

Southampton City Planning & Sustainability  
 Planning and Rights of Way Panel meeting 23 November 2010  
 Planning Application Report of the Planning and Development Manager

<b>Application address:</b>			
15 Ripstone Gardens			
<b>Proposed development:</b>			
Part two-storey, part single storey side and rear extension to facilitate conversion of existing house into 2x3-bed flats with associated parking and cycle/refuse storage			
Application number	10/01296/FUL	Application type	FUL
Case officer	Jenna Turner	Public speaking time	5 minutes
Last date for determination:	19.11.10 <b>Out of Time</b>	Ward	Portswood
Reason for Panel Referral	Referred by Ward Cllr Vinson	Ward Councillors	Cllr Vinson Cllr Sollitt Cllr Capozzoli

<b>Applicant:</b> B Shanker	<b>Agent:</b> Paris Smith Llp
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<b>Recommendation Summary</b>	<b>Conditionally approve</b>
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**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations such as those listed in the report to the Planning and Rights of Way Panel on the 23.11.10 do not have sufficient weight to justify a refusal of the application. The proposed development would be in keeping with the surrounding area and would not have a harmful impact on residential amenity or highway safety. Where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted.

Policies - SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP13, SDP14, H1, H2 and H7 of the City of Southampton Local Plan Review (March 2006) and CS4, CS6, CS13, CS16, CS18, CS19 and CS20 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

<b>Appendix attached</b>			
1	Development Plan Policies	2	Planning History

**Recommendation in Full**  
 Conditionally approve

## **1.0 The site and its context**

1.1 The application site comprises a two-storey, semi-detached house located on the corner of Ripstone Gardens and Sherborne Road. The application property is typical of those to be found within the surrounding area, which is predominantly residential in character. The site lies within close proximity to Southampton University.

## **2.0 Proposal**

2.1 The application proposes a two-storey side extension and a part two, part single-storey rear extension, which would enable the conversion of the property into two, three-bedroom flats. The conversion would include a bedroom within the roof space which would be served by roof lights. The ground floor flat would be accessed from the existing front door of the property and the first floor flat would be accessed from the rear of the site.

2.2 Both flats would have access to private and useable amenity space of 80 sq.m in total. Two off-road car parking spaces would be provided; one to the front of the site, accessed from Ripstone Gardens and another to the rear, accessed from Sherborne Road. Purpose built storage for cycles and refuse would be provided to the rear of the site.

## **3.0 Relevant Planning Policy**

3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.

3.2 The application site is not allocated in the current development plan. The Council’s usual requirements for achieving context-sensitive residential design as required by Core Strategy policy CS13 and policies SDP1, SDP7 and SDP9 of the Local Plan are applicable. Applications for new residential dwellings are expected to meet high sustainable construction standards in accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.

## **4.0 Relevant Planning History**

4.1 A previous application for part single and part two-storey rear extensions to the property was refused planning permission in March 2010. The reason for refusal related to the excessive scale of the extensions and the proximity of the extension to the boundary with Sherborne Road. The details of this application are included at **Appendix 2**. This application has sought to address the previous reason for refusal.

## **5.0 Consultation Responses and Notification Representations**

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and erecting a site notice (30.09.2010). At the time of writing the report **5** representations have been received from surrounding residents and the local ward councillor. The following is a summary of the points raised:

5.2 *The proposed wrap-around extension is out of keeping with the other properties within the area*

Response

The rear extension is designed to read as a separate element to the side extension with a lower ridge height and eaves height than the side addition. This provides a clear visual break between the side and rear extensions and ensures that the additions do not dominate the appearance of the property.

5.3 *There is insufficient car parking spaces proposed and as such, the proposal is likely to exacerbate the parking pressure on the surrounding streets*

Response

The application site lies within an area of low accessibility for public transport, and the maximum number of car parking spaces permitted is 3. The provision of 2 off-road car parking spaces on a 1 for 1 basis is therefore in accordance with the adopted standards.

5.4 *The increase in traffic would result in highway safety issues, having regard to the corner location of the site.*

Response

The flats would make use of the existing parking spaces and no additional car parking spaces are proposed. As such, the Highways Officer has raised no objection to the scheme in highway safety terms.

5.5 *The application proposal would result in an over-development of the site.*

Response

The proposed extensions would retain sufficient private amenity space to serve the flats, incorporate satisfactory cycle storage, refuse storage and, adequate on-site car parking spaces. It is therefore considered that the level of development proposed, is acceptable.

5.6 *The proposal would increase noise disturbance*

Response

The internal layout of the flats has been designed to ensure that the main living spaces do not abut the party wall with the neighbouring property to minimise the opportunities for noise disturbance to the adjoining house. In addition to this, there is no reason to believe that the occupants of the development would have a greater noise impact than a single family dwelling. Any excessive noise can be dealt with by the relevant authority and legislation.

5.7 *The application results in the loss of a genuine family home in an area characterised by such properties*

Response

The application proposes two, three-bedroom flats which constitute family dwellings as defined by policy CS16 of the Core Strategy. As such, the development would not result in the net loss of a family dwelling and complies with policy CS16 of Core Strategy.

## 5.8 **Consultation Responses**

5.9 **SCC Highways** - No objection. Suggests a condition to secure a construction management plan

5.10 **SCC Sustainability Team** - No objection. Suggests a condition to secure sustainable means of construction and renewable or low carbon technology.

## **6.0 Planning Consideration Key Issues**

6.1 The application needs to be assessed in terms of the following key issues and the planning history of the site:

- i. Principle of development;
- ii. Design;
- iii. Residential amenity;
- iv. Residential Standards; and
- v. Highways and parking.

## 6.2 Principle of Development

6.2.1 The principle of subdividing the property to provide additional smaller units of accommodation is supported by policy H1 of the Local Plan and makes efficient use of previously developed land to provide further housing. PPS3 advises that conversions can provide an important source of new housing (paragraph 31 refers). The proposal incorporates two family-sized units that would have direct access to private amenity space and as such, would not result in the net loss of a family dwelling and therefore complies with policy CS16 of the Core Strategy.

## 6.3 Design

6.3.1 The proposed extension has been designed to appear as a sympathetic addition to the main house, with a similar roof form and pitch and sympathetic proportioning. Furthermore, the extension has been designed to be clearly subordinate to the main house, being set back over half a metre from the front building line and with a lower eaves and ridge height than the main house. This ensures that the additions would not have a harmful impact on the balance of the semi-detached pair. The depth of the proposed extension has been reduced by approximately 3 metres when compared with the previously refused scheme and overall it is considered that the reduced scale of the extensions would not dominate the appearance of the property. Where as the previous scheme proposed an extension directly onto the boundary with Sherborne Road, the proposal allows for 1 metre separation between the side elevation and the boundary with Sherborne Road, which would retain a sense of space on the street corner. As such, it is considered that the previous reasons for refusal has been addressed.

6.3.3 The application proposes the retention of the existing front boundary wall and the front garden of the property. A planning condition is suggested to secure this.

## 6.4 Residential Amenity

6.4.1 The main consideration in respect of residential amenity is the impact of the rear extensions on the amenities of the adjoining property. The two-storey element is positioned over 3 metres away from the common boundary with the neighbour and complies with the 45 Degree Test as set out in the Residential Design Guide. There is over 1 metre separation between the single-storey element and the common boundary and the extension has an eaves height which is just 500mm taller than the boundary treatment as well as a shallow hipped roof which pitches away from the boundary. In terms of impact, a permitted development extension could be positioned on the boundary to a height of 3 metres. The proposed impact is less harmful than this. As such, it is considered that the extensions will not have a harmful impact on the amenities of the occupiers of the neighbouring property.

## 6.5 Residential Standards

6.5.1 Both of the proposed flats would benefit from direct access to private and useable amenity space at the rear of the site which exceeds the minimum amenity space standards

of the Residential Design Guide. Purpose built cycle and refuse storage is also provided to the rear of the site and is conveniently located in relation to the flats and the public highway. The layout of the flats ensures an acceptable living environment in terms of outlook from habitable rooms and the living accommodation is stacked to minimise opportunities for noise disturbance between the two units.

## 6.6 Highways and Parking

7.6.1 Each flat would be served by an off-road car parking space and this complies with the Council's maximum car parking standards for this area. The scheme would make use of existing parking spaces and points of vehicular access, meaning that the proposal does not introduce any new highway safety issues.

## 7.0 Summary

7.1 The proposed extensions are designed to be sympathetic to the existing property and not have a harmful impact on residential amenity. The proposal would make efficient use of the site to provide an additional unit of family accommodation.

## 8.0 Conclusion

8.1 This application has been assessed as being acceptable to residential amenity and its local context and therefore the application is recommended for conditional approval.

## Local Government (Access to Information) Act 1985

### Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(d), 1(c), 2(a), 2(b) 2(e), 4(s), 6(c), 6(d), 6(k), 7(a), 7(v), 8(a), 9(a), 9(b) and PPS3 (2010)

## **JT for 23/11/10 PROW Panel**

## **PLANNING CONDITIONS**

### 01. APPROVAL CONDITION - Full Permission Timing Condition - Physical works

The development works hereby permitted shall begin not later than three years from the date on which this planning permission was granted.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

### 02. APPROVAL CONDITION - Materials to match [Performance Condition]

The materials and finishes to be used for the external walls, windows (including recesses), drainage goods and roof in the construction of the building hereby permitted shall match in all respects the type, size, colour, texture, form, composition, manufacture and finish of those on the existing building.

Reason:

To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality and satisfactory visual relationship of the new development to the existing.

### 03. APPROVAL CONDITION - Landscaping, lighting & means of enclosure detailed plan [Pre-Commencement Condition]

Notwithstanding the submitted details before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- i. means of enclosure; car parking layouts; hard surfacing materials;
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise); and
- iv. a landscape management scheme.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

The agreed means of enclosure shall be retained as approved unless otherwise agreed in writing by the Local Planning Authority.

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Reason:

To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

### 04. APPROVAL CONDITION - Sustainable Measures Residential Development [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve at minimum the equivalent of Level 3 of the Code for Sustainable Homes shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted.

REASON:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

### 05. APPROVAL CONDITION - Amenity Space Access [Pre-Occupation Condition]

The external amenity space serving the development hereby approved, and pedestrian access to it, shall be made available prior to the first occupation of residential flats hereby

approved and shall be retained with access to it at all times for the use of the residents to this scheme.

**REASON:**

To ensure the provision of adequate amenity space in association with the approved flats.

**06. APPROVAL CONDITION - Refuse and Cycle Storage[performance condition]**

Bin and cycle storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the approved plans. The refuse facilities shall include accommodation for the separation of waste to enable recycling with doors hinged to open outwards. The approved storage shall be retained whilst the development is used for residential purposes, with bins kept in their allotted stores on non collection days.

**REASON:**

In the interests of highway safety and visual amenity and to encourage recycling.

**07. APPROVAL CONDITION -Permitted Development Restriction [Performance Condition]**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no additional hard standings shall be created on the site without the prior written approval of the Local Planning Authority.

**Reason:**

In the interests of the visual amenity of the area and to not further reduce the on-street car parking availability within Ripstone Gardens.

**08. APPROVAL CONDITION - Construction Method Statement [Pre-commencement condition]**

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement (CMS) for the development. The CMS shall include details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of construction vehicles wheel cleaning; and, (g) details of how noise emanating from the site during construction will be mitigated. The approved CMS shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

**REASON:**

In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

**09. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction [Performance Condition]**

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of;  
Monday to Friday 08:00 hours to 18:00 hours (8.00am to 6.00pm)  
Saturdays 09:00 hours to 13:00 hours (9.00am to 1.00pm)  
And at no time on Sundays and recognised public holidays.  
Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect the amenities of the occupiers of existing nearby residential properties.

#### 10. APPROVAL CONDITION – Parking and Access [pre-occupation condition]

Prior to the occupation of the development hereby approved both the access to the site and the parking spaces for the development and the existing dwelling shall be provided in accordance with the plans hereby approved. The parking shall be retained for that purpose and not used for any commercial activity.

REASON

To ensure a satisfactory form of development

#### 11. APPROVAL CONDITION - Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

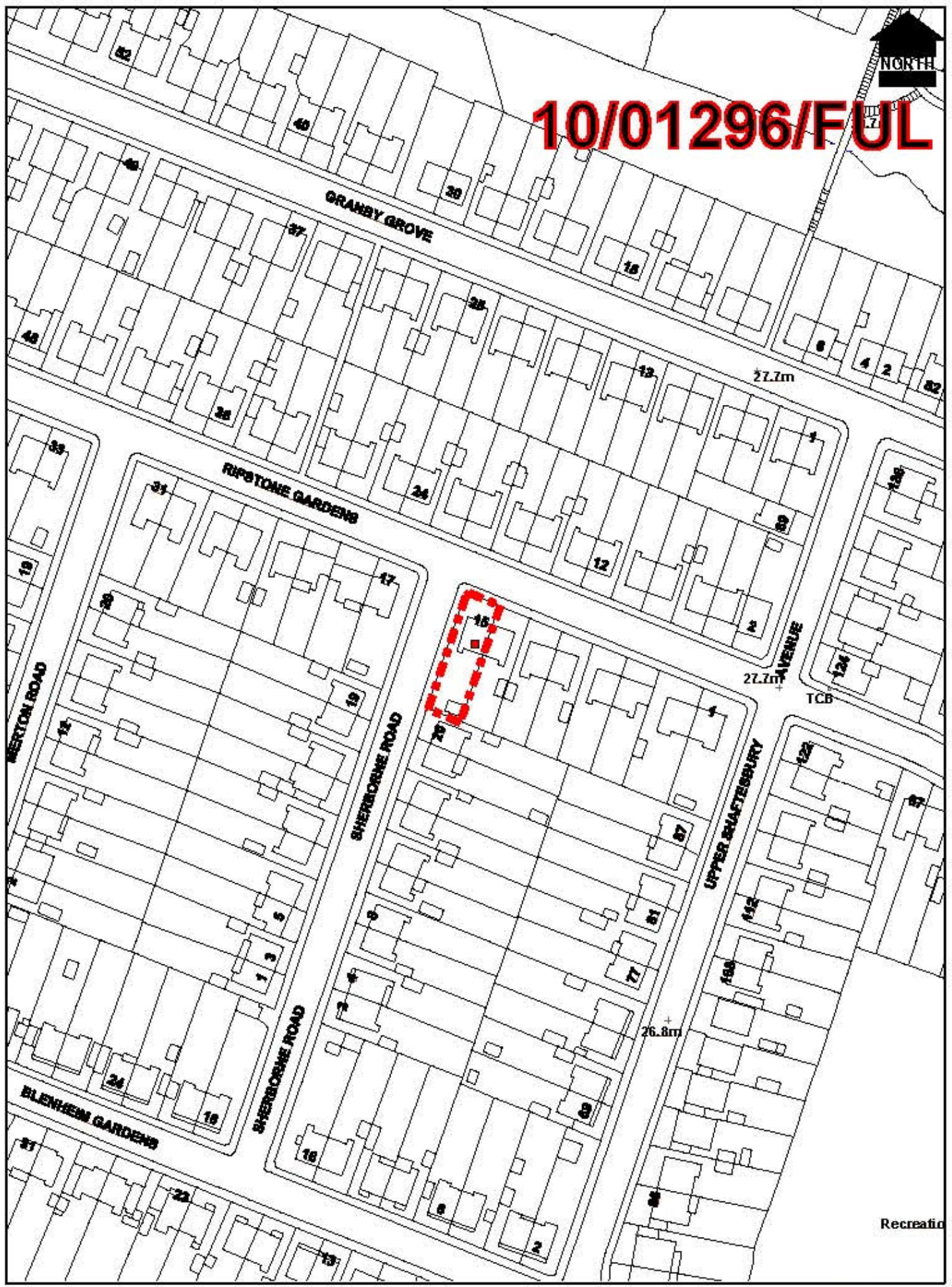
Reason:

For the avoidance of doubt and in the interests of proper planning.





**10/01296/FUL**



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Date 11 November 2010

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**POLICY CONTEXT**

Core Strategy - (January 2010)

CS4	Housing Delivery
CS6	Housing Density
CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change

City of Southampton Local Plan Review – (March 2006)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP13	Resource Conservation
SDP14	Renewable Energy
H1	Housing Supply
H2	Previously Developed Land
H5	Conversion to residential Use
H7	The Residential Environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Other Relevant Guidance

PPS1 Delivering Sustainable Development (February 2005)

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)

Planning Policy Statement: Eco-towns - Supplement to Planning Policy Statement 1 (July 2009)

PPS3 Housing (November 2006)

PPG13 Transport (April 2001)

**Relevant Planning History**

10/00050/FUL

Refused 02.06.10

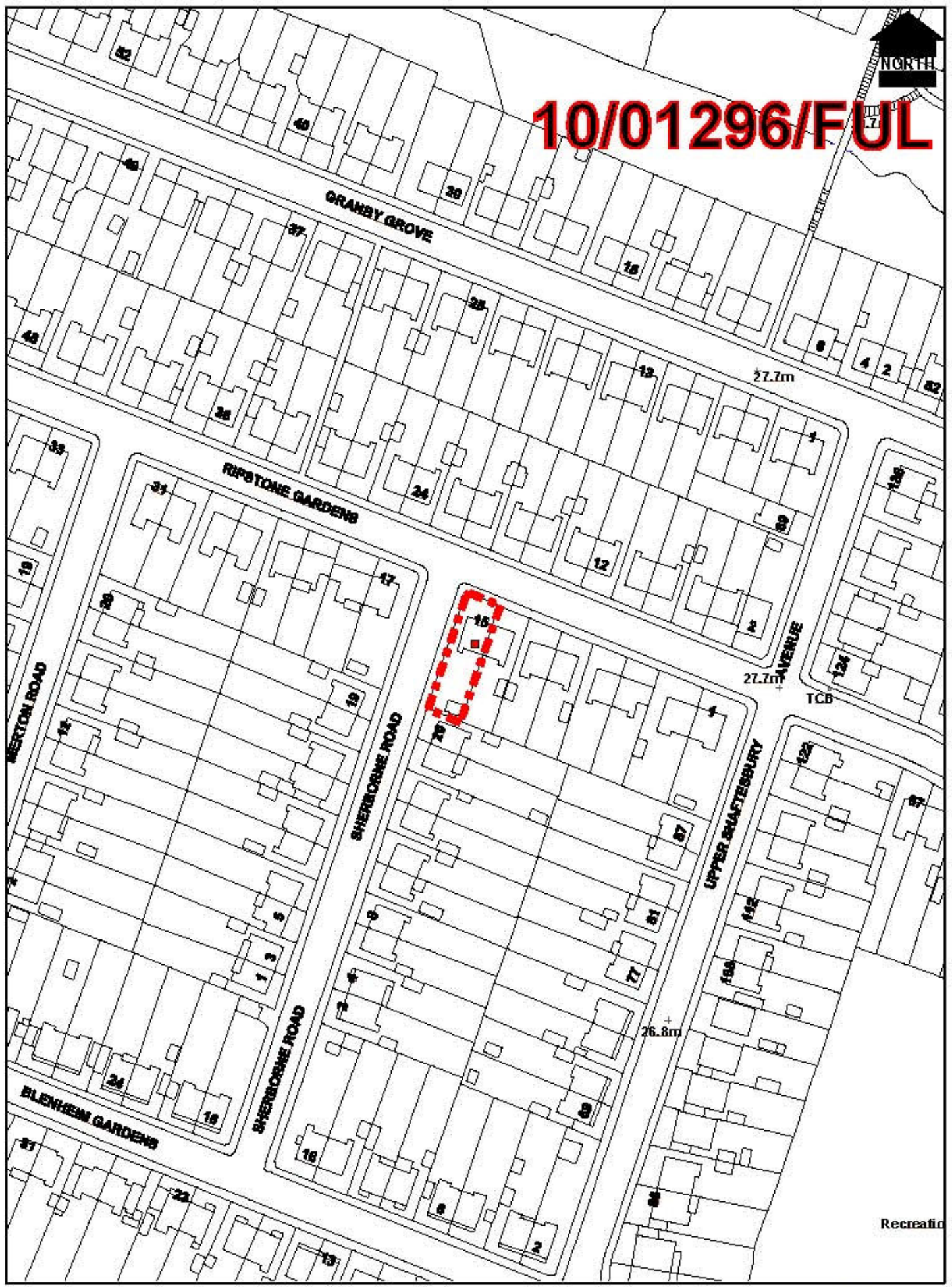
Part one storey, part 2 storey side and rear extensions

Disproportionate scale and excessive depth of projection

The proposed extension by virtue of its disproportionate scale, excessive depth and site coverage together with its proximity to the boundary with Sherbourne Road results in a development which would be an unduly dominant feature in the street scene, detrimentally altering the appearance and proportions of the existing dwelling to the extent that it would out of scale and character with existing houses within the immediate area. As such the proposal is contrary to policies SDP1 (i), SDP7 and SDP9 of the City of Southampton Local Plan (March 2006) policy CS13 and of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and supplementary guidance set out in Section 2 of the Residential Design Guide September 2006.



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