

---

|                 |                                                                                          |               |             |
|-----------------|------------------------------------------------------------------------------------------|---------------|-------------|
| Site Address:   | 1 Sparsholt Close, Havant, PO9 4AP                                                       |               |             |
| Proposal:       | Construction of 1No. 2 bed end of terrace house with associated parking and landscaping. |               |             |
| Application No: | APP/14/00793                                                                             | Expiry Date:  | 17/11/2014  |
| Applicant:      | Mr Hellyer                                                                               | Team:         | Team 2      |
| Agent:          |                                                                                          | Case Officer: | Tina Pickup |
| Ward:           | Barncroft                                                                                |               |             |

Recommendation: **GRANT PERMISSION**

---

## **1 Site Description**

The application site comprises a parcel of land located immediately to the south of No.1 Sparsholt Close, and the red line application site has been revised and extended (with necessary Certificate B completed) as part of this application to include the front forecourt area of No 1. The site is triangular in shape, having a maximum length of some 39m where it abuts the boundary with No 1 to the north and tapering out to a maximum width of 15m. However this width includes the access road to the rear parking court and the adjacent pavement. The maximum developable site is some 10.5m and where the site sits adjacent the footprint of No 1 the plot width is between 4.5m and 7.4m wide

No 1 is itself an end of terrace two storey property having a gable end and is located adjacent a drive serving a rear parking court. The area is characterised by similar styled, gable ended two storey terraced properties. The frontage of No 1 is block paved and there is a hedge running along the southern boundary to an old side garage. The rear garden is currently bounded with a 4' close boarded fence to the parking court.

## **2 Planning History**

12/00176 - 1 No 2 bed end of terrace house with associated parking and landscaping. Permitted 27/6/12 with 106 for Green Transport Contribution

## **3 Proposal**

The site has now been sold and the applicant has revised the plans slightly from the previously approved scheme to a wider house with a single storey rear addition. The footprint of the proposed dwelling is now proposed at 5m wide having a ground floor depth of 9m and first floor depth of 6.8m. The front facade is set back slightly from the front facade of No 1 and the ridge also stepped down slightly. A side gable is proposed. Two parking spaces are shown, accessed off the drive to the parking court and set at an angle to the side/rear of the proposed dwelling.

## **4 Policy Considerations**

National Policies  
NPPF

Core Strategies 2011 forming part of the HBLDF

CS14 (Efficient Use of Resources)  
CS16 (High Quality Design)  
CS21 (Developer Requirements)  
CS9 (Housing)  
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations), adopted July 2014  
AL1 - Presumption in Favour of Sustainable Development

Residential Parking and Cycle Provision SPD, March 2010

and The Borough Design Guide SPD, Dec 2011

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

## **5 Statutory and Non Statutory Consultations**

Development Engineer - I have no objection to this planning application subject a condition requiring two parking spaces and cycle facilities

Landscape Team - With the removal of the boundary hedge to the existing property to create 2 no. parking spaces, it would be advised that all remaining boundary hedge - (aside from the new dwelling parking spaces) should be retained, or if removed during construction it should be replanted in the planting season to provide a soft boundary to benefit the property and retain a good boundary definition around this corner site. I would request details of retention or a replanting plan.

Building Control, (Fire Access Consultation)- the building as shown have foundations built on the public highway

Crime Prevention -Minor Apps - none received

Public Spaces Development Manager - none received

Waste Services Manager - no issues

Hampshire Biodiversity Information Centre - notes adjacent SINC - Neville's Park Areas 4-10 (woodland, grassland)

## **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: At least one site notice exists - check the number.

Statutory advertisement: Not applicable.

Number of representations received: 0

## **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) Design and appearance
- (iii) Impact on neighbours
- (iv) Highway issues
- (v) CIL Liability and SDMP

(i) Principle of development

The application site is located within a defined urban area for development plan purposes. The construction of a new dwelling on the site is therefore considered appropriate in principle, subject to consideration of detailed development control criteria, which includes the provisions of the Borough Design Guide SPD as well as Core Strategy policies which promote high quality designs which respect the amenity of the locality and local residents.

(ii) Design and appearance

The design of the proposed new dwelling varies from the already approved scheme in that the dwelling is wider, and would, at its south-eastern corner immediately abut the back edge of the adjacent pavement. It also includes a rear single storey flat roofed extension. The previous design proposed an L shaped footprint having a narrow frontage with blank recessed elevation. The current scheme achieves a more traditional front elevation and would sit better in the street scene. Being both set back from the front facade of No 1 and with the ridge stepped down slightly, the overall design would appear as a subservient addition to the original terrace. By virtue of the adjacent pavement and access road serving the parking court, there is sufficient space about the proposal to avoid a cramped appearance. Provided the materials used match the original terrace, then visually the traditional design will be appropriate to the street scene.

The rear elevation does include a flat roof extension with large patio doors. This side elevation of the rear extension would be visible from the adjacent parking court but set behind the proposed 2 parking spaces. It would not be overly dominant and in residential areas, flat roof additions are often added as permitted development additions. Whilst flat roofs are not good design solutions, the proposal would be visually harmful.

Given the limited size of the plot, control of outbuildings will ensure that adequate amenity space is maintained and avoid an overdeveloped appearance. There is likely to be space for a small outbuilding if needed.

(iii) Impact on neighbours

The first floor element of this new dwelling would project beyond the rear facade of No 1 and the existing terrace by approximately 1m. This small amount is not considered to give rise to any undue loss of light, outlook or privacy for the occupiers of No1. Similarly, the ground floor element projects a further 2.2m and thus a total of approximately 3.2m beyond the rear facade of No 1. Having a flat roof with a height of 2.6m, any overshadowing is kept to a minimum. Provided this area is not built over with a first floor extension in the future (can be conditioned), which could result in excessive overshadowing and loss of daylight to No1, then as a flat roofed ground floor extension is considered acceptable and would not be harmful to the amenity of

neighbouring residents at No1.

The proposed side elevation includes a ground floor window but none at first floor. The relationship of the site with the terrace of dwellings to the south (Nos 61 to 71 Park House Farm Way) is such that any first floor windows in the side elevation could result in overlooking to the rear garden areas of these dwellings. Therefore it is considered essential to condition no first floor windows in this side elevation.

(iv) Highway issues

The application proposes taking access to 2 car parking spaces over the access track to the side of the property - this land is included within the application site and notice has been served on Portsmouth City Council as owners of this land. As a 2 bedroom property this on site parking is sufficient, but secure cycle storage will also be required - this is not currently shown but could be provided as a shed on the site. The provision of this secure cycle storage can be conditioned.

(v) CIL Liability and SDMP

The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20<sup>th</sup> February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £80 per square metre on new floorspace (measured as gross internal area).

It is considered that there is a CIL liability for this site. The completed CIL planning form indicates that the total gross internal floor space will be 63 sqm and as such this will require a CIL payment of £5,040. The applicant has been advised of this sum accordingly and returned the Assumption of Liability Notice.

This development would also increase the number of dwellings 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 £172 per dwelling to the Solent Disturbance Mitigation Project. For the proposed dwelling, plus admin and monitoring fee, the appropriate payment of £200.60 has been paid and the relevant form has been completed by the applicant.

## **8 Conclusion**

The proposed scheme for an additional dwelling is considered to be of an appropriate design, and, with appropriate conditions, will not give rise to any undue amenity issues and is acceptable in highway terms. The proposal is therefore considered to accord with the relevant Local Plan and Allocation Plan policies and the guidance set out in the Borough Design Guide SPD and the NPPF. The application is therefore recommended for permission

---

## 9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00793, 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 dwelling at 1 Sparsholt Close, unless agreed otherwise in writing by 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 Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 3 The development shall not be brought into use until a minimum of 2 parking spaces each have been provided for both No 1 Sparsholt Close and the proposed dwelling within the curtilage of the application site and thereafter all of those spaces kept available for such purposes.  
**Reason:** In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 4 The development shall not be brought into use until a minimum of 2 secure cycle storage spaces have been provided within the curtilage of the site and thereafter all of those storage spaces kept available for such 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.
- 5 The existing hedge along the south western boundary of the site shall be retained, except where required to provide the 2 car parking spaces, and reinforced where necessary to a minimum height of 1 metre and to a standard consistent with good arboricultural practice.  
**Reason:** To retain the existing boundary definition 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.
- 6 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no additional windows or other such openings shall be constructed at first floor level or above in the south side elevation or in the front (east-facing) roof-slope, without the prior written approval of the Local Planning Authority.  
**Reason:** In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.
- 7 Notwithstanding the provisions of any Town and Country Planning General

Permitted Development Order, no extension, building or structure permitted by Part 1, Class A of the 1995 Order, as amended, shall be erected within the curtilage of the site without the prior written approval of the Local Planning Authority.

**Reason:** To enable the Local Planning Authority to maintain control of such additions in the interests of the amenity of neighbouring residents, to ensure an adequate amount of amenity space and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 together with the National Planning Policy Framework.

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

Site and Location Plan Drawing No 160/101 Rev P4  
Proposed Elevations Drawing No 160/102 Rev P2

**Reason:** - To ensure provision of a satisfactory development.