
Site Address:	67 Bondfields Crescent, Havant, PO9 5ER		
Proposal:	Two storey side extension.		
Application No:	APP/14/00783	Expiry Date:	25/09/2014
Applicant:	Mr & Mrs Coles	Team:	Team 2
Agent:	Mr McPhillips	Case Officer:	Tina Pickup
	RMW Associates		
Ward:	Battins		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site comprises an end of terrace two storey dwelling of traditional design, constructed of brick and tile and located within a reasonably sized plot at the south western corner of the eastern junction of Bondfields Crescent with Middle Park Way. The site is set back from Bondfields Crescent (to the east) by virtue of a communal parking area and verge, and from Middle Park Way (to the north) by virtue of a wide grassed verge. The site is bounded by walling and fencing together with a high conifer hedge to the north side, screening the site from Middle Park Way. There is an existing parking space at the north east corner of the site, accessed from Middle Park Way. Beyond the parking space is a flat roofed outhouse, shared with the neighbour to the west at 408 Middle Park Way - the red line therefore kinks round this shared shed.

The surrounding area is predominantly characterised by medium to high density residential development within an area of strong uniformity which includes gable ends.

2 Planning History

APP/12/00885: Construction of 1 No. 2 bedroom end of terrace dwelling utilising existing access from Middle Park Way. Withdrawn.

APP/13/00155 - Resubmission - Construction of 1 No. 2 bedroom end of terrace dwelling utilising existing access from Middle Park Way. Refused as insufficient & poor amenity space for occupiers of new dwelling resulting in cramped and congested layout. Appeal Dismissed 6/1/14

3 Proposal

This application now proposes a two storey side extension rather than an attached dwelling. The extension would have a width of 3.6m and depth of 6.3m, being recessed back from the front facade. A gable end is proposed with the ridge stepped down slightly from the main dwelling. A gap of between 2m and 2.6m to the northern boundary (with Middle Park Way) would result. It is proposed to provide an additional on site car parking space by widening the existing access and hardstanding to 5m wide.

4 Policy Considerations

National Policies

NPPF

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)

CS20 (Transport and Access Strategy)

DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations), adopted July 2014

AL1 - Presumption in Favour of Sustainable Development

and The Borough Design Guide SPD, Dec 2011

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Hampshire Biodiversity Information Centre - within 50m of site possible presence of adders

Highways - The widening of the dropped kerb is acceptable, it would be advantageous if 1.5 metres of the hedge could be removed (or reduced to below 0.6m) to provide a 45 degree splay so that users of the footway would be aware of any vehicle reversing from the parking space.

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: 9

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) Design and Impact on street scene

- (ii) Impact on neighbouring amenities
- (v) Highway and other matters

(i) Principle of development

The application site is located within a defined urban area for development plan purposes where extensions to properties are considered appropriate in principle. The previous proposals for an additional dwelling fundamentally resulted in insufficient garden space for future occupiers. There was inadequate space to provide two garden areas of sufficient space as well as parking for both properties. However, as an extension, this issue is overcome - the residents of the house would have the whole garden to serve the single property and as such sufficient amenity space is provided on site.

(ii) Design and Impact on street scene

The design of the proposed extension is considered appropriate to the host dwelling - the gable end is repeated and both the front facade and ridge line are set back and down slightly, making the extension appear visually subservient. This is in accordance with the Borough Design Guide. The proposed extension has a width of 3.6m which retains a gap of between 2m and 2.6m to the boundary with the back edge of the pavement on Middle Park Way. The existing high hedge (some 3.5m high) on this boundary is shown to be retained but lowered to a more manageable 2m height. This would therefore continue to provide some visual screening of the site. There is then a wide grass verge providing an open setting to the site. The angles of various groups of dwellings and roads in the locality are such that there is not an obvious single building line, and the proposed extension is not considered to be unduly prominent in the streetscene by virtue of sufficient space about the corner. As such it is considered to respect the local context as required by policy CS16.

(iii) Impact on neighbouring amenities

The proposed extension would increase the bulk of the overall terrace, but given that it is located on the northerly end with no immediate neighbour then the mass and bulk will have no over-shadowing or overbearing impact. The nearest neighbour at 408 Middle Park Way, located to the west is sited at 90 degrees to the application site such that the proposed extension would sit alongside the front drive/garden area of this dwelling, forward of its side elevation. There is a separation distance of some 14m from the rear facade of the application site to the side elevation of No 408 with the outhouses in between acting as a screen/buffer. Therefore it is considered that potential overlooking in this direction would only be across the outbuildings and generally less private front garden areas and would not therefore cause any loss amenity to the occupiers of this property.

(v) Highway and other matters.

The proposed plans do result in a 4 bedroomed house, the full adopted parking standards would require 3 on site parking spaces. However the existing 2 bed house only provides one space instead of the 2 required by the standards i.e. it has a shortfall of 1 space. It has been agreed that the shortfall can be carried forward and therefore only one additional space is required to serve the extension without correcting the existing shortfall - therefore only 2 spaces are sought in this case.

The Development Engineer has commented that it would be advantageous to lower

the hedge to 0.6m adjacent the parking bay to improve visibility. The amended plans satisfactorily show this. However, in itself, this lowering would not guarantee visibility because the gates, when folded back may obstruct the view and the area alongside the driveway could be either fenced or planted, creating visual barriers. Given that the formation of a wider hardstanding is a permitted development and there is an existing access here, it would be disproportionate and complex to seek to control the detailed design of the gates and boundary here. Hence the advice of the Highway officer can be attached as an informative.

8 **Conclusion**

The proposed extension to this end of terrace property is now considered appropriate as a subservient extension. At 3.6m wide it is proportionate to the host dwelling and does not dominate either the original dwelling or street scene. Adequate amenity space and parking can be provided on site for occupiers of this single dwellinghouse. No undue harm to the amenity of neighbours would result. Therefore the proposed extension is recommended for planning permission.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00783

(A)

(B) for the following reasons/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 The extension hereby permitted shall not be occupied before the proposed access and the crossing of the highway verge and footway is constructed and laid out in accordance with the approved details.
Reason: In the interests of highway safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 The development shall not be brought into use until a minimum of 2 parking spaces have been provided within the curtilage of the 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 Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Existing Elevations Drawing No 151-1001 Rev P3

Proposed Site Plan & Plans with Location Plan Drawing No 151-1000 Rev P6

Proposed Elevations Drawing No 151-1002 Rev P3

Reason: - To ensure provision of a satisfactory development.