

Parish: Southbourne	Ward: Southbourne
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SB/17/02596/FUL

Proposal Erection of 1 no. dwelling.

Site Land At 5 Barnfield Close Southbourne Emsworth Hampshire PO10 8NH

Map Ref (E) 476997 (N) 106502

Applicant Mr B Barford

RECOMMENDATION TO PERMIT

	<p>NOT TO SCALE</p>	<p>Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803</p>

1.0 Reason for Committee Referral

Parish Council Objection - Officer recommends Permit

2.0 The Site and Surroundings

- 2.1 The application site is located within the designated Settlement Boundary of Southbourne. The site lies to the northwest of the cul-de-sac and comprises a plot roughly triangular in shape in a corner position at the head of the road. The street is characterised by semi-detached bungalows along each side of the road, albeit some have been extended to provide rooms in the roof, and there are two storey properties on the adjoining Kelsey Avenue. Within close proximity of the application site there are a number of dwellings that have been constructed in back land positions, and the variety in siting, scale and appearance of dwellings results in a mixed character to the surrounding area.
- 2.2 The external materials of surrounding properties include brick and cladding to the walls with concrete tiled roofs. The street has an open-plan character created by minimal boundary treatments to the front of the properties, although hardstanding is provided to the front of most dwellings to provide off-road parking spaces.

3.0 The Proposal

- 3.1 The application involves the erection of 1 no. single storey detached dwelling within the garden of an existing dwellinghouse.
- 3.2 The proposed dwelling would be a detached bungalow sited to the north of the existing bungalow on the site with a footprint of 9m x 8m. The eaves height would be 2.2m above ground level and the ridge height would be approximately 5.25m. The roof form would be hipped with symmetrical proportions and a short central ridge line. The property would include two bedrooms with a bathroom, kitchen and living room. No rooms are proposed within the roof space. The rear garden of the existing dwelling would be subdivided to provide amenity space for the proposed and existing dwelling and 3 no. parking spaces would be provided to the front of the new bungalow and the existing dwelling.

4.0 History

93/00492/DOM PER Erection of a conservatory to rear elevation.

5.0 Constraints

Listed Building	No
Conservation Area	No
Rural Area	No
AONB	No
Strategic Gap	No
Tree Preservation Order	No
- Flood Zone 2	No
- Flood Zone 3	No
Historic Parks and Gardens	No

6.0 Representations and Consultations

6.1 Parish Council

Objection - the development will have a detrimental impact on the street scene due to overcrowding

6.2 WSCC Highways (summarised)

05/01/2018

Amended plans have been received with an amended red edge of the site to include the parking area to the front of no. 5. The elevation/ floor plans have also been altered to show a single car parking space fronting the existing dwelling. As per previous comments dated 13th October 2017 this furthest north space would not be sufficient to accommodate a car off-street due to insufficient depth fronting the means of entrance/ escape to the dwelling. The LHA advise that an amended parking plan would be necessary via condition demonstrating a car parking space of sufficient dimensions in an appropriate location (particularly in respect the parking for number 5). Any extending of the existing dropped kerb would need to be carried out under licence obtained from WSCC Highways. No highways safety or capacity concerns to resist the proposals. Recommend conditions to secure car parking spaces and cycle parking.

13/10/2017

Two off street car parking spaces are proposed fronting the existing dwelling. Approximately 5 metre depth is available which would be sufficient for the furthest south space but we would require 6m depth fronting the front door to enable it uses as a means of emergency escape. We have therefore assessed parking for existing dwelling on basis of one space being provided. We would advise that this is demonstrated on an amended plan, which can be secured via condition. If a resident parked here overhanging the footway this could be dealt with as an offence under Section 22 Road Traffic Act 1988 (leaving vehicles in a dangerous position on the road including verge) and Section 137 Highways Act 1980 (wilful obstruction of the free passage along a highway.) Both of these acts are enforceable by Sussex Police.

The proposed dwelling will be provided with two off street parking spaces. This meets with the WSCC Car Parking Demand Calculator envisions for a development of this size and location. The existing dropped kerb should be widened to facilitate a manoeuvre to and from these spaces. These works should be done to licence and specification agreed with the Area Engineer. The site is located where alternative options for sustainable modes of transport could be taken up.

Southbourne Train Station is approximately 0.4 mile distant and a range of local amenities and services are within walking distance. Details of secure and covered bicycle storage could be secured under condition.

No highway safety or capacity grounds to resist the proposals.

6.3 Two Third Party Objections have been received concerning

- a) Congested parking at this point with number 6
- b) Overbearing on the west elevation of number 6
- c) Additional built form in combination with new house to north would engulf number 6.
- d) Application does not respect Local Plan which deems no building north of the railway line.

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. The Southbourne Neighbourhood Plan was made on the 15th December 2015 and forms part of the Development Plan against which applications must be considered.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development

Policy 2: Development Strategy and Settlement Hierarchy

Policy 4: Housing Provision

Policy 5: Parish Housing Sites 2012- 2029

Policy 6: Neighbourhood Development Plans

Policy 8: Transport and Accessibility

Policy 33: New Residential Development

Policy 39: Transport, Accessibility and Parking

Policy 40: Sustainable Design and Construction

Policy 42: Flood Risk

Policy 48: Natural Environment

Policy 49: Biodiversity

Policy 50: Development and Disturbance of Birds in Chichester and Langstone Harbours
Special Protection Areas

7.3 Southbourne Neighbourhood Plan:

Policy 1: Development within the Settlement Boundaries

Policy 4: Housing Design

Policy 7: Environment

National Policy and Guidance

7.4 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking:

For decision-taking this means unless material considerations indicate otherwise:

- *Approving development proposals that accord with the development plan without delay; and*
- *Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in (the) Framework indicate development should be restricted.*

7.5 Consideration should also be given to paragraph 17 (Core Planning Principles), alongside sections 4, 6, 7, 10 and 11 generally.

7.6 The government's New Homes Bonus (NHB) which was set up in response to historically low levels of housebuilding, aims to reward local authorities who grant planning permissions for new housing. Through the NHB the government will match the additional council tax raised by each council for each new house built for each of the six years after that house is built. As a result, councils will receive an automatic, six-year, 100 per cent increase in the amount of revenue derived from each new house built in their area. It follows that by allowing more homes to be built in their area local councils will receive more money to pay for the increased services that will be required, to hold down council tax. The NHB is intended to be an incentive for local government and local people, to encourage rather than resist, new housing of types and in places that are sensitive to local concerns and with which local communities are, therefore, content. Section 143 of the Localism Act which amends S.70 of the Town and Country Planning Act makes certain financial considerations such as the NHB, material considerations in the determination of planning applications for new housing. The amount of weight to be attached to the NHB will be at the discretion of the decision taker when carrying out the final balancing exercise along with the other material considerations relevant to that application.

Other Local Policy and Guidance

7.7 The following Supplementary Planning Documents and Planning Guidance are material to the determination of this planning application:

- Surface Water and Foul Drainage SPD
- CDC PGN3: Design Guidelines for Alterations to Dwellings and Extensions
- CDC Waste Storage and Collection Guidance

7.8 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. Principle of development
- ii. Impact on visual amenities and character and quality of site and surroundings
- iii. Impact on neighbouring amenities

- iv. Highway safety and parking
- v. Ecological considerations

Assessment

i. Principle of development

8.1 The site is located within the Settlement Boundary of Southbourne, a Settlement Hub which provides access to a range of services and facilities, including schools, shops and medical services. As such the application site lies in a sustainable location where new development is considered to be acceptable in principle in accordance with Policies 1 and 2 of the Chichester Local Plan (CLP) and Policy 1 of the Southbourne Neighbourhood Plan (SNP). Therefore the proposal is acceptable in principle subject to other considerations within the Development Plan and any planning considerations material to the case.

ii. Impact on visual amenities and character and quality of site and surroundings

8.2 The proposed bungalow would be of a size and scale that is considered sympathetic to the existing built up residential character of the site and surroundings. Existing properties have close wall to wall relationship, the eaves and ridge heights would be comparable with the neighbouring bungalows on each side, and off-road parking to the front of dwellings forms part of the existing character of the area.

8.3 Officers have sought amendments to the scheme during the application process to reduce the bulk of the roof form, and the alignment of the boundary between the rear garden of the existing and proposed dwelling has been amended to increase the size of the garden proposed for the new dwelling. In addition, amendments to the parking have been secured to address the matters raised in the original Highways comments dated 13/10/2017 (as above). Although the proposed development would result in a new dwelling on a relatively small plot, there would be a separation distance of 1m between the proposed dwelling and the eastern boundary of the application site and 7m from the proposed dwelling to the flank wall of the dwelling to the east (6 Barnfield Close) at the closest point. The distance to the dwelling to the south (5 Barnfield Close) would be 2m at the closest point, also increasing to the rear due to the angle of the proposed dwelling. Furthermore, the property would be set back behind numbers 5 and 6 and at an angle limiting views to localised glimpses from the head of the cul-de-sac only.

8.4 It is also important to note that a similar development exists to the opposite side of the cul-de-sac (7A Barnfield Close). This property is built and occupied and although sited further back within the plot highlights the possibility for a small bungalow in this location. Other similar developments have also been carried out on the surrounding streets, including Eastfield Close which lies to the east of Barnfield Close, and on Stein Road to the south west of the application site.

8.5 It is therefore considered that the relationship between the proposed development and the neighbouring properties would be in keeping with the close-knit form of development surrounding the application site. As such the proposal would not give the appearance of a cramped form of development or an over-development of the site. It is considered that the proposed development would not be out-of-keeping with the form of development that is found within the locality, and due to the scale, massing and appearance of the bungalow

the proposal would not be detrimental to the character or appearance of the surrounding area.

iii. Impact on neighbouring amenities

- 8.6 Policy 33 of the CLP seeks to safeguard the amenity of neighbouring properties. An objection has been raised, from number 6 Barnfield Close, due to the size and close proximity of the new bungalow to the boundary and their western elevation and garden area. It is considered that by reason of the separation distance as detailed in paragraph 8.3 of this report, combined with the low level form, modest size of the proposed dwelling building and the use of the space to the west of 6 (garage and driveway with an alley between the house and garage), this development would not be overbearing or oppressive. Furthermore, the side walls of proposed property and 6 Barnfield Close would be at an angle to one another resulting in the space increasing as you progress further within the sites resulting in a wall to wall distance increasing from 6m to 13m toward the rear of the dwellings. Boundary treatments would be secured by a condition and with the exception of a bathroom window (which would be conditioned to be obscure glazed) no openings are proposed to the eastern elevation or roof slopes, thereby ensuring no overlooking would arise as a result of the proposed development.
- 8.7 With regard to the impact on the amenity of 5 Barnfield Close; the properties would be separated by a distance of 2m, with the majority of the new bungalow being set behind and at an angle to the northern flank of number 5. The gardens would be divided by a boundary treatment to allow sufficient private amenity space for the application site and 5 Barnfield Close. A condition is suggested to ensure that the boundary is of an appropriate height. It is considered that due to the siting of the proposed dwelling within the site that the proposal would not result in a significant adverse impact upon the neighbouring property, and therefore the proposal would be acceptable in this respect.
- 8.8 To the rear of the application site (northwest) there is a public right of way (PROW /designated footpath) and beyond the PROW a new housing development for 4 chalet bungalows that has been implemented (reference 01/00676/FUL). The side wall of the closet dwelling that forms part of this development (3 Wentworth Drive) can be viewed from the garden of the application site. Given the low level of the proposed development and the separation provided by the PROW and the garden of the application site (amounting to a distance of 9m in total) the additional impact in this direction would not be overbearing or oppressive. No roof openings are proposed and therefore the proposal would also not result in an unacceptable level of overlooking. Due to the parallel alignment with the rear garden of 3 Wentworth Close it is suggested that Permitted Development rights should be removed regarding first floor openings (dormers and rooflights etc.) to ensure the proposed dwelling is not altered in the future to provide first floor accommodation without a grant of planning permission.
- 8.9 Regarding the living conditions of the future occupants; the use would be compatible with this residential environment and sufficient external private garden to the rear and side of the new property would facilitate appropriate external amenities for a modest 2 bedroom bungalow.

8.10 On balance of the details of this case it is considered that the proposal would not be detrimental to the amenities of the neighbouring properties and gardens and would provide suitable living conditions for the future occupants.

iv. Highway safety and parking

8.11 WSCC Highways have not raised an objection on highway safety grounds. The application site is within a designated settlement and within safe walking and cycling distance via existing roads and pavements and a train station and bus stops are nearby. Southbourne also includes various shops and services. The location of the site is therefore considered to be sustainable.

8.12 Hard surfaces and utilisation of front gardens for the parking of vehicles exists within surrounding properties. One parking space would be provided to the front of 5 Barnfield Close (not in front of the front door as advised by WSCC Highways). There would also be space for 2 parking spaces to the front the new property. The provision of 3 parking spaces accords with the requirements of the WSCC Parking Calculator for 2 allocated and 1 unallocated parking spaces. WSCC Highways have requested conditions to secure the provision of the car and cycle parking. A shared driveway arrangement could be utilised with open plan character to respect the existing open plan character of the cul-de-sac. This aspect could take a similar approach to the development of 7A and leaving it open would allow for the perception of more space to this corner. Even with the proposed property being set further forward than 7A this would retain sufficient space for off road parking. Landscaping and parking conditions are suggested to ensure these aspects of the character of the area are retained.

8.13 Overall the impact on highway safety would not be severe and the parking would be achievable without causing highway safety concerns and would also respect the open plan character of the close and would be possible, considering the amendments, without appearing cramped from the street scene.

v. Ecological considerations

8.14 The application site lies within 5.6km of the Chichester and Langstone Harbours Special Protection areas where new residential development is likely to have a significant effect upon the SPA. A Unilateral Undertaking and payment toward the Solent Recreational Disturbance Mitigation Scheme has been submitted in order to mitigate the likely significant effect on SPA. The proposal therefore accords with policy 50 of the CLP in this respect.

Conclusion

8.15 Based on the above it is considered the proposal complies with development plan policies 1, 2, 8, 39, 33, 47, 40, 42, 48, 49 and 50 and NP policies 1, 4 and 7 and there are no material considerations that indicate otherwise therefore, subject to conditions this application is recommended for approval.

Human Rights

- 8.16 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

PERMIT subject to the following conditions and informatives:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall not be carried out other than in accordance with the approved plans: 11138-1A, 001.A and 002.A

Reason: To ensure the development complies with the planning permission.

3) Notwithstanding any details submitted **no development/works shall commence** until a full schedule of all materials and finishes and samples of such materials and finishes to be used for external walls and roofs of the building(s) have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule of materials and finishes unless otherwise agreed in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of amenity and to ensure a development of visual quality. It is considered necessary for this to be a pre-commencement condition as such details need to be taken into account in the construction of the development and thus go to the heart of the planning permission.

4) **No development shall commence** until details of the proposed overall site-wide surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA. Winter ground water monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. The surface water drainage scheme shall be implemented as approved unless any variation is agreed in writing by the Local Planning Authority. No building shall be occupied until the complete surface water drainage system serving that property has been implemented in accordance with the approved surface water drainage scheme.

Reason: The details are required pre-commencement to ensure that the proposed development is satisfactorily drained with all necessary infrastructure installed during the groundworks phase.

5) No development shall commence until a strategy outlining details of the sustainable design and construction for all new buildings, including water use, building for life standards, sustainable building techniques and technology, energy consumption maximising renewable resources, and how a reduction in the impacts associated with traffic or pollution will be achieved including but not limited to charging electric vehicles, has been submitted to and approved in writing by the Local Planning Authority. This strategy shall reflect the objectives in Policy 40 of the Chichester Local Plan: Key Policies 2014-2029. The approved strategy shall be implemented as approved prior to first occupation unless any variation is agreed in writing by the Local Planning Authority.

Reason: To minimise the impact of the development upon climate change. These details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

6) The development hereby permitted shall not be first brought into use until; full details of the hard and soft landscaping have been submitted to and agreed in writing by the Local Planning Authority.

The details shall include;

a scaled site plan indicating the planting scheme for the site showing the; schedule of plants and positions, species, plant sizes (at time of planting) and proposed numbers/densities. In addition, the scheme shall include details of all existing trees and hedgerows on the land including details of any to be retained, together with measures for their protection during the course of the development. The scheme shall make particular provision for the conservation and enhancement of biodiversity on the application site.

The landscaping scheme shall also include full details of any proposed hard landscaping showing any external hard surfaces and their positions, materials and finishes.

The works shall be carried out in full accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice.

The approved scheme shall be carried out in the first planting season after practical completion or first occupation of the development, whichever is earlier, unless otherwise first agreed in writing by the Local Planning Authority. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the locality and to enable proper consideration to be given to the impact of the proposed development on existing trees and to conserve and enhance biodiversity.

7) **No part of the development hereby permitted shall be first occupied** until covered and secure cycle parking spaces have been provided in accordance with plans and details that shall first have been submitted to and approved by the Local Planning Authority. Thereafter the cycle parking shall be retained for that purpose in perpetuity.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

8) Prior to first occupation of the dwelling(s) hereby permitted the associated boundary treatments shall be provided in accordance with a scheme that shall first have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include;

- (a) scaled plans showing the location of the boundary treatments and elevations, and
- (b) details of the materials and finishes.

Thereafter the boundary treatments shall be maintained as approved in perpetuity.

Reason: In the interests of protecting the amenity of neighbours.

9) **No part of the development hereby permitted shall be first occupied** until vehicular parking spaces have been provided in accordance with plans and details that shall first have been submitted to and approved by the Local Planning Authority. Thereafter the vehicle parking shall be retained for that purpose in perpetuity.

Reason: To provide adequate on-site car parking space for the development.

10) Notwithstanding any indication shown on the approved plans, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) {b the dwelling shall not be first occupied until} the bathroom window northeast elevation of the development hereby permitted are permanently;

i) obscure glazed and fixed shut below 1.7 metres from the finished floor level of the room in which the window is installed.

the obscure glass shall be rendered obscure as part of its manufacturing process to Pilkington glass classification 5 (or equivalent of glass supplied by an alternative manufacturer)

Reason: To protect the privacy of the occupants of the adjoining residential property.

11) All new external surfaces shall be constructed of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous surface within the site and thereafter shall be maintained as such in perpetuity.

Reason: To ensure adequate provision for surface water drainage and avoid discharge of water onto the public highway.

12) Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) no building, structure or other alteration permitted by Class A, B, C, D and E of Part 1 Schedule 2 shall be erected or made on the application site without a grant of planning permission.

Reason: In the interests of protecting the amenity of neighbours and the surrounding area.

13) Notwithstanding the provisions of Part 2 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order, 2015 (or any Order revoking, re-enacting or modifying that Order) no fence, wall or other means of enclosure shall be erected, constructed or established on any part of the application site without the grant of planning permission.

Reason: To ensure the development respects the amenities of the neighbouring properties and the visual character of the locality.

INFORMATIVES

1) The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

2) The applicant is advised to contact the Highway Licensing team (01243 642105) to obtain formal approval from the highway authority to carry out the site access works on the public highway.

For further information on this application please contact Maria Tomlinson