

Recommendation: **GRANT PERMISSION**

Havant Borough Local Plan (Core Strategy) March 2011
CS16 (High Quality Design)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Submission Version Havant Local Plan

Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_D1 (General Design Policy)

ENP_D2 (Height, Mass & Materials)

ENP_D3 (Layout, Form & Density)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Councillor Julie Thain-Smith

No comment

Councillor Lulu Bowerman

No comment

Councillor R Kennett

No comment

Developer Services, Southern Water

Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

To make an application visit: southernwater.co.uk/developing and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/connection-charging-arrangements
In situations where surface water is being considered for discharge to our network, we require the below hierarchy for surface water to be followed which is reflected in part H3 of the Building Regulations. Whilst reuse does not strictly form part of this hierarchy, Southern Water would encourage the consideration of reuse for new developments.

- Reuse

- Infiltration

Watercourse

- Storm Sewer

- Combined Sewer

Guidance on Building Regulations is here:

gov.uk/government/publications/drainage-and-waste-disposal-approved-document-h

Please note there is a private sewer within the site.

It is possible that a sewer now deemed to be public could be crossing the development site.

Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).
Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

Hampshire Highways

The applicant is seeking to construct a new dropped kerb access onto Wraysbury Park Drive. While it is noted that the dropped kerb will not be located at least 10m away from the nearest junction, the sightlines available from the access and the relatively low level of traffic flow into the cul-de-sac means that the access is unlikely to result in a highway safety issue. Furthermore, the access remains in-keeping with those in the area.

The Highway Authority therefore recommend no objection, subject to the applicant securing a S184 licence to implement the dropped kerb.

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: 7

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
- (v) CIL

(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.

This proposal has undergone amendments following concerns raised by the case officer in relation to potential overdevelopment of the site. The property has already undergone extensions to the side and rear and the extensions as a whole would have resulted in a large footprint not deemed subservient in scale to the original dwelling. Amendments made have included the removal of the proposed single storey side extension which has resulted in a gap retained to the side boundary as well as outdoor amenity space for future occupiers. Other amendments made include a reduction in width of the proposed two storey side extension by approximately 0.5 metres and setting down of the ridge and setting back of the principal elevation, which is deemed to create a more subservient appearance.

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

- 7.3 This proposal comprises a two storey side extension and single storey rear extension as well as landscaping alterations and alterations to the boundary treatment.
- 7.4 The proposed two storey extension would have a width of approximately 4.2 metres, height of 6.6 metres, with a pitched roof and ridge height reduced by 0.3 metres approximately below that of the main roof ridge. At first floor level the principal elevation would be set back by approximately 1.3 metres, at ground floor level the proposed garage would project forward level with the existing porch, with a monopitched roof. The side extension would form a garage at ground floor level with garage door to the front and doorway to the side and lounge area to the rear. At first floor level would be a bedroom to the rear, served by windows to the side and rear elevations and a dressing room towards the front with a front elevation window. The extension would allow for an internal reconfiguration from the property's existing layout.
- 7.5 The rear extension would have a depth of approximately 2 metres, level with the existing rear extension and would continue the monopitched roof style and height. It would not extend beyond the side wall of the proposed two storey extension. The rear extension would include the lounge area as noted above as this would be included in the ground floor space of the two storey extension and would include a window to the side elevation and bi-fold doors to the rear.
- 7.6 Materials proposed include facing brickwork to match existing, grey/green weatherboarding (matching existing) and concrete tiles also to match existing.
- 7.7 A new driveway in concrete block paving is proposed to serve the proposed garage with a width of approximately 5 metres in width. A new dropped kerb is also proposed to allow access to the garage. Highways have been consulted in this regard and have no highway safety comment to add however the applicant must secure a S184 licence to implement the dropped kerb.

- 7.8 Towards the rear there is currently a parking space and garage, accessed towards the side/rear of the property. The fence line would be amended to border the edge of the plot as the parking space currently retains an open boundary to the road. The current parking space will then be made into rear garden space as a terrace area and the existing garage converted to a garden room with a window to the side, bi-fold doors to the rear and materials comprising vertical timber cladding.
- 7.9 The proposed extension is still deemed generous in terms of scale when compared with the size of the original property however with the amendments made to make the footprint more appropriate, the extension is not deemed to cause harm to the character of the area. Whilst the property is located within a fairly prominent location in the streetscene, the extension would comprise of materials matching existing and would appear generally subservient in design, with the set back at first floor level and set down of the ridge line. The proposed alterations to the front of the property would result in the removal of what is currently a lawn area however this is not out of keeping with many other front garden spaces along the street. The alterations to the boundary treatment which include alterations to the fence as well as the alterations to the garage are also deemed acceptable in terms of impact on the character of the area. The proposal is also deemed to be in accordance with Policies D1, D2 and D3 of the Emsworth Neighbourhood Plan.
- 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 south of the site is no 27 Wraysbury Park Drive. There is approximately 12 metres between the rear wall of no 29 and the side elevation of no 27, however despite the fairly close relationship, the additional first floor rear window is not judged to result in any harmful overlooking towards private amenity spaces at this property, offering views predominantly towards the front gardens of properties to the south. Impact on the amenity of no 27 has been assessed and there is not considered to be any significant harm caused as a result of the proposals.
- 7.12 To the east of the application site are nos 9 and 11 Wraysbury Park Drive. An additional first floor window is proposed to the side elevation, however there is already a window in this location. Whilst it is noted that the extension would project closer towards the east, over 20 metres remain in separation distance which is judged to be acceptable and in accordance with Borough Design Guide guidance.
- 7.13 To the west of the application site is the adjoining property, no 31 Wraybury Park Drive. The proposals are not likely to have any significant impact upon this property due to the siting of the proposals.
- 7.14 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 .

- 7.15 This proposal would amount to a total of 4 bedrooms which requires 3 parking spaces on site . Whilst the rear parking space and garage have been lost, the garage proposed would provide one space and there is judged to be allowance for 2 parking spaces towards the front of the property. A condition is proposed to ensure that the alternative parking provision is provided prior to the extension's occupation.

(v) CIL

- 7.16 This proposal would not result in over 100 m2 floorspace and therefore this would not be CIL liable.

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/21/00120 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:

3248 P 01A Amended proposed plans
3248 P 02A Amended proposed elevations
3248 P 03A Amended location and block plan
3248 P 04A Amended proposed drop kerb

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 The car parking, garaging and vehicular access arrangements shown on the approved plans to serve the extensions hereby permitted shall be constructed and laid out and made fully available for use prior to the extensions being first brought into use and shall be retained thereafter for their intended purpose.

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.