

Recommendation: **GRANT PERMISSION**

This application is an incorrect consultation I believe as there are no proposed changes to the highway. It therefore falls within standing advice.

Hampshire Highways - Further Comments following receipt of amended plans - No Objection

In regard to application APP/22/00939, as the application is for 5 dwellings or less, there is no required change of vehicle access onto the highway, and the development does not access directly onto a classified road, HCC's Highway Standing Advice should be referred to in the first instance. This can be viewed via the following link under the heading Consultation with the Highway Authority - <https://www.hants.gov.uk/transport/developers/consultation>

However, in regard to the application, having undertaken an initial review it is noted that whilst the dwelling has a single vehicle parking space (garage) for a 3-bed dwelling, the garage itself would not be permitted for parking under current parking standards due to the insufficient internal dimensions. As such, there is essentially a two space parking shortfall.

The proposals look to increase the dwelling size to 4-bed, and as such in line with the HDC Parking Standards, on-site parking should increase also. It is noted that a single parking space is proposed via a conversion of front garden with associated drop kerb, and the garage parking is lost due to conversion to habitable space. As such, there would essentially continue to be a two space parking shortfall.

Whilst it is for HDC to assess parking quantum in their role as Local Parking Authority, it is noted that Parking Surveys have been undertaken by the applicant in order to demonstrate that the two parking space shortfall can be accommodated on road without causing obstruction - much in the way that the current shortfall is accommodated.

The results of the survey have been reviewed, and from a highways perspective, there would be no objection in this regard.

It would however be requested that the Case Officer applies the following conditions, should they be inclined to approve the application.

CONDITIONS:

PARKING PROVISION

Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason - To ensure adequate on-site car parking provision for the approved development.

ACCESS CONSTRUCTION PROVISION

Before use of the development is commenced the access, including the footway and/or verge crossing shall be constructed in accordance with the approved plans.

Reason - To provide satisfactory access and in the interests of highway safety.

Network Rail, Town Planning Technician - No Objection

Following a review of the application, I can confirm that Network Rail have no objections to the proposal.

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: 4

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 2

Comment	Officer Comment
I am writing in support of App/22/00939 for the extension to the front of 13 grange close havant. I live at number (Redacted) Grange Close Havant and have lived here for 3 years. At no point in this period of time has on street parking been an issue even in holiday periods where there have been multiple visitors to the close. I also do not foresee this to become an issue in the future as there is plenty of parking on our drives, in the bays and on the street. The extension at 13 Grange Close will not impact where the residents currently park thier car and will not have no impact on us or any other of the residents in the close	Noted
I live at [redacted text]. One of the reasons for purchasing our house was the overall feel and space in the street in general, we moved from a very busy road and had neighbours there with vehicles abandoned anywhere and everywhere, frequently blocking our driveway! We now, as most houses do in the street, have off road parking, and any visitors are always able to park in the street to the front of our house - there has never been any issue with this, even when we have had the occasional party or family get-together with several vehicles needing to park at the same time. I don't see any reason why that should change in the future, and all our neighbours are very considerate about parking in general. The garage conversion/extension proposed at 13 Grange Close would not adversely impact	Noted

this in my view, as the residents would still park their vehicles in the same places on the road, neither of which pose a problem, or would inconvenience any of the neighbours. I hope this gives you an indication of how the parking situation is in our street.	
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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 Implications

(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 is for the erection of a two storey extension to the north western front elevation of the property. It would protrude 2.45m from the principal elevation, with a width of 3.7m, an eaves height of 5m and a maximum roof height of 6.5m. The roof will be pitched in design with a gable end to the front. The proposed extension would be in subservient to the host dwelling in the form of the ridge height of the extension being 1.8m lower than the main roof ridge height of the dwellinghouse. The material of blue cladding will be used in the external appearance of all the elevations of the extension, this material will match the existing blue cladding at first floor level to the frontage of the property.

7.4 Although the proposed extension would be the only two storey extension within the immediate locality, the design of the extension would improve the overall appearance of the property. There have been other forms of development to the frontages of the properties within Grange Close albeit single storey. It has therefore been considered that the proposal would not have a negative impact upon the character of Grange Close.

7.5 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

7.6 The application property is set forward from the neighbouring property to the west (No.14) by approximately 5m. It is not considered that the additional projection of 2.45m to the frontage would have a harmful impact upon this adjacent neighbouring property in terms of loss of light or outlook. There is a window to be inserted at ground floor level to the western elevation of the extension this would overlook the area which is already visible from the public realm. It is therefore considered that the proposal would have a minimal and acceptable impact upon this neighbouring property.

- 7.7 The proposed extension would have an approximate 3.6m distance from the adjoining neighboring property to the east (No.12). It is not considered that the proposed extension would have a harmful impact upon this adjoining neighbouring property in terms of loss of light or outlook. There is a window to be inserted at ground floor level to the eastern elevation of the extension this would overlook the area which is already visible from the public realm. It is therefore considered that the proposal would have a minimal and acceptable impact upon this neighbouring property.
- 7.8 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, with two representations of support received.

(iv) Parking Implications

- 7.9 The conversion of the garage into habitable space would create the loss of the existing parking provision for the property. The agent has submitted a block plan showing that 1No. parking space could be accommodated within the front garden area. As such, there would essentially continue to be a two-space parking shortfall for the number of bedrooms at the property as 3no. parking spaces would be required for a 4 bed property to comply with the HDC Parking Standards.
- 7.10 Following this shortfall requirement, a parking survey was undertaken by the applicant which demonstrated that the two parking space shortfall could be accommodated on the road of Grange Close without causing obstruction much in the way that the current shortfall is already accommodated. The Highways Authority have reviewed the results of the survey and have raised no objection in this regard.
- 7.11 The Highway Authority has requested that should planning approval be recommended conditions are placed upon the decision to ensure the onsite parking is secured and that the access works are as to the details submitted. Such conditions are recommended if permission is granted.
- 7.12 It was noted during a site visit that all the properties within Grange Close have off road parking in the form of driveways and/or integral garages. There are also two layby areas dedicated to off road parking within Grange Close. Therefore, having fully reviewed the car parking survey, on balance, there would be sufficient on-street parking available for the proposal, without impacting on highway safety or adversely impacting on the character of the area.

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 and highway safety. On this basis it is recommended for approval.

9 **RECOMMENDATION:**

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/22/00939 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:

Application Form - Received 30 September 2022

Parking Statement - Received 03 April 2023

Parking Survey - Received 20 July 2023

Location and Site Plan - Drawing No. P4 - Received 17 July 2023

Existing and Proposed Front and Rear Elevations - Drawing No. P5 - Received 17 July 2023

Existing and Proposed Side Elevations - Drawing No. P6 - Received 17 July 2023

Existing and Proposed Ground Floor Plan - Drawing No. P1 - Received 17 July 2023

Existing and Proposed First Floor Plan - Drawing No. P2 - Received 17 July 2023

Existing and Proposed Loft Floor Plan - Drawing No. P3 - Received 17 July 2023

CGI Drawings - Received 17 October 2022

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 Before use of the development is commenced provision for parking shall have been made within the site in accordance with the approved plans and shall be retained thereafter.

Reason: To ensure adequate on-site car parking provision for the approved development having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 Before use of the development is commenced the access, including the footway and/or verge crossing shall be constructed in accordance with the approved plans.

Reason: To provide satisfactory access and in the interests of highway safety having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.