
Site Address:	174 Middle Park Way, Havant, PO9 4DE		
Proposal:	Two storey side extension to form new 2 bed end of terrace house. (Revised Application).		
Application No:	APP/14/01246	Expiry Date:	26/01/2015
Applicant:	Mr Spurway	Team:	Team 2
Agent:	Mr P Walker	Case Officer:	Stephen Cantwell
Ward:	Barncroft		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application sites relates to an end of terrace two storey dwelling having a front gable feature beneath a gable ended tiled pitched roof. It is the northern most dwelling on the corner with Sunwood Road and currently has a side garden with low boundary wall facing Sunwood Road. The row of terraces are set back from Middle Park Way with a grassed amenity area to the front. Sunwood Road also has a wide grass verge and pavement, such that the setting to the site is quite spacious. The properties on the north side of Sunwood Road are set back behind front forecourts, most of which have been hardsurfaced to provide on site parking. Therefore there is a separation distance of some 24m from the front facade of No 1 & 3 Sunwood Road and the existing side gable of 174 Middle Park Way.

Currently one parking space is provided for No 174 with a pre-fabricated garage erected at the end of the garden adjacent the eastern boundary, accessed off Sunwood Road. Beyond this to the east is a garage court comprising 4 flat roofed garages.

2 Planning History

APP/14/00907 - Two storey side extension to form new 2 bed end of terrace house.
Refused 4/11/14

reasons: insufficient amenity space for occupiers; cramped & congested layout to detriment of appearance of application site; inadequate parking increased shortfall puts pressure on existing parking to inconvenience of neighbours; lack of SDMP payment

3 Proposal

This is a revised application seeking to overcome the previous reasons for refusal and concerns. The two storey extension, at 5m wide by 8.6m deep (at ground floor and 6.7m at first floor) follows the existing eaves and ridge line but has omitted the previously proposed front gable feature. It is proposed to create an additional two bedroom end of terrace dwelling. The current proposal utilises the existing pre-fabricated garage site for one parking space (although the garage itself would be demolished and an open space created) and would provide a second car parking space in a tandem fashion by utilising the rear part of the garden belonging to 174.

During the course of the application discussions have taken place regarding the parking layout and its impact on amenity and as a result amended plans have been

received. These relocate the second space to the front of the new dwelling via a new dropped kerb off Sunwood Road with just a single space at the rear, having a width of 3m allowing for cycles and bins to be moved past a parked vehicle. It is intended to allocate the front space to the new dwelling and the rear space to the existing dwelling. Secure cycle storage is also now proposed for both dwellings in the form of a shed in each of the rear gardens. The sub division of the garden would result in the existing No 174 retaining its existing full length garden of 13m and the new dwelling having a garden depth of 7.5m.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

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)
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) -No comment
Development Engineer - Highways
Waste Services Manager - no concerns
Public Spaces Development Manager
Environment Agency - Within Flood Zone 3 based on original flood maps, but more advanced flood model for Havant suggests that flood risk for the proposed development site is reduced; therefore the FRA is deemed acceptable and no objection raised
Crime Prevention -Minor Apps

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: 12

Number of site notices: At least one site notice exists - 1

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary: object to parking facilities - very bad at moment and if passed will get worse

Comment: parking will be considered below

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 & appearance in the streetscene
- (iii) Impact upon residential amenity
- (iv) Highways & Parking
- (v) CIL Liability and SDMP (now SRMP)

(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 streetscene

The design of the proposed dwelling is a simple addition to the existing terrace, continuing the eaves and ridge line, aswell as front porch lean-to addition. Window proportions reflect that of the host terrace. A single small wc window at ground floor is proposed in an otherwise blank gable end. The simplicity of the design is considered a better design solution in street scene terms than the previously proposed gable fronted dwelling. A feature of the terraces within the vicinity of the site is that just the end dwellings have gable front features - the previous proposal of two adjacent gable fronts was considered overly fussy to the detriment of the visual appearance and the character of the area. The current proposal offers a more complimentary visual appearance in street scene terms.

Due to the more spacious setting of the plot on this corner that benefits from a front grassed amenity area and grass verge to Sunwood Road, the proposed addition, in terms of its bulk and mass, would not be overly dominant. The terrace is set well back from Middle Park Way and would still retain a separation of distance of 19m from blank side gable to front facade of the properties in Sunwood Road - this is in excess of the recommended in the adopted Borough Design Guide SPD.

(iii) Impact upon residential amenity

The previous application was refused as having a cramped and congested layout with insufficient and poor quality amenity space for the occupiers of the new dwelling (the rear garden was only between 5 and 6m in depth). This application, as amended, seeks to overcome this by re-siting one of the car parking spaces to the front of the proposed dwelling, thus maximising the length of private rear garden and amenity space for future occupiers. The amended proposal now provides a rear garden area of 7.5 m. Considering the character of the area and density of nearby development which

includes some very modest rear gardens, particularly those in Sunwood Road, then the proposal is considered commensurate to the character of the area.

Whilst less than the recommended normal 10 m rear garden depth contained in the adopted Residential Design Guide SPD, nonetheless the character of the area and context influences this. Some of the dwellings in the immediate vicinity have rear garden depths of just 5m. The proposed amenity area, at 7.5m, is now considered sufficient to provide future occupiers with a pleasant and useable garden area. The amended scheme also retains the existing full garden depth for the existing occupiers of No 174.

In terms of impact of the development on the residential amenity enjoyed by adjacent residents, the scheme as submitted, with tandem parking spaces to the rear, was considered to have had an adverse effect on the enjoyment of the garden of 174 from noise and disturbance of vehicles moving. Therefore the scheme has been amended, removing this space from the end of 174's garden and hence overcoming this amenity objection.

The built form of the proposal is also considered to have no material harm on the amenity of adjacent residents. The continuation of the terrace with just a 1.4m deep single storey rear extension with hipped roof, would not result in any overshadowing to No 174 or affect their outlook. The additional windows would not materially add to overlooking or loss of privacy in such an established close knit residential area where views across rear gardens are common. The proposal is therefore considered to comply with policy CS16.

(iv) Highways & Parking

Most of the dwellings in this area were constructed without any on-site parking and therefore rely on street parking, which leads to congestion and inconvenience. The existing dwelling, No 174, has benefited from a garage providing one space. The amended layout continues to provide one space for No 174 through a 3m wide open parking space located in lieu of the existing garage, having sufficient width to provide access for bins and a cycle to pass a parked car. One space is also proposed at the front which would serve the occupiers of the proposed dwelling. Additionally a secure shed is proposed for the rear gardens of both properties to provide cycle storage.

However, as a 2 bedroom dwelling, the adopted Residential Parking & Cycle Provision SPD requires 2 parking spaces and hence there is a shortfall of one space. Middle Park Way is however on a main bus route and close to schools. It can therefore be considered a relatively sustainable location where a shortfall of parking can be considered on its merits. Since one space is being provided in an area where many dwellings still have no on site spaces, then this provision will at least enable future occupiers to park on site and not add to the pressure for street parking.

On balance, the provision of one space for both the existing and proposed dwelling is considered a practical solution to parking that will allow both residents to park on site. In this relatively accessible location this is considered acceptable and would not undermine Policy DM13.

(v) CIL Liability and SDMP (now SRMP)

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 20th 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) for sites in Havant.

It is considered that there is a CIL liability for this site. The completed CIL planning form indicates that the total residential gross internal floor space will comprise 65 sqm, which comprises the chargeable development, which requires a CIL payment of £5,200. The applicant has been advised of this sum accordingly and returned the Form 1 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 single dwelling, plus admin and monitoring fee, the appropriate payment is £200.60.

This payment has been received and the relevant deed form has been completed and signed by the applicant.

8 **Conclusion**

The revised proposal is considered to satisfactorily overcome the previous reasons for refusal and represents an acceptable development given the context of the site. Accordingly planning permission is recommended.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/01246

(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 Prior to the occupation of the development a Post Construction Certificate shall be submitted to the Local Planning Authority. The Certificate shall state that the development has attained a minimum standard of Level 3 of the Code for Sustainable Homes, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is carried out in accordance with policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework 2012.

- 4 The development shall not be brought into use until a minimum of one parking space has been provided within the curtilage of both No. 174 Middle Park Way and the proposed new dwelling. Both of those spaces shall thereafter be kept available for such purposes 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.

- 5 The development shall not be brought into use until the cycle sheds shown on the approved plans, each providing a minimum of 2 secure cycle storage spaces, have been provided within the curtilage of both No. 174 Middle Park Way and the proposed new dwelling, and thereafter all of those storage spaces shall be 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.

- 6 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no additional windows / doors or other openings shall be constructed within the north gable elevation 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 Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 7 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Part 1, Classes A and E 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:

1:1250 and 1:500 Site/Location Plan Drawing received 6 February 2015

1:250 Parking Plan received 6 February 2015

Existing Elevations received 1 December 2014

Existing Ground Floor received 1 December 2014
Existing First Floor received 1 December 2014
Proposed Ground Floor received 1 December 2014
Proposed First Floor received 1 December 2014
Proposed Elevations received 1 December 2014
Section Drawing received 1 December 2014

Reason: - To ensure provision of a satisfactory development.