

Recommendation: **GRANT PERMISSION**

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

DM20 (Historic Assets)

AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.

Conservation Area: St Faiths

5 Statutory and Non Statutory Consultations

Conservation Officer

Original Comments

The loss of the existing garage structure would not be harmful to the property or conservation area, as is of a sub-standard design.

The proposal to extend the existing side extension forward makes sense, however the design as proposed has a distant lack of detailing which is at odds with the Edwardian character of the main dwelling. This emphasises the mass of plain brickwork from the top of the garage door to the roof. It is not clear from the application what the garage door will be consist of however, from the plans it appears that it would be a metal style up and over doors. Again, this is at odds with the prevailing character.

Looking at similar side elevation garages along the road, No. 16 includes a decorative lintel and the doors are a wooden shutter style painted back to match the fascia boards. No. 12 features a side extension of a lower ridge height, so the expanse of brickwork is less and this is also includes a decorative course above the garage door and wooden style garage doors.

I am of the view that the design could be much improved if more detailing were to be included such decorative fascia boards and different style doors which are more suited to the traditional Edwardian character of Grove Road.

Further Comments

The revised plans show the agent has fully taken onboard the concerns raised with the original design and has now included wooden gutter style garage doors, a header course of brickwork above the door and decorative fascia boards. As such, I have now have no objection to the application. Please could you include the following condition:

1. Brick and tile sample to be provided and agreed prior to above ground construction

Southern Water

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

We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link

<https://beta.southernwater.co.uk/infrastructure-charges>

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

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.

Hampshire Highways

The proposal is for the widening of an existing vehicular access. I confirm the Highway Authority have no objection subject to :-

Note to Applicant

Before undertaking any work which affects a public highway (including a public right of way) you must obtain specific written approval from the Director of Economy, Transport and Environment at Hampshire County Council and enter into or secure any necessary legal agreements or consents to enable the works on a public highway to proceed. It is an offence to carry out unauthorised works on a public highway. This requirement applies not only to the creation of new vehicle accesses involving excavation within a footway, verge or carriageway but also to the stopping of existing access(es) or other works on or to the public highway. For further information, please contact

highways.development.control@hants.gov.uk

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: 1

Statutory advertisement: 27/09/2019

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) Highways

- (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. In this

case however, the site is also located within the St Faiths Conservation Area.

The Council has a statutory duty under the Planning (Listed Buildings and Conservation areas) Act 1990 to properly assess the impact of development proposals on designated heritage assets. The designated heritage asset most significantly affected by the present proposals is St Faiths Conservation Area, both directly and its setting. The National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG) provide additional guidance on the interpretation. The current proposals primarily affect the St Faiths conservation area and its setting.

Any decisions relating to conservation areas (including their setting) must address the statutory

considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (see in

particular section 72) as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan. In basic terms new development needs to be informed by the characteristics that contribute to the character of the conservation area and be designed to at least preserve or preferably enhance these qualities.

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

- 7.3 The existing garage is currently sited next to the boundary wall with the neighbouring property, separate from the main property. This proposal would extend the existing rear/side extension forward and replace the garage with a new attached garage as part of the extension. The existing garage which sits on the boundary with the neighbouring property would be demolished. The depth of the combined garage and utility/dining room proposed to the rear would be approximately 12.5 metres, including the depth of the existing rear extension. There would be a height of 3.6 metres and a width of 3.7 metres and it would have a lean to style roof.

The Conservation Officer has advised that the proposal for replacement garage works would be an improvement to the character of both the property and the Conservation Area as the existing garage is of a sub-standard design. Despite this, adequate detailing is necessary in order to retain the traditional Edwardian character of the property and Grove Road, in particular regarding materials and the design of the garage door. These details have been provided in revised plans, which show the door would be constructed of timber, with brick edge detailing as well as a decorative timber fascia, painted white to match the existing building. The materials would also include red brick with concrete pillars to match existing. These works would be visible from the public realm as they would be taking place to the front elevation of the property, as well as to the side, however with the amended details the proposal would be considered to be complementary to the surrounding Conservation Area. The impact from the slightly wider parking area to the front and dropped kerb is considered to have an acceptable impact on the Conservation Area.

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 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and policies CS16, CS11 and DM8 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the St Faiths Conservation Area and would preserve the character.

(iii) Effect on neighbouring properties

- 7.4 The proposed development would bring in the garage off the boundary shared with no 18 to the West. There would be 2 additional rooflights proposed to the roofslope of this elevation as well as two ground floor windows. The existing doorway into the rear extension would be moved further towards the front of the property to provide access into the garage. There is a conservatory and side elevation window facing the proposed development site, separated by a brick boundary wall. These changes to fenestration are not deemed to have any significant impact upon no 18 as there are already two windows and one rooflight on this elevation on the proposed site. The additional windows would be small and would be located on the proposed garage Western elevation wall, these windows are not deemed to have any increased impact of overlooking on this neighbouring property.
- 7.5 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) Highways

This application includes the proposal to widen the existing vehicular access to the front of the property. The Highways Engineer has not objected to the proposed extension of the existing dropped kerb and it is not considered that this would be detrimental to highway safety. This proposal therefore accords with Policy DM13 of the Havant Borough Core Strategy 2011.

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/19/00897

(A) 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:

Existing floor plans 02
Existing elevations 03
Proposed dropped kerb 14 A

Existing Site/Location Plan 01A
Location plan and proposed site plan 04
Proposed plans and sections 12E
Amended proposed elevations 13B
Design and access statement received 13.09.2019
Heritage Statement JB Architecture

Reason: - To ensure provision of a satisfactory development.

- 3 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the extension have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of materials. Only the materials so approved shall be used, in accordance with the terms of such approval.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and policy DM20 of the Havant Borough Local Plan (Allocations) 2014 and the National Planning Policy Framework .