
Site Address:	1 Winchfield Crescent, Havant, PO9 3SP		
Proposal:	Two storey extension to existing end of terrace house to create 1No. 2 bed dwelling utilising existing vehicular access to Winchfield Crescent.		
Application No:	APP/14/00035	Expiry Date:	13/03/2014
Applicant:	Mr & Mrs O'Shea	Team:	Team 1
Agent:	Mr B Harding	Case Officer:	Heather Lealan
Ward:	Barncroft		

Recommendation: **REFUSE 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. Two further spaces can be accessed from a further 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

Pre-application discussion was held with regards to the acceptability of a new dwelling within the application site. Officer advice was that such a scheme would be unlikely to gain officer support due to the cramped and congested layout being insufficient to satisfactorily accommodate an additional dwelling.

3 Proposal

Two storey extension to existing end of terrace house to create 1No. 2 bed dwelling utilising existing vehicular access to Winchfield Crescent.

4 Policy Considerations

National Policies

National Planning Policy Framework 2012

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)

Supplementary Planning Documents (SPD) forming part of HBLDF

Residential Parking and Cycle Provision (2010)
Borough Design Guide (2011)

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 subject to two parking spaces being provided for each property.

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.

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

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

(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 include 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 would be appropriate to its plot, provided suitable materials are used in its construction. That said, the proposal would result in the loss of a significant amount of the amenity space currently connected with the existing dwelling. The existing dwelling 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 and thus would 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). However, such a garden size for the existing dwelling would be comparable to others in the immediate vicinity and as such it is not considered that a reason for refusal of the scheme could be substantiated on this issue alone.

The proposed new dwelling would also have curtilage to the front and rear but, because of the need to provide on-site parking for both dwellings, the remaining area of rear/side private amenity space would amount to only approximately 30 square metres. The length of the side/rear garden of the new dwelling would be on average approximately 4.5 metres, which would fall well short of the appropriate criteria of the Borough Design Guide. Furthermore, the quality of the amenity space of the new dwelling would be severely compromised by the proximity of the proposed parking spaces.

For these reasons, it is considered that the proposal would provide insufficient and poor quality amenity space for the occupiers of the new dwelling, and would result in a cramped and congested layout of the site, to the detriment of the character and appearance of the application site, and the character of the locality.

(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. It is proposed to project marginally by 1.2m to the rear elevation and present a gable end. However, it is considered that the 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.

Notwithstanding this, the congested layout referred to in (ii) above would be highly apparent when viewed from Winchfield Crescent, by way of two parking spaces, a cluster of new boundary treatments and the general loss of space resulting from the development.

(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 not considered that the projection of the rear wall of the proposed new dwelling of 1.2m beyond the rear elevation of the existing dwelling would be so significant in mass to produce an unacceptable level of detriment to the outlook and amenities of the occupiers of this dwelling.

However to the rear of the site the properties in Purbook Way, and particularly Nos. 419-423, would be directly overlooked by the gable end and window at first floor level serving Bedroom 1. This would lie only approximately 15m from the rear windows in the Purbrook Way properties, substantially below the 20m separation distance recommended in the Borough Design Guide. Whilst mutual overlooking is to some extent a feature of the properties in the locality, the angled alignment of the blocks in Winchfield Crescent and Purbrook Way which face each other in this case mean that the overlooking is at its most acute at this western end of the terraces, and this is likely to have an adverse impact upon the privacy and amenities of the occupiers of the Purbrook Way properties in question.

Whilst the congested layout of the site would only have a limited degree of impact on outlook from the occupiers of other dwellings within the immediate vicinity, it is considered that the congested layout and small amenity space around the existing and proposed dwelling would increase the potential for noise and general disturbance between neighbouring properties.

(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 raised no objection to the scheme on highway grounds so long as two parking spaces for each dwelling could be demonstrated that they can be accommodated within the curtilage of each dwelling. It is considered that the submitted scheme meets the adopted residential car parking SPD requirements to this regard. Any subsequent planning consent should condition such parking spaces to remain on site.

(vi) CIL Liability

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 65m and as such this will require a CIL payment of £5,200. The applicant has been advised of this sum accordingly.

8 Conclusion

The construction of the proposed 2 bedroom end of terrace dwelling with access would provide insufficient and poor quality amenity space for the occupiers of the new dwelling, and would result in a cramped and congested layout of the site, to the detriment of the character and appearance of the application site, and the character of the locality. The design of the dwelling, which features a gable end with bedroom window in the north elevation, would also directly overlook adjoining properties in Purbrook Way. In these respects it is considered that the development would not give rise to a high quality design, and would conflict with relevant Local Plan policies and the guidance set out in the Borough Design Guide SPD. The application is therefore recommended for refusal.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **REFUSE PERMISSION** for application APP/14/00035 for the following reasons:

- 1 The proposal would provide insufficient and poor quality amenity space for the occupiers of the new dwelling, and would result in a cramped and congested layout of the site, to the detriment of the character and appearance of the application site, and the character and amenities of the locality. The proposal would therefore be contrary to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, the Borough Design Guide SPD 2011 and the National Planning Policy Framework 2012.
- 2 The design of the proposal, which features a gabled projection to the rear incorporating a first floor bedroom window, is likely to give rise to direct overlooking of adjacent properties in Purbrook Way to the detriment of the privacy and amenities of the occupants of these properties. The proposal is therefore contrary to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, the Borough Design Guide SPD 2011 and the National Planning Policy Framework 2012.