
Site Address:	2 Windsurfing Place, Hayling Island, PO11 9FR		
Proposal:	Single storey rear and side extension.		
Application No:	APP/20/00923	Expiry Date:	10/12/2020
Applicant:	Mr & Mrs Chamberlain		
Agent:	Critchley Architecture and Design	Case Officer:	Denise Sheath
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

2 Windsurfing Place, Hayling Island, is a two storey detached dwelling constructed with red brick with a hung tiled roof, the property benefits from an attached pitched roof garage to the south side elevation. The boundary treatment to the rear elevation of the property consists of 1.8m wooden fencing to the southern (side) and eastern (rear) and a 1.9m brick wall to the northern side elevation.

Note - Due to Coronavirus a site visit was not possible but the applicant/agent supplied photos of the application site which have been used to inform this decision.

2 Planning History

APP/19/00688 - Crown lift 8No. Oaks - (G1) to 2.4m, crown clean and deadwood and sever Ivy. Mixed species to include Field Maple, Oak & Ash (G2), crown lift to 2.4m, deadwood and sever Ivy; Crown lift 10No.mature Oaks - (G3) to 2.4m, remove deadwood and remove split/decayed limb. , PERM,04/09/2019

3 Proposal

Single storey rear and side extension.

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

CS16	(High Quality Design)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
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Havant Borough Pre Submission Local Plan 2036

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Not required

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: 11

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

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

(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 a single storey flat roof extension to the southern side of the property attached to the existing garage with a depth of 6.34m wrapping around the rear elevation with a width of 3.44m then reducing in depth by 1.5m then spanning 5.5m the rest of the width of the rear elevation. The proposed extension would be constructed with brick to match the existing dwelling with a GRP roof. The proposal will have a maximum height of 2.9m with a roof lantern within the centre of the rear extension with a maximum height of 3.2m from the ground level. The proposal would be visible to the public realm from the northern elevation, the matching materials will relate well to the existing property and reduce any visual impact.

7.4 Part of the proposal would be to convert the garage into living accommodation and a storage area, this could be carried out under permitted development there are no restrictions on the application which this property was built APP/14/00488 with regard

to this element, there will be no external changes to the frontage of the property and the garage door will remain.

- 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 proposal would not be readily visible to the properties to the front of the application site therefore any impact upon these neighbours would be considered acceptable.
- 7.7 The proposal will be in excess of 16m from the front elevations of the neighbouring properties to the northern (side) elevation and will be partially screened by the 1.9m boundary wall, any impact upon these neighbouring properties would be minimal and acceptable.
- 7.8 The proposal will be in excess of 16m from the rear elevations of the neighbouring property to the eastern (rear) elevation and will be partially screened by the 1.8m boundary fencing, any impact upon this neighbouring property would be minimal and acceptable.
- 7.9 The proposal will have a 1m gap from the facing side elevation of the neighbouring property to the southern shared boundary, the proposal would protrude 1.5m more than the rear elevation of this neighbouring property. the rear facing roof slope of the existing garage will include the installation of 2.No roof lights this section of the roof slope is set back from the rear of the neighbouring dwellinghouse and would not create a loss of privacy. It is therefore considered that the proposals would have a minimal and acceptable impact upon this neighbouring property.
- 7.10 Consequently, it is considered that the proposal will not appear overbearing or lead to overlooking 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

- 7.11 The application property benefits from 3 bedrooms and as such would require a minimum of 2 off-street parking spaces in accordance with the Havant Borough Residential Parking Provision SPD, as required by policy DM13 of the Havant Borough Local Plan(Core Strategy) 2011. While the proposed garage conversion would result in the loss of the integral garage as a parking space, 2 parking spaces have been shown on the proposed ground floor plan. As such the proposed development is considered to meet the current parking standards.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and is therefore considered to be appropriate and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00923 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 15 October 2020

Location and Block Plan - Drawing No. 20067-101 - Received 15 October 2020

Existing Floor Plans - Drawing No. 20067-201 - Received 15 October 2020

Proposed Ground Floor Plan - Drawing No. 20067-401 - Received 15 October 2020

Proposed First Floor Plan - Drawing No. 20067-401 - Received 15 October 2020

Existing Elevations - Drawing No. 20067-301 - Received 15 October 2020

Proposed Elevations - Drawing No. 20067-501A - Received 15 October 2020

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used 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 The development shall not be brought into use until a minimum of 2 parking spaces have been provided within the curtilage of the site and thereafter all of those spaces kept available for such purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.