
Site Address:	44A London Road, Cowplain, Waterloooville, PO8 8EN		
Proposal:	Two storey side extension with hip to gable roof incorporating loft conversion with rear dormer, and single storey rear extension.		
Application No:	APP/19/00859	Expiry Date:	09/12/2019
Applicant:	Mr Ware		
Agent:	Mr C Flint	Case Officer:	Tina Pickup
	Chris Flint Associates Ltd		
Ward:	Cowplain		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to a semi detached two storey dwelling located on the eastern side of London Road, Cowplain. The pair of semi's are constructed of red brick with tile hung rounded bay windows, and the dwellings feature a band of cream painted render under the eaves line. The roof is fully hipped with grey slate and contrasting red ridge tiles. The dwelling has a single storey side extension, and a previous rear lean to style addition has recently been demolished. The rear garden is enclosed with new close boarded fencing. The pair of semis are set back from the road by about 16m and at a slightly higher level with hedged front boundary. There are mature trees, some of which are TPO'd, within the rear of adjacent properties.

Vehicular access to the site runs along the southern boundary and notably serves a business that is located to the rear of the site. The access drive is relatively narrow, running tightly between the side elevation of the single story addition and the hedged boundary of number 42A to the south. Due to the levels, the existing parking area in front of the house is set at a higher level than the drive, and maneuvering into and out of the spaces is difficult.

The surrounding area is predominantly characterised by residential dwellings, except the business, Prima Air Conditioning & Refrigeration Ltd, which operates from a building to the rear. The site is located on the main classified London Road, with a bus and cycle lane.

2 Planning History

01/52102/001 - Outline application for the construction of two detached bungalows with access from London Rd., WD,09/11/2001

3 Proposal

Two storey side extension with hip to gable roof incorporating loft conversion with rear dormer, and single storey rear extension.

During the course of determining this application amended plans have been submitted setting back and down the proposed side extension, providing a half hip and reducing the scale of the rear dormer. A detailed parking plan has also been provided.

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 necessary

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: 1

Comment	Officer Comment
Object to potential disruption during construction works from use of shared drive; Business requires 365 days/24hr access - normal working day 0800 to 1730 when constant access required, outside these hours need access for emergency call outs; access needs to be kept clear at all times and not used for parking, however temporary; Concerned that proposed building works, digging of foundations, any scaffolding, deliveries etc would interfere with access - suggest works and deliveries take place after 17.30 and at weekends, with any scaffolding spanning drive.	Noted - see section 7 below

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 and access

(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. The application was re-validated following the inclusion of the shared side access drive into the red line of the application site, with associated Certificate B and serving of Notice on the commercial business to the rear.

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

7.3 As originally submitted the proposed two storey side extension failed the Design Guide SPD in that it was not subservient and considered over dominant to the host dwelling. Accordingly amended plans have been submitted which provide a small recess back and step down from the ridge, as well as a half hip. This would make the extension visually more appropriate and subservient to the main dwelling and more respectful of the original hipped profile. The amendment has also reduced the scale of the rear dormer which is now less dominant in the rear roof slope. Due to the separation provided by the side drive, and the addition of the half hip, then the roof profile proposed by the side extension still retains a sense of space in street scene terms. Whilst it is acknowledged that the original pair of semis will become unbalanced, the character of the area is sufficiently mixed with no uniformity of design, and hence this is not considered visually harmful to the street scene.

7.4 Overall the design and appearance of the amended 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) and the Design Guide SPD. 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 rear dormer is not significantly larger than could be erected under permitted development and in this established residential area the additional impact from any overlooking is considered marginal and not harmful to neighbouring amenity. The relationship of the two storey side extension with Number 42A is separated by the drive but is open with no boundary screening. Number 42A has a couple of non habitable windows in its side elevation facing the application site, as well as an external chimney flue. The proposal includes 3 windows in its side elevation serving a wc, utility and landing - all 3 could be obscured glazed by condition to minimise any overlooking across the open drive.

7.6 In terms of impact on the rear commercial unit, once completed, there would be no adverse effect. Their concern relates to potential blocking of the shared access during

construction, which is considered below.

- 7.7 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).

(iv) Parking and access

- 7.8 The dwelling would become a 4 bedroom property and hence 3 on site parking spaces are required to meet the adopted Parking SPD. The site is on a classified road and hence it is important that vehicles can turn on site to leave in a forward gear. Given the level difficulties with gaining access to the frontage parking, a detailed parking plan has been submitted. This proposes extending and grading the land at the front to enable 3 spaces with sufficient distance to turn and manoeuvre, leaving the site in a forward gear. Some internal hedging would be lost to achieve this but a front grassed area would remain to visually soften the appearance of the site. The proposed layout would result in parking improvements to the site that are considered sufficient to meet the Parking SPD and improve highway safety.
- 7.9 In terms of the concern over 24/7 access for the rear business this is a private matter. The suggestion that works should take place overnight and at weekends is not something that would normally be encouraged as the associated noise and vibration nuisance could be harmful to neighbouring amenity and would conflict with the standard Working Hours Informative. It is understood that the side access is owned by the rear business and any blocking of the access would be a matter for them to enforce. Any practical issues with the construction of the site ie foundations, bricklaying and scaffolding will need to be carefully planned in negotiation with the rear business; the applicant has been advised of the issue and an Informative can be added to remind the applicant of the need to keep the side access clear at all times.

8 Conclusion

- 8.1 Overall the scale, siting and design of the amended 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/19/00859

(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:

Location and Block Plan; Proposed Plans and Elevation Drawing Number CFA
FULL 01 Rev 01
Parking Plan Drawing Number CFA FULL 01

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 All the windows in the side, south elevation of the extension hereby permitted, shall at all times be, and remain glazed entirely with obscure glass, the particular type of which glass shall provide a degree of obscuration no less obscure than that which is provided by Pilkington's Texture Glass Obscuration Level 4.

Reason: In the interests of the amenities of the occupiers of the adjacent dwelling and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The car parking, servicing and other vehicular access arrangements shown on the approved plans, including re-grading of land levels and retaining walls, to serve the development hereby permitted shall be implemented and 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.