

1 Site Description

25 Thruxton Road is an end of terrace, 2 storey property sitting on a corner plot. Adjoining properties are virtually identical terraced houses, all set in similar sized plots and constructed around the late 1950's/early 1960's.

No.25 is a north facing, 2 storey 4 bedroom property with parking provision to the front and rear for 3 cars. A detached garage has been constructed in the rear garden and the house has been extended with a large 2 storey side addition.

2 Planning History

05/51062/001

Two storey extension to the side (east) elevation and construction of a canopy roof to each side of the existing porch to the front elevation. Permission 16/05/05

3 Proposal

The proposal is to convert the existing detached garage to the rear garden into habitable accommodation ancillary to the main house and for use by an elderly, dependant member of the family. The garage would contain a bed/sitting area, bathroom and kitchenette.

The access and design statement submitted with the application states that the family member would receive all main meals either within or from the main house, together with fresh laundry provision. All services, such as mains electricity, water, telephone and waste water services would also be provided from the main house.

The building structure is of masonry cavity construction with a pitched roof. Other than the installation of a large glazed frame to the east elevation in place of the garage entrance door, no external changes are proposed.

The building would have a separate access from the main dwellinghouse. The parking would be via the eastern boundary of the site with the provision of 1 parking space. The main dwellinghouse would have two parking spaces to the front.

4 Policy Considerations

National Policies

National Planning Policy Framework

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)

CS21 (Developer Requirements)

CS9 (Housing)

DM13 (Car and Cycle Parking on Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

None

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: 5

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 1 representation letter has been received raising the following concerns:

- a) Thruxton Road is described as a disused access road to school - with a disused gate to our school site. This is not disused but unused.
- b) The gates of 25 Thruxton Road shows the gates opening onto a pedestrian footpath and access route. We are concerned that these gates will be an obstacle.
- c) No objection to the change of use of the detached garage.

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) Nature of the development
- (iii) Impact upon residential amenity
- (iv) Transport and Highway Implications

(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) Nature of the development

The application proposes to convert the existing detached garage into habitable accommodation ancillary to the main house and for use by an elderly, dependant member of the family. By definition, a 'granny annexe' would normally be connected to the main house and would often share some of the facilities of the main house such as the kitchen or living room. The proposed development would contain a bed/sitting area, bathroom and kitchenette.

However, the building is detached from the main house and the proposed block plan appears to indicate separate boundary demarcation of the rear garden. Thus giving the main dwellinghouse and proposed building individual amenity areas/gardens. Furthermore, the proposed building has been provided with a separate access and parking area from the main dwellinghouse.

The application also seeks to alter the east elevation with the insertion of a glazed double unit of patio doors and windows, and a further door to the kitchen. To all

intents and purposes the building would be perceived in the streetscene as a separate new dwelling, albeit of a smaller scale and different character to those existing nearby. The accommodation provided also gives rise for independent living with a kitchen, bathroom and living/sleeping area.

As such the physical detachment, its parking and access arrangements, and self contained nature of the building are considered to enable the creation of effectively a separate unit of accommodation which could quite easily be accommodated independently of the main dwelling house. In this scenario, there would be two households living on the site with all their associated activity. It is not considered that the site can appropriately accommodate two separate households and associated activity on the site without a harmful effect on both existing and future occupiers of the site, and the neighbouring property to the north with regards to increased noise activity and disturbance. This would result in a cramped and contrived form of development.

In addition, there are no other examples of residential backland development in Thruxton Road. In the context of its surroundings, the building would materially detract from the appearance and character of the area in an unacceptable way. The development would detract from rather than respond positively to the local character of the area. In all respects it is contrary to Policy CS16 of the Core Strategy and National Planning Policy Framework.

Although the applicant has confirmed that it would be used as habitable accommodation ancillary to the main house, the Council considers that the development would effectively comprise of a separate dwellinghouse. The applicant was advised at a pre-application meeting by a Planning Officer that the level of accommodation proposed may be considered as a separate dwellinghouse.

(iii) Impact upon residential amenity

The existing building, subject of this application is currently used as a garage. This application proposes to change its use to habitable accommodation ancillary to the main house. However, it is the Council's view that this development would effectively comprise of a separate dwellinghouse.

To the north of the application site is No.27 Thruxton Road, a two storey mid terrace property. The use of the existing garage as a separate dwelling would result in additional noise, activity and disturbance to this neighbouring property. Furthermore this small end of terrace plot can not appropriately accommodate two separate households and associated activity without a harmful effect on both existing and future occupiers of the site. The development is therefore contrary to Policy CS16 of Havant Borough Core Strategy.

(iv) Transport and Highway Implications

The proposed parking and access arrangements are considered acceptable. If the Council had considered that the proposed development, as habitable ancillary accommodation, was acceptable then no Community Infrastructure Levy payment would have been required. The applicant is advised that a separate dwelling house would be subject to the CIL rate. 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. CIL income can be used to fund additional infrastructure required to support new development including roads, schools, green spaces and community facilities.

8 **Conclusion**

The proposed development by virtue of its physical detachment, parking and access arrangements, and self contained nature of the building is considered tantamount to the creation of a separate dwellinghouse. This would result in a cramped and contrived form of development that would adversely affect residential amenity and would materially detract from the appearance and character of the area in an unacceptable way. The recommendation is to refuse permission.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **REFUSE PERMISSION** for application APP/13/00181 for the following reasons: