
Site Address: 19C Bridefield Crescent, Waterlooville, PO8 8QY
Proposal: Demolition of existing single storey extension. Construction of two storey side extension to create 3 bed semi-detached house with access from Bridefield Crescent.
Application No: APP/13/00378
Applicant: Mr J Singh Bassi
Agent: Mr P Davey
Ward: Hart Plain

Expiry Date: 05/07/2013
Team: Team 2
Case Officer: Daphney Haywood

Recommendation: **REFUSE PERMISSION**

1 Site Description

The application site comprises a 4 bed detached house sited at the head of the cul-de-sac in an established residential area. Parking is provided in the attached garage and on the drive. The plot sits partly to the rear of 21Bridefield Crescent which has a detached garage on the boundary with the application site.

2 Planning History

None relevant

3 Proposal

Demolition of existing single storey extension. Construction of two storey side extension to create new 3 bed semi-detached house with access from Bridefield Crescent. The design of the new attached 3-bedroom dwelling and garage would mirror the existing dwelling.

4 Policy Considerations

National Policies

National Planning Policy Framework

Core Strategies 2011 forming part of the HBLDF

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16 (High Quality Design)
CS21 (Developer Requirements)
DM12 (Mitigating the Impacts of Travel)
DM13 (Car and Cycle Parking on Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

FAO Access Officer, Community Group No adverse comments
Building Control, (Fire Access Consultation) foul water public sewer on site within 3m

of the proposed building.

Development Engineer - Parking and turning appear inadequate. contribution of £3745 required.

Waste Services Manager No comments received

Crime Prevention -Minor Apps - defensible space to the front and on site parking should be provided

Public Spaces Development Manager No comments received

Atkins Planning Team, Anglo St James House - The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised. It might be possible to divert the public 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.

County Ecologist protected species within 50m of the site

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: 4

Summary:

- Loss of privacy from bedroom windows
- Loss of amenity from increased traffic
- Loss of property value.
- Inadequate plot size resulting in overdevelopment/out of keeping
- Loss of tree
- overbearing
- Inadequate parking and restricted access to proposed garage making it unusable.
- Insufficient sewage capacity

Comment:

The tree is not on the application site, and the proposed works are not sited in proximity. for swage see comments from SW. See section 7 for other considerations.

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) Effect on visual amenities and the character of the area
- (iii) Effect on neighbouring properties

(iv) Highway considerations

(i) Principle of development

- 7.2 The site is located within a defined urban area where further development may be acceptable, in principle provided it respects the environmental quality of the area and complies with the National Planning Policy, and the policies set out in the Local Plan.

(ii) Effect on visual amenities and the character of the area

- 7.3 Developing garden areas can have a detrimental impact on the character of an area and the amenities of occupants, and decisions should be informed by the quality of a scheme in relation to its context. Bridefield Crescent is characterised by semi detached dwellings with front gardens generally providing some separation from the road. The application site, however, forms one of three dwellings of later construction sited at the head of the cul-de-sac. The existing dwelling on the plot is sited close to the head of the cul-de-sac and partly set behind 21 Bridefield Crescent.

- 7.4 The proposed dwelling would be sited to the west of the existing dwelling on the site, and to the rear of 21 Bridefield Crescent. It would be sited within 3m of the boundary with No.21, 1m of the side boundary at 48 Buckland Close, and 7m from the rear boundary with 46 Buckland Close.

- 7.5 There is a requirement to make effective use of land and in consideration of this point it is important that the spacing and character of a development is comparable to or sympathetic with that of the surrounding area, to ensure for instance that adequate garden space is retained and that development does not appear cramped. The combination of the much reduced spacings on this plot compared with its surroundings and the much greater density, indicate that the development has a more heavily built up character and a substantial loss of existing garden land and amenity space. The limited opportunity for planting, wildlife and recreation would result in the proposal having an adverse impact on the character of the area and the street scene.

(iii) Effect on neighbouring properties

- 7.6 The main impacts relate to 46 and 48 Buckland Close and 21 Bridefield Crescent. The proximity to the surrounding properties as set out above and the introduction of in first floor bedroom windows close to the front and rear boundaries, would result in loss of privacy to the adjacent dwellings. Additionally the window to window distance between the proposed dwelling and 48 Buckland Close is only 18m and in respect to 21 Bridefield the distance is 19.5m. This is below the minimum distance considered necessary to retain privacy. The existing dwelling was designed with no first floor windows to habitable rooms in the rear elevation to safeguard the amenities of the dwelling to the rear. The current application proposes windows for the proposed dwelling and the existing dwelling in this elevation resulting in unacceptable loss of privacy to the adjoining dwelling.

- 7.7 The application would result in 2 family sized dwellings on the plot, both with garden depths of only 7m. The limited garden area and proximity to the adjacent properties is likely to result in disturbance to the adjacent dwellings to the detriment of their amenities.

(iv) Highway considerations

- 7.8 The submitted plans indicate 2 parking spaces (including the garages) per dwelling and whilst this accords with current standards there is not adequate space for a car to access the garage for the proposed house, and the garage at 2.5m wide by 5m long is substandard. Therefore the development is likely to result in on road parking to the detriment of the amenities of the area. In accordance with Hampshire County Councils Transport Contributions Policy, the proposal attracts a contribution of £3745.

8 Conclusion

- 8.1 The proposed dwelling would represent a dramatic change to this residential area resulting in loss of amenity and an over dominant impact upon the privacy, and outlook of the neighbouring properties. The proposal would result in a contrived and cramped form of development that would affect the character and appearance of the site and street scene. Additionally the proposed parking provision is unsatisfactory and a financial contribution has not been received towards highway and transport improvements. The recommendation is therefore refusal.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **REFUSE PERMISSION** for application APP/13/00378, for the following reasons:

- 1 The size and depth of the plot would not allow for development of a standard compatible with the existing surrounding development. As such the proposal would be an incongruous feature within the cul-de-sac and an overly dense form of development to the detriment of the visual amenities and character of the area and contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework.
- 2 The proposed development by reason of its siting and mass, would be overbearing and result in an excessive building bulk adjacent to 46 and 48 Buckland Close and 21 Bridefield Crescent, detrimental to the visual outlook, privacy and amenities of the occupiers of those properties. As such the proposal would be contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework.
- 3 The proposed development would constitute an undesirable over-intensive use of the site which would not provide satisfactory amenity provision for the occupants of the proposed and existing dwelling on the site and would have an adverse effect on the amenities of occupiers of adjoining properties. As such the proposal would be contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework.
- 4 Development of the site in the manner proposed would not provide adequate provision of car parking in accordance with the Local Planning Authority's adopted standards and would therefore encourage the parking of vehicles on the public highway which would interrupt the free flow of traffic, detrimental to highway safety. The proposal is therefore contrary to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National

Planning Policy Framework 2012.

- 5 The proposal, without completion of the appropriate binding arrangements to secure a contribution towards the Hampshire County Council Transport Policy, is contrary to policy CS16 and CS21 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework.