
Site Address:	4 Warfield Avenue, Waterlooville, PO7 7JJ		
Proposal:	Demolition of existing side extension; proposed two storey side extension to include roof alterations.		
Application No:	APP/19/01212	Expiry Date:	12/02/2020
Applicant:	Mr Akhtar		
Agent:	Mr Broggan	Case Officer:	Tina Pickup
	Finger Print Studios		
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to a detached dwelling located on the south-east side of Warfield Avenue, Waterlooville. It is the penultimate dwelling of similar design set in a tight linear row, before the corner with Stakes Hill Road. The application dwelling, number 4, is constructed of pale red brick with dark concrete tiles. It has an attached garage with sloping cat slide roof above linking to the main house. The original design of the dwelling is repeated in the row, with number 2 being a handed version set within a small corner plot. It is noted that number 6 has historically extended above the garage and lost its cat slide roof.

The site is slightly higher than the road and the land slopes up to the north-east, such that number 4 is slightly higher than number 2. Part of the frontage is hard surfaced to provide parking for 2 cars in front of the garage. Outside the application site are double yellow lines as the site is in close proximity to Waterloo primary school on the opposite side of the road.

To the rear the garage is only three quarter depth so there is a recessed area. There is an old broken 1.8m close boarded fence on the shared boundary with number 2. Due to the handed nature of number 2, the rear of their garage with non-habitable door sits closest to the application site, with any other windows having greater separation.

2 Planning History

None relevant

3 Proposal

Demolition of existing side extension; proposed two storey side extension to include roof alterations.

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)
CS17 (Concentration and Distribution of Development within the Urban Areas)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

None 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: 13

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
None 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

(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 proposed development would result in the loss of the side cat slide roof and replace it with a full depth and height two storey side extension. This would be bulkier in street scene terms and given the application dwelling is set slightly higher than

number 2, would be more dominant to number 2. However, due to the handed nature of number 2, the proposed two storey element would be adjacent the cat slide of number 2, and thus some skyline and space would be retained about the property. Number 6 has previously carried out a similar extension which is visually acceptable in street scene terms with a modest separation to number 4. The proposed development would have a similar separation to number 2 but improved setting by virtue of number 2's cat slide.

- 7.4 The character of this side of the road is relatively tight and it is considered that the proposed development would not materially harm this existing character. The design and appearance of the proposal is deemed appropriate in context to the main building and street scene 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

- 7.5 The proposed side elevation facing number 2 has been left blank and hence there would be no additional overlooking. The bulk and mass of this extension would be slightly more imposing to the occupiers of number 2 who have a very small rear garden, but the orientation is such that no additional overshadowing would result. Given that the mass of the extension would be adjacent number 2's garage and not any habitable room, then on balance it is considered that any overbearing impact on the neighbours amenity would be marginal and limited.
- 7.6 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

- 7.7 The proposal would result in a 4+ bedroom dwelling requiring 3 on site spaces. These are shown on the submitted plans on the frontage, and would be possible to achieve but with some ground levelling works. Since there are double yellow lines outside the site there would be no loss of on street parking from extending the dropped kerb.

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/19/01212

(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:

Design and Access Statement - 1093 Rev 01
Existing and Proposed Car Parking Spaces Drawing Number 102 Rev 3
Proposed Plans, Elevations & Location Plan Drawing Number 101 Rev 3

Reason: - To ensure provision of a satisfactory development.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

Design and Access Statement - 1093 Rev 01
Existing and Proposed Car Parking Spaces Drawing Number 102 Rev 3
Proposed Plans, Elevations & Location Plan Drawing Number 101 Rev 3

Reason: - To ensure provision of a satisfactory development.

- 4 The car parking, servicing and other vehicular access arrangements 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 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.