

Site Address: 2 Woodlands Avenue, Emsworth, PO10 7QE

Proposal: Demolition of single storey parts of existing dwelling and construction of (i) two storey east side extension with PV panels; (ii) wrap-around single storey extensions along the north, east and south elevations to create entrance porch, external storage + extension to main dwelling with PV panels; and (iii) single storey side extension to west elevation. Addition of weatherboard cladding to parts of existing dwelling and proposed extensions. Construction of double garage including dormers and studio/storage in the roof space. Existing drop kerb & vehicular entrance to be widened.

Application Type: Full Planning Permission

Application No: APP/24/00693 Expiry Date: 28/11/2024

Applicant: Mr & Mrs Walsh

Agent: Mr Bessant Case Officer: Jennie Fox
JB Architecture Design

Ward: Emsworth

Recommendation: **GRANT PERMISSION**

- 1.1 2 Woodlands Avenue, Emsworth, PO10 7QE comprises a two-storey three-bedroom detached dwelling to the south of Woodlands Avenue, within a large corner plot on the junction with Horndean Road. The property is set back from Woodlands Avenue behind a front garden and driveway with two access points from Woodlands Avenue and is finished in painted brickwork with white uPVC fenestration beneath concrete tiles. The property has previously been extended and altered to the east at ground floor level, including the conversion of the original garage to living accommodation. Beyond the garage and immediately adjacent to the east boundary there is a flat roof car port, and behind the garage to the south is a single storey pitched roof extension. The area between the original house and garage has also been infilled.
- 1.2 The garden of the application site extends some 31m to the south and rear of the host dwelling, is approximately 37.4m wide across the front and tapers to a width of approximately 22m at the rear boundary. There is extensive mature planting to the boundaries, which is detailed within the Tree Constraints Plan and Arboricultural Method Statement received 03 October 2024.
- 1.3 The surrounding area is residential and contains a mix of detached and semi-detached properties in a variety of styles and materials, including brick, render and hung tiles with slate, plain clay, and concrete roofs. No.1a has permission for weatherboard cladding under APP/22/00821, although this has not yet been installed. There are a number of mature trees lining Woodlands Avenue, including a Copper Beech within the application site.

None.

3 Proposal

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The proposals were revised following discussions with the agent.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
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Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_D1	(General Design Policy)
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Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist, Tree Team

Following our site visit yesterday and my queries raised with the applicant's Arb Consultant I raise no objection on Arb grounds to the proposed garage construction.

The proposed incursion into the RPA of the Beech is less than 20% and the foundation and construction type chosen falls within BS:5837 and is acceptable in this instance. There are no above ground constraints in relation to the development as the tree already has a high crown.

If granting permission then please add a condition in that the AIA / AMS & TPP submitted by Bernie Harverson is to be followed in its entirety. With the addition that Mr Harverson must be on site to supervise all below ground excavations within the RPA of the Beech Tree.

If this methodology is fully undertaken then there is unlikely to be any detriment to the tree or to the public amenity that it offers to the street scene.

Officer Comment

A condition has been added as per the recommendation above.

Councillor Charles Robert

No comments received.

Councillor Grainne Rason

No comments received.

Councillor Reuben Mychaleckyj

No comments received.

Emsworth Residents Forum

No comments received.

Hampshire Highways

Letter dated 21 October 2024

Thank you for your consultation on the above full planning application. The Highway Authority wish to make the following comments.

There are two existing vehicle crossovers to site on Woodlands Avenue and the applicant proposes an extension to one of the existing crossovers. It is unclear from the submitted plans the dimensions of the existing crossovers or the dimensions of the proposed extension. The applicant should provide an updated plan with the dimensions of the existing crossovers and the proposed extension for consideration.

Having regard to the above, there is insufficient information for the Highway Authority to provide comments on this planning application. Further comments will be provided upon receipt of the above requested information.

Hampshire Highways

Letter dated 25 November 2024

I refer to the further submissions relating to the above application and would make the following comments.

A revised Site Plan showing the Extended Crossover has now been provided referenced PL.762.23 -05 Revision A this plan shows the proposed extension to an existing dropped kerb access. The Plan confirms that the existing gate is to be repositioned to align with extended part of the dropped kerb access. The position of the proposed garage dictates that a change to the existing dropped kerb is required and the principle of changing the access arrangement is accepted.

The proposed dropped kerb access should be provided at a standard width located to align with the proposed gate position. In association therefore part of the existing dropped kerb and footway profile should be reinstated to full face kerb levels.

The Highway Authority will require a further revised layout Plan to be provided to show the relocated dropped kerb access as set out above. The Highway Authority would therefore currently recommend **a holding objection**.

Hampshire Highways

Letter dated 23 December 2024

I refer to the further consultation relating to the above application and would make the following comments.

A revised plan referenced PL762.23-05 Rev B showing a revised access arrangement to address the earlier comments of the Highway Authority relating to the proposed access arrangements within the consultation response dated 25 November 2024. This plan now shows the retention of the existing dropped kerb access to the east of the frontage and the existing access to the west of the frontage being relocated partially closing the existing access and relocating the new dropped kerb access immediately adjacent.

The proposed access arrangements are now acceptable in principle to the Highway Authority and would therefore recommend –

No objection subject to following condition and Informative:

CLOSURE OF EXISTING ACCESS PROVISION

Before use of the development is commenced the existing access from the sites western access to Woodlands Avenue shall be permanently stopped up and effectively closed with the footway provided, in accordance with details which have been submitted to and approved by the Planning Authority.

Reason - In the interests of highway safety.

INFORMATIVE

It is advised that should the Planning Authority subsequently be minded to grant planning permission that the applicants should be advised that a subsequent permission will need to be granted by HCC as Highways Authority to undertake the proposed dropped kerb works on the highway. Details of this procedure can be found via the following link:

<https://www.hants.gov.uk/transport/parking/droppedkerbs>

Officer Comment

A condition and informative have been added as per the recommendation above.

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: 12

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
No comments received.	

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) Appropriateness of design and impact on the character of the area
- (iii) Effect on neighbouring properties
- (iv) Parking and highways
- (v) Trees
- (vi) Developer contributions
- (vii) Biodiversity Net Gain (BNG)

(i) Principle of development

7.2 The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

(ii) Appropriateness of design and impact on the character of the area

7.3 The proposal comprises the demolition of the existing single storey extensions and their replacement with a two-storey side extension and wraparound single storey extension as well as a small single storey extension to the west with doors to the side garden. Fenestration to the host dwelling would be replaced. To the front of the property a new double garage with a studio/storage area in the roof and an revised crossover is proposed. The proposed additions and internal works would create two new additional bedrooms at first floor as well as a large open living space at ground floor.

- 7.4 The proposed single storey extension would be approximately 9.5m wide, 13.9m long, with a rear canopy extending a further 1m, have a height of approximately 3.5m and would sit forward of the building line by approximately 0.9m, with a minimum separation gap of 1.3m to the east boundary. The extension would have a hipped tabletop roof with concrete tiles and would be rendered in white. Although it would be moderately larger in footprint than the buildings to be demolished, and would extend along more of the boundary, the use of the tabletop roof would both be in keeping with the appearance of the host dwelling whilst also restricting the height of the extension. The design and appearance of the single storey addition is overall considered to be acceptable.
- 7.5 The proposed two storey extension would project from the host dwelling approximately 6.35m towards the east boundary and would be approximately 9.7m long. It would be set back from the host dwelling by 0.4m and would be approximately 3.3m taller than the existing single storey extension. The use of a double pitched hipped roof would keep the proposed ridge approximately 0.3m below the ridgeline of the host dwelling and help reduce the overall mass and bulk of the proposal. Following revisions, the extension would be offset by a minimum of 4.5m from the east boundary and 7.4m from the neighbouring dwelling to the east. The two-storey extension would be finished in cladding under concrete roof tiles to differentiate it from the original host dwelling.
- 7.6 The host dwelling already has a number of single storey extensions and the proposals would result in a moderate increase to the original footprint of the property. It is acknowledged that there will be a generous increase in the roof mass, however it is considered the design would result in a cohesive form of development and that, given the location of the property and relative size of the application site, would not have a detrimental impact on the neighbourhood. Sufficient amenity space would be retained as the existing plot size is unusually large for the area.
- 7.7 A detached garage with an east facing dormers is proposed forward of the main building line and approximately 2.5m from the front boundary. The design originally featured a gable roof at both ends and a second dormer and has been revised to show a hipped roof where the garage faces the street following discussions with the agent. The proposed garage would be approximately 5.3m in height, 6.8m in width, and 8m in length. A garage of the same height, of a similar design, and with a slightly larger footprint was previously approved at No.1a under APP/22/00821 on the opposite side of Woodlands Avenue. On balance, and given the nearby precedent, it is considered that with the revisions the proposed garage would have an acceptable impact on the street scene.
- 7.8 The application site has two crossovers to Woodlands Avenue. Due to the position of the proposed double garage, the proposals include removing the more westerly crossover and relocating it to the east of the proposed garage. The design of the crossover was revised following feedback from the Highway Authority and is now considered to be acceptable.
- 7.9 The materials proposed are concrete tiles to match the existing roof, white render, grey Marley Eternit weatherboard cladding, and grey uPVC or aluminium fenestration. As the property is set back from the road, and there is a degree of variation in material palette of the street, the choice of materials is not judged to be harmful in appearance. Overall, the proposals are not considered to result in harm to the character of the streetscene.

- 7.10 The design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

- 7.11 To the east of the application site is No.4 Woodlands Avenue, a two storey detached dwelling set approximately 2.8m from the boundary of the application site. The boundary is well screened at ground floor level by mature planting. At first floor level, No.4 has two bedroom windows facing the application site. The more northerly bedroom has an additional window to the front of the property. The light to and outlook from this window would be unaffected by this proposal. The proposals include two small windows at first floor level to the east flank wall, which would be obscure glazed in the interests of privacy. Following discussions with the agent, the width of the two storey extension was reduced to move the flank wall of the proposal further away from No.4, to a minimum distance of 6.9m, in order to protect the outlook from the bedroom windows and to prevent loss of light. The use of a double pitched hipped roof in the design, as mentioned in 7.5 above, helps reduce the massing of the proposal which further reduces potential shadow casting and an unacceptable degree of a loss of outlook. It is noted that no objection was received from the occupiers of this property either before or after the design was revised. The impact to No.4 from the revised design is considered on balance to be acceptable.
- 7.12 There is no immediate neighbour to the west of the application site. To the rear of the application site is No.82 Horndean Road. Due to the length of the application site garden, the rear boundary of which adjoins the front driveway of No. 82, the proposals are deemed to have a limited impact on this property.
- 7.13 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is noted no letters of objection were received with respect to the scheme.

(iv) Parking and highways

- 7.14 New covered parking provision for two vehicles is included in the proposals and a plan has been provided to show there is sufficient driveway parking for at least two additional vehicles, in line with the guidance in the Havant Borough Council Parking SPD (2016) and Policy DM13.
- 7.15 The Highway Authority have provided comprehensive comments regarding the relocation of the crossover in their consultation response, which for brevity are not repeated here.

(v) Trees

- 7.16 An Arboricultural Method Statement, Tree Constraints Plan, and Tree Protection Plan have been provided and have satisfactorily demonstrated that the proposals accord with Policy DM8 of the HBLP (Core Strategy). The council's Arboriculturalist has been consulted and a condition has been added in line with their recommendations.

(vi) Developer contributions

- 7.17 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. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is charged at £100 per square metre (plus indexing) on new floorspace (measured as gross internal area) in Emsworth.
- 7.18 The scheme would be Community Infrastructure Levy (CIL) liable due to the proposed use and the appropriate forms have been submitted. The gross new internal floor space for the building has been calculated by the agent as 183 sqm which generates a total CIL liability of approximately £18,300 plus indexing. It is noted that self build residential extension exemption has been claimed in relation to the development.

(vii) Biodiversity Net Gain (BNG)

- 7.19 It is noted that this householder application is exempt from the requirements relating to Biodiversity Net Gain.

8 Conclusion

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.
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9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/24/00693 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site & Location Plan PL.762.23 - 01 REV B
Topographical Survey 230331_0
Ground Floor Survey 230331_1
First Floor Survey 230331_2
Roof Plan Survey 230331_3
Elevations Survey 230331_4
Proposed Ground and First Floor Plans PL.762.23 - 02 REV C
Proposed Elevations PL.762.23 - 03 REV D
Proposed Garage Plans & Elevations PL.762.23 - 04 REV A
Site Plan Showing Extended Crossover PL.762.23 - 05 REV B
Arboricultural Method Statement 1385.bjh.Sept24
Tree Constraints Plan BJH 01/02
Tree Protection Plan BJH 03/04

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 (a) Unless otherwise agreed in writing with the Local Planning Authority, the development hereby permitted shall be carried out in full accordance with the approved Arboricultural Method Statement (1385.bjh.Sept24), Tree Protection Plan (BJH 03/04), and British Standard BS5837:2012 guidance for the safeguarding of trees located within or nearby the application site and not scheduled for removal during the course of the site works and building operations; and

(b) Unless otherwise agreed in writing with the Local Planning Authority, all below ground excavations within the RPA of the Beech Tree identified as T1 on the Tree Protection Plan (BJH 03/04) are to be supervised on site by the Arboricultural Consultant named in the approved Arboricultural Method Statement (1385.bjh.Sept24); and

(c) Such methods of safeguarding and protection as set out by part (a) of this condition shall be maintained for as long as construction is taking place at the site, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage throughout the construction period and in the interests of amenity in accordance with Policies CS11 and DM8 of the Havant Borough Core Strategy.

- 5 Before use of the development is commenced, the existing access from the site's western access to Woodlands Avenue shall be permanently stopped up and closed with the footway provided, in accordance with the details shown on the hereby approved Site Plan Showing Extended Crossover PL.762.23 - 05 REV B.

Reason: In the interests of highway safety and in accordance with Policy CS11 of the adopted Core Strategy and the National Planning Policy Framework.

- 6 The garage hereby permitted shall be retained and kept available for the parking of cars at all times and shall not be converted to living accommodation or used in connection with any trade or business.

Reason: To ensure the retention of adequate on-site car parking in accordance with the standards adopted in the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and to discourage parking on the adjoining highway in the interests of local amenity and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.