
Site Address: 1 Winchfield Crescent, Havant, PO9 3SP
Proposal: Proposed two storey extension to existing building to create a two bedroom dwelling utilising existing vehicular access onto highway. (Revised application).
Application No: APP/14/00562
Applicant: Mr and Mrs C O'Shea
Agent:
Ward: Barncroft

Expiry Date: 09/09/2014
Team: Team 1
Case Officer: Heather Lealan

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 situated at a south western bend/corner of Winchfield Crescent. The site is set back from Winchfield Crescent by virtue of a wide grassed verge. The site is bounded by fencing. A new vehicular access has been constructed directly to the front of the existing dwelling which provides two parking spaces. A further parking space can be accessed from an existing dropped kerb to the rear of the site. The area is predominantly characterised by medium to high density residential development of a broadly similar character. The site lies within a defined urban area for the purposes of the development plan.

2 Planning History

APP/14/00035

Two storey extension to existing end of terrace house to create 1No. 2 bed dwelling utilising existing vehicular access to Winchfield Crescent. - Refused 13/3/14 on grounds of (a) inadequate amenity space giving rise to a cramped layout; and (b) the impact of a rear two-storey gable projection incorporated in the design which would have given rise to unacceptable overlooking of adjoining properties in Purbrook Way.

3 Proposal

Proposed two storey extension to existing building to create a two bedroom dwelling utilising existing vehicular access onto highway. (Revised application).

4 Policy Considerations

National Policies

National Planning Policy Framework 2012

Local Plan (Core Strategy) 2011

CS13 (Green Infrastructure)
CS14 (Efficient Use of Resources)
CS16 (High Quality Design)
CS21 (Developer Requirements)
CS9 (Housing)

Supplementary Planning Documents (SPD) forming part of HBLDF
Residential Parking and Cycle Provision (2010)
Borough Design Guide (2011)

Local Plan (Allocations) 2014
AL1 Presumption in Favour of Sustainable Development

Listed Building Grade: Not applicable
Conservation Area: Not applicable

5 Statutory and Non Statutory Consultations

Access Officer:
No concerns

Building Control:
The proposed building is over a foul water sewer and applicant has been made aware.

Development Engineer:
No adverse comment, parking as proposed is considered to be acceptable in this instance. There is no Highway reason for refusal subject to the provision of cycle facilities and the parking shown on the submitted plan

Crime Prevention:
No comments.

Atkins Planning Team:
A foul sewer crosses the site. The exact position of the foul sewer must be determined on site by the applicant before the layout of the proposed development is finalised. It might be possible to divert the foul sewer, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

Comment - Informative to this regard should be added to any planning consent. The agent for the application has been in discussion directly with Southern Water to this regard.

Waste Service
No waste collection issues

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: 10

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 1, letter received to advise that the resident concerns to the previous scheme remain unchanged.

Summary: Objecting on grounds of impact on amenities and sense of space within immediate streetscene, loss of light to adjoining property and impact on highway safety due to increased use of vehicular accesses and new dwelling blocking sight lines.

Comment: The impact of the proposal on highway and local and neighbouring amenities is discussed below.

7 Planning Considerations

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 on application site
- (iii) Impact on street scene
- (iv) Impact on neighbouring amenities
- (v) Highway Implications
- (vi) 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) Impact on application site

The design of the proposed dwelling in terms of its elevations and layout would be appropriate to its plot, provided suitable materials are used in its construction. The existing dwelling (no.1) would retain a rear garden of approximately 48 square metres and the length of the rear garden of the existing property would remain at approximately 7.5 metres - it should be noted that whilst this does not meet the criteria of the Design Guide SPD in this regard (Section 5.1 advising that a minimum garden depth of 10m should be achieved), such a garden size for the existing dwelling would remain comparable to others in the immediate vicinity, and thus would respect the context for the site.

The revised scheme the subject of this report increases the garden depth to the proposed new dwelling from that proposed by the previously refused scheme by reducing the depth of the proposed dwelling (removing the rear projection) and removing a car parking space from the rear garden area. On balance it is considered that, as a result of these amendments and having regard to the context for the site, the scheme would accord with the main principles of the Borough Design Guide and would provide additional housing in line with the Core Strategy Policy CS9 and would also constitute a form of sustainable development as described in Allocations Plan, policy AL1.

(iii) Impact on street scene

When viewed from Winchfield Crescent, the proposed dwelling would appear as a significant addition to the western end of a terrace of four existing dwellings. However, with the exception of a reduction in the width of the dwelling, it would follow the lines of the existing terrace to the front. From the rear of the site, it is considered that the proposed built form of the development would not have a detrimental impact on the character or visual amenity of the street scene as the proposal would appear fundamentally the same as the existing end of terrace dwelling. In wider views the new dwelling would potentially lead to the end of the terrace appearing more prominent in the street scene, in relation to the terrace of properties immediately to the west. However, 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 projection of the terrace closer to the road will not of itself appear out of character with its surroundings.

(iv) Impact on neighbouring amenities

The construction of the new dwelling would increase the bulk of the overall terrace, but views of the proposal from nearby dwellings and gardens would largely be within the context of existing buildings (within both the adjoining terrace and the wider area) as a backdrop. It is considered that the revised scheme the subject of this report overcomes previous officer concerns regarding the impact of the projection of the rear wall on the occupiers of dwellings located in Purbrook Way. The refused scheme incorporated a 1.2m gable end projection beyond the rear elevation of the existing terrace, which would have been sufficiently significant in mass to produce an unacceptable level of detriment to the outlook and amenities of the occupiers of these dwellings. The scheme has now been amended and the rear elevation of the proposed dwelling continues the line of this existing terrace thus ameliorating any detrimental impact to the occupiers of the dwellings directly to the rear.

(v) Highway and other matters.

The Development Engineer considers that the intensification of the use of the site in regard to the use of the accesses would not have a detrimental impact on highway safety and furthermore raises no objection to the scheme on highway grounds so long as parking spaces as detailed on the submitted plans are conditioned to be accommodated within the curtilage of each dwelling.

(vi) 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 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).

It is considered that there is a CIL liability for this site. A credit can be given for the existing floorspace of the dwelling within the site and therefore only the additional floorspace is CIL liable. The agent has completed the CIL planning form and confirmed that the net additional gross internal floor space will be 55m and as such this will require a CIL payment of £4,400. The applicant has been advised of this sum accordingly.

This development would 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. The measures of mitigation adopted by the LPA at the end of June this year requires a payment of £172 per dwelling to the Solent Disturbance Mitigation Project. This payment has been paid and the relevant form has been completed by the applicant.

8 Conclusion

It is considered that this revised application overcomes the previous reasons for refusal and that the scheme now accords with the relevant Local Plan and Allocation 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/14/00562 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 development hereby permitted shall be carried out in accordance with the following approved plans:

773/01B - Existing Floor Layouts & Elevations received 27 May 2014
773/02C - Proposed Floor Layouts, Elevations & Site Section received 27 May 2014
773/03C - Proposed Elevations, Block/Location Plan & Roof Layouts received 27 May 2014
773/04A - Proposed Street Elevation received 27 May 2014
Design & Access Statement received 27 May 2014
Parking Survey & Report received 27 May 2014

Reason: - To ensure provision of a satisfactory development.
- 3 Construction of the dwelling hereby permitted shall not commence until samples and details of all external facing and roofing materials have been submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 The development hereby permitted shall not be brought into use prior to the completion of the installation of all screening provision as shown on the

Proposed Site Layout plan. At all times thereafter, all of that screening provision shall be retained in a wholly sound and effective condition.

Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 5 No dwelling shall be occupied until space for the parking of vehicles has been provided within each 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 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Part 1, Classes A/B/E of the 1995 Order, as amended, shall be erected within the curtilage of the dwelling house hereby permitted 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 character and appearance of the development 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.

- 7 The development hereby permitted shall not be occupied until a Completion Certificate of Compliance with the Code for Sustainable Homes has been submitted to and approved in writing by the Local Planning Authority. The Certificate shall demonstrate that the development will attain a minimum standard of Level 3 in accordance with the Code. The development shall be carried out only in accordance with the details the subject of the Certificate.

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