

Recommendation: **GRANT PERMISSION**

E1* (High quality design)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

None.

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: 5

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 application site is on a corner plot and the proposal is for a two storey rear extension, single storey rear extension to the garage and new cladding at first floor. It would be visible from the public realm, although the property is set back 8.5 metres from Ferndale and a minimum of 6 metres from Cavendish Drive and the street scene is diverse in nature.

7.4 With respect to the two storey element of the proposal, there is adopted supplementary planning guidance in the form of the Borough Design Guide. This recommends two storey rear extensions should be sympathetic to the original design of the building and should not cause an adverse affect to the neighbouring properties. There should be a minimum distance of 2 metres to neighbouring properties and advises that it is important gaps are retained between buildings to prevent neighbouring properties being adversely affected.

7.5 The extension would be a continuation of the northern and southern side elevations of the main dwelling, extending across the width of the property (10.4 metres) to a depth of

3.8 metres, maintaining the distance to the property boundaries which are in excess of 2 metres. The roof construction consists of two hipped and pitched sections to the northern and southern side, reducing the perception of mass, with a flat roofed element in between to the existing eaves height of 4.9 metres. The ridge height is 7.5 metres, which is 0.6 metres below the existing ridge and therefore judged to be subservient.

- 7.6 The new first floor side window on the existing southern elevation is to serve a bedroom. It is of a modest size and set back 1.7 metres from the edge of the rear elevation. There are two rooflights in the existing rear roof slope, although in isolation these do not require the benefit of planning permission
- 7.7 The single storey rear extension to the garage is of a modest size of 2.6 metres in depth 2.8 metres in width with a flat roof to a height of 2.7 metres and does not extend beyond the southern elevation of the existing garage.
- 7.8 The proposed render is to replace existing tile hanging to the front and part northern side elevation together with new render to the rear extension and remainder of the northern side elevation. It will be applied at first floor level only. Properties in the immediate vicinity are of various styles with a mixed pallet and colour of external finishes and it is considered there would be negligible impact on the existing street scene. It is judged this element of the scheme would upgrade and enhance the external facade of the property.
- 7.9 The proposal would result in a generous increase to the original volume of the property, however it is considered it can be accommodated within the extent of the site, retaining a sufficient amount of amenity space available to the property.
- 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 judged that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

7.11 Effect on 15 Ferndale - side/south

This property lies to the south of the application site on a plot of a similar depth. The two storey extension would be a continuation of the southern elevation of the property, extending approximately 3.8 metres beyond the rear elevation of this property. However, there would be a minimum distance of 3.2 metres and a maximum distance of 3.6 metres to the boundary with the northern elevation of this property a further 1.5 metres away, retaining a reasonable gap between the properties.

- 7.12 There is a new first floor window in the existing southern elevation of the property. The floor plans indicate this would serve a bedroom, however it is of a modest size and set back 1.7 metres from the edge of the existing rear elevation and 5.5 metres from the edge of the proposed rear elevation. There are no windows in the northern elevation of this neighbouring property and whilst it could be argued this window could increase the level of overlooking of the rear garden of this property, it is positioned such that it would be screened by the neighbouring property and would not give rise to direct overlooking of the garden.
- 7.13 Whilst there could be the perception of an increase in the level of overlooking from the rear first floor windows of the extension to this property, it is considered the new windows would not be harmful as a degree of overlooking already exists from the current first floor rear windows.

- 7.14 The single storey rear extension is a continuation of the existing garage, maintaining the 1.8 metre distance to the boundary with this property and is of a modest size and height. Any impact is therefore considered to be acceptable in planning terms.
- 7.15 The extension does not fall within the 45 degree overshadowing zone of the rear elevations of this neighbouring property and the roof pitches away from the property boundary, minimising any perception of the extension being overbearing to this property.
- 7.16 Effect on 19 Ferndale - side/north
This property is situated to the north of the site with Cavendish Drive in between. The two storey rear extension projects slightly away from the northern boundary of the site, with a minimum distance of 6.5 metres increasing to 7.5 metres to the edge of the rear elevation. There are no windows in the side elevation of the new extension and the southern elevation of this neighbouring property is in excess of 20 metres away. The single storey rear extension would not be visible from this property. Any impact is therefore considered to be acceptable in planning terms.
- 7.17 Effect on 1 Cavendish Drive - rear/west
This property is situated to the rear of the site. Although there are new windows in the two storey extension, there are no windows in the eastern elevation of this property and the rear elevation of the extension is a minimum distance of 11 metres to the shared boundary. Whilst there could be the perception of an increase in the level of overlooking from the rear first floor windows of the extension to this property, it is considered this property and the situation of the rear garden are a sufficient distance away for any impact to be negligible. Furthermore a degree of overlooking already exists from the current first floor windows.
- 7.18 The single storey rear extension to the garage is of a modest size, and any impact from the proposal is therefore considered to be acceptable in planning terms.
- 7.19 Effect on 18 and 20 Ferndale - opposite/east
There is a distance of approximately 33 metres between the front elevations of these properties and the front elevation of the application site, with the road in between. The proposed extensions are to the rear of the property and would not be visible from these properties. The new render would change the external appearance of the existing property, however the street scene is varied with a mix of property designs, styles and finishes. Any impact is therefore considered to be acceptable in planning terms.

(iv) Parking

- 7.20 There is an increase in the number of bedrooms from three to five, subsequently there will be a requirement for three on site parking spaces as recommended in the HBC Parking SPD (July 2016). A parking plan has been submitted as part of the application to reflect this and a condition is recommended to retain the spaces for parking at all times.
- 7.21 Consequently, it is considered that the proposal is unlikely to 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.

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.
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9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00599 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 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.
- 3 The car parking shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter.
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.
- 4 The development hereby permitted shall be carried out in accordance with the following approved plans:
Drg no. PL361.20-01 Location plan, existing and proposed floor plans
Drg no. PL361.20-02B Existing elevations plan
Drg no. PL361.20-03 Proposed elevations plan
Reason: - To ensure provision of a satisfactory development.