundary wall. This existing boundary wall will partly screen the extension which will have no greater overbearing effect or loss of spaciousness on users of the adjacent pavement. It is noteworthy that the side extension that was refused in 2008, 07/72660/00 refers, was for a full height and depth extension; in comparison the current proposal is for a modest side extension only 4.3m deep on a side gable of 9.8m. This extension is considered visually acceptable and in accordance with the Borough Design Guide 2011.

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. Therefore vehicular access and parking would be via the existing access point off Tournurbury Lane. The frontage area is currently hardsurfaced with block paving and gravel and is devoid of any softening landscape features; the amended 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 revised 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 Tournurbury Lane. Whilst the garden of unit 1 is narrow, it is considered sufficient to provide adequate private sitting out area for future occupiers. Provided permitted development rights are withdrawn to prevent further site coverage then the level of amenity area is considered sufficient.

(iv) Highways and parking

The amended 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 adopted Residential Parking and Cycle Provision SPD and this, together with bin storage could be conditioned. The Highway Engineer has raised no objection to the proposal.

(v) Developer Contributions

Since the proposed new floorspace is less than 100 sqm then the conversion to two dwellings is not 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 set at £174 per dwelling to the Solent Disturbance Mitigation Project. For the proposed additional dwelling, plus admin and monitoring fee, the appropriate payment of £202.70 has been paid and the relevant form has been completed by the applicant.

8 Conclusion

The proposed side extension 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 Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00734

(A)

(B) subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 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.
- 3 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Part 1, Classes A, E and F 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, having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 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.
- 5 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.
- 6 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.
- 7 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;

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, March 2010 and the National Planning Policy Framework 2012.

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

1:1250 Site Location Plan
Existing Plans & Elevations Drawing No 01 Rev A
Proposed Plans & Elevations Drawing No 02 Rev D

Reason: - To ensure provision of a satisfactory development.