

Southampton City Planning & Sustainability  
 Planning and Rights of Way Panel meeting 23.11.2010  
 Planning Application Report of the Planning and Development Manager

<b>Application address:</b> 17 Bassett Heath Avenue SO16 7GP			
<b>Proposed development:</b> 1 <sup>st</sup> floor rear extension, and erection of car port In front garden			
Application number	10/01365/FUL	Application type	FUL
Case officer	Bryony Giles	Public speaking time	5 minutes
Last date for determination:	01.12.2010	Ward	Bassett
Reason for Panel Referral*	Application made by city Councillor	Ward Councillors	Cllr Harris Cllr Samuels Cllr Hannides

<b>Applicant:</b> Mrs Beryl Harris	<b>Agent:</b> N/A
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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. The scale and massing of the first floor extension is proportionate to the scale and appearance of the existing dwelling and its neighbours and is not considered to harm the residential amenity of neighbouring dwellings. The design of the proposed car port is consistent with that of the main dwelling. It will not harm the character of the Bassett Heath Avenue Street scene nor will it affect the residential amenity of neighbouring dwellings. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and 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.

'Saved Policies' - SDP1, SDP7 and SDP9 of the City of Southampton Local Plan Review Adopted March 2006 as supported by the adopted LDF Core Strategy (2010) policy CS13 and the Council's current adopted Residential Design Guide.

<b>Appendix attached</b>			
1	Development Plan Policies		

**Recommendation in Full**  
 Conditionally approve

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

1.1 The application site is formed of a detached dwelling which sits within a large plot on the southern side of Bassett Heath Avenue, directly opposite its junction with Pinehurst Road.

1.2 The property is set back from the highway by 15m. Its frontage is formed of hard standing and is predominately used for parking.

1.3 To its rear, the property has a 36m long rear garden. The property has a single storey element to its eastern boundary which projects 6.5m past the main building line of the house. A conservatory has been added to the rear of the property.

1.4 There is a change in land levels between 17 Bassett Heath Avenue and 19 Bassett Heath Avenue (its neighbour to the west) with the neighbour sitting at a lower level to the application site.

1.5 The property is well screened from the road, with its boundary formed of dense vegetation and tall trees. The trees are protected by The Southampton (Bassett Heath Avenue) TPO 2006.

## **2.0 Proposal**

2.1 Planning permission is sought for a first floor side and rear extension and a detached car port to the site's frontage.

2.2 The first floor extension is proposed to sit above an existing single storey element of the property along its south eastern elevation. In all, the depth of the extension will be 9m and will project 3.3m past the dwelling's existing rear two storey build line.

2.3 The proposed car port is to be located forward of the property's front building line, against the western boundary. The car port is 3.7m in height and designed with a tiled hipped roof to match the dwelling house.

2.4 The car port will enable two vehicles to be parked under it.

## **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 policies in the Core Strategy and the Local Plan Review seek to improve the quality of life of the City's citizens through good design. CS13, SDP1, SDP7, SDP9 in particular expect developments to be of a high quality, protect the amenities of the occupiers of adjacent land and respect the surroundings in terms of visual impact.

## **4.0 Relevant Planning History**

4.1 04/00856/FUL. Erection of a two storey rear extension and a conservatory to rear elevation. Approved. 26.07.2004

## **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 also undertaken which included notifying adjoining and nearby landowners. At the time of writing the report **no** representations have been received from surrounding residents.

5.2 **SCC Highways** – No objections raised. It is recommended that a condition requiring the car port to remain for use ancillary to the residential dwelling house is imposed.

5.3 **SCC Trees** - Trees on this site are protected by The Southampton (Bassett Heath Avenue) TPO 2006. The large mature Oak to the north-west corner will have some influence on the proposed car port, however, it is recognised that the car port can be constructed with the safe retention of the tree. In the interest of ensuring the correct construction methods are carried out an Arboricultural Method Statement and details of tree retention and safeguarding should be submitted and agreed by the LPA prior to the commencement of development. In addition, a condition relating to the prevention of storage under the tree canopy is recommended.

## **6.0 Planning Consideration Key Issues**

6.1 The key issues for consideration in the determination of this planning application are:

- i. Design and impact on residential amenity
- ii. Impact on protected trees;

### **6.2 Design and impact residential amenity**

6.2.1 First floor extension: At the national level, the guidance contained within PPS1 and PPS3 require new developments to be appropriate to their context and integrate into the existing urban environment. In particular, paragraph 13 of PPS3 requires good design which makes “places better for people”. The policies in the Local Plan Review seek to improve the quality of life of the City’s citizens through good design. SDP1, SDP7, SDP9 in particular expects developments to be of a high quality, protect the amenities of the occupiers of adjacent land and respect the surroundings in terms of visual impact.

6.2.2 The Residential Design Guide Supplementary Planning Document expands on this by setting parameters for new developments to ensure that access to natural light, outlook and privacy is not adversely affected by development proposals (paragraphs 2.2.11 to 2.2.21 refers). In addition, paragraphs 2.3.1-2.3.5 advocate that extensions should be subordinate to the original dwelling and not detract from the character and rhythm of the street.

6.2.3 Bassett Heath Avenue is formed of a series of large detached houses of differing design and size. Their significant set back from the road frontage and dense vegetative boundaries means that the majority of dwellings are not seen within the street scene.

6.2.4 The extensions continuation of the main dwellings roof ridge and lack of set back from the existing build line of the house will not be at odds with the proportions of

neighbouring dwellings. An increase in the scale and width of the dwelling will not harm the character of the surrounding area.

6.2.5 The extension will not harm outlook, light or privacy of neighbouring dwellings.

6.2.6 It is noted that neighbouring dwelling 15 Bassett Heath Avenue has a dual aspect window on its eastern elevation, serving a bedroom. This room will be afforded outlook and light from the window on the rear elevation and as such it is considered that the first floor extension will not adversely alter the residential environment of this room.

6.2.7 Car port: Section 2.4 of the Residential Design Guide states that car ports should be in proportion to the size of the house and respect the scale, character and building materials of the house.

6.2.8 The proposed car port is to be set into the site at a distance of 9m from the highway. This coupled with the dense vegetative boundary means that it will not be readily viewed within the Bassett Heath Avenue street scene and consequently will not adversely affect the existing character of the area.

6.2.9 The design responds positively to the existing dwelling, with a hipped roof to match that of the existing house that will be finished in matching tiles.

6.2.10 Notwithstanding the change in land levels between the application site and 19 Bassett Heath Avenue, it has been judged that the siting of the car port on the boundary with this property will not adversely affect outlook from the neighbours' first floor windows and residential amenity will not be harmed.

6.2.11 Vehicles are currently parked within this area of the sites frontage. The size of the car port enables the parking of two vehicles, and as such will not lead to an intensification of parking adjacent to the neighbours dwelling.

### 6.3 Impact on protected trees

6.3.1 The tree officer is of the opinion that it is possible to construct the proposed car port without adversely affecting the protected trees on site. The recommended conditions will be imposed and the submitted information considered as necessary by SCC Tree officers prior to the commencement of development.

## **7.0 Summary**

7.1 The proposed extension and car port are considered to meet the requirements of LDF Core Strategy Policy CS13 and saved policies SDP1(i) (ii), SDP7 (iii) (iv) and SDP9 (i) of the local plan review (as supported by the relevant sections of the RDG) and will not harm existing residential amenity.

## **8.0 Conclusion**

8.1 This application has been assessed as being acceptable to residential amenity and its local context. 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(c), 2(c), 2(d), 2(e), 4(s), 6(a), 6(c), 7(a), 9(a), 9(b) and PPS3 (2010)

**BG for 23.11.2010 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 - Plans (Performance Condition)**

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

To define the consent and for the avoidance of doubt

**04. APPROVAL CONDITION - Tree survey plan [Pre-Commencement Condition]**

No operation in connection with the development hereby permitted shall commence on site until an accurate plan showing the position of all trees on site has been submitted and agreed in writing with the Local Planning Authority.

Reason:

To ensure easy identification of all trees to be retained pursuant to any other condition of this decision notice.

## **05. APPROVAL CONDITION - Tree Retention and Safeguarding [Pre-Commencement Condition]**

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

Reason:

To ensure that trees to be retained will be adequately protected from damage throughout the construction period.

## **06. APPROVAL CONDITION - No storage under tree canopy [Performance Condition]**

No storage of goods including building materials, machinery and soil, shall take place underneath the crown spread of the trees to be retained on the site. There will be no change in soil levels or routing of services through tree protection zones or within canopy spreads, whichever is greater. There will be no fires on site. There will be no discharge of chemical substances including petrol, diesel and cement mixings within the tree protection zones or within canopy spreads, whichever is greater.

Reason:

To preserve the said trees in the interests of the visual amenities and character of the locality.

## **07. APPROVAL CONDITION - Arboricultural Method Statement [Pre-Commencement Condition]**

No operation in connection with the development hereby permitted shall commence on site until a site specific Arboricultural Method Statement in respect of the protection of the trees during all aspects of work on site is submitted and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

1. A specification for the location and erection of protective fencing around all vegetation to be retained
2. Specification for the installation of any additional root protection measures
3. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
4. Specification for the construction of hard surfaces where they impinge on tree roots
5. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
6. An arboricultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.
7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

Reason

To ensure that provision for trees to be retained and adequately protected throughout the construction period has been made.

**08. APPROVAL CONDITION - No other windows or doors other than approved [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 windows, doors or other openings including roof windows or dormer windows other than those expressly authorised by this permission shall be inserted in the eastern elevation of the development hereby permitted without the prior written consent of the Local Planning Authority.

Reason:

To protect the amenities of the adjoining residential properties.

**09. APPROVAL CONDITION - Use of Car port - domestic ancillary use [Performance Condition]**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 the car port hereby approved shall be made available and used at all times for the parking of domestic vehicles related to the residential use of the dwelling house and incidental to the enjoyment of the occupation of the dwelling house.

Reason:

To ensure that sufficient off-street car parking is available in the interests of highway safety and to protect residential amenity.



**POLICY CONTEXT**

Core Strategy - (January 2010)

CS13          Fundamentals of Design

City of Southampton Local Plan Review – (March 2006)

SDP1          Quality of Development  
SDP7          Urban Design Context  
SDP9          Scale, Massing & Appearance

Supplementary Planning Guidance

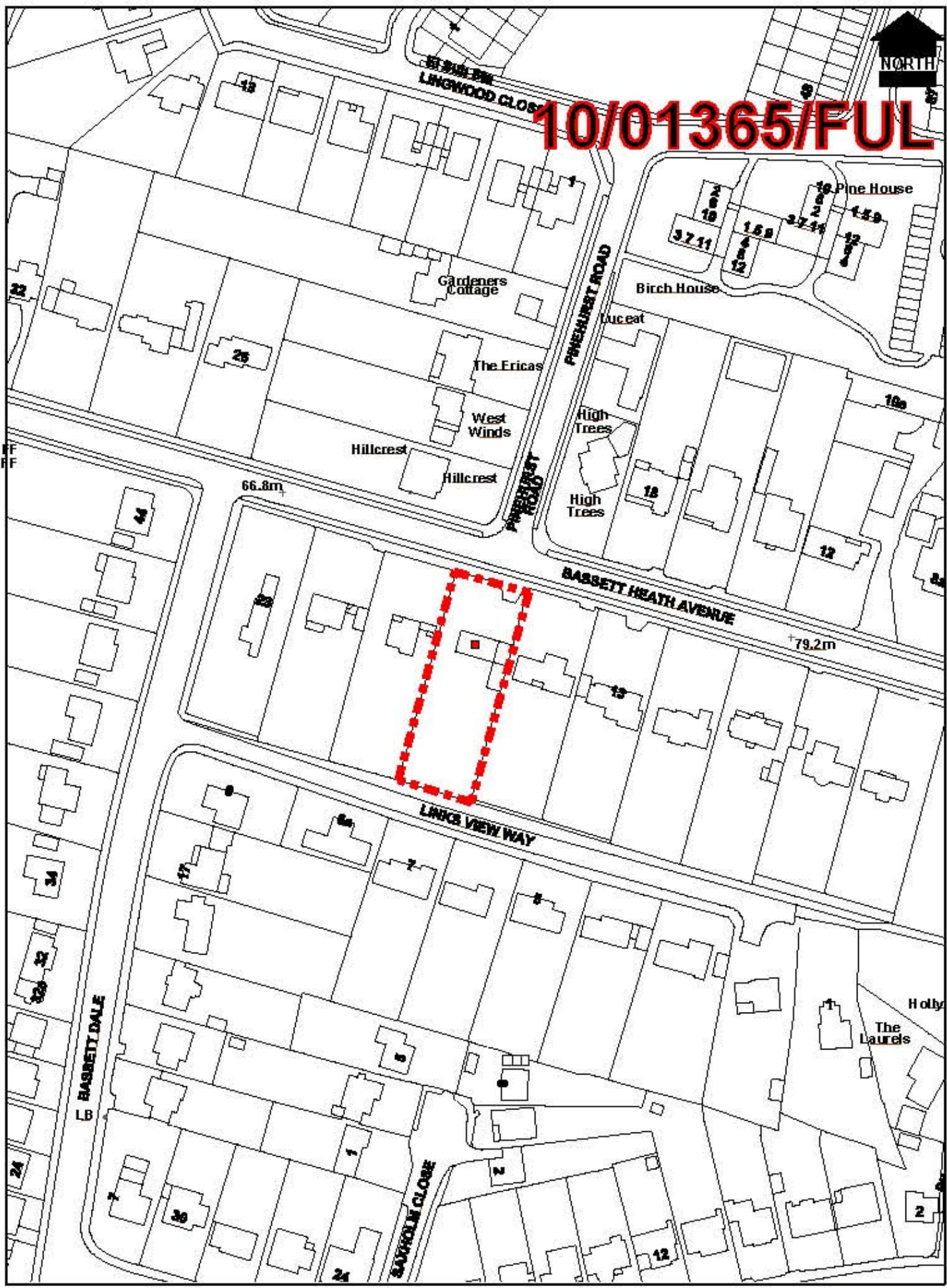
Residential Design Guide (Approved - September 2006)

Other Relevant Guidance

PPS1          Delivering Sustainable Development (2004)  
PPS3          Housing (2010)



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Scale : 1:1250

Date 11 November 2010

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