

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Developer Services, Southern Water

Southern Water would have no objections to the above proposal.

Southern Water requires a formal application for any new connections to the public foul and surface water sewers 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 contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. 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>

It is the responsibility of the developer to make suitable provision for the disposal of surface water. Part H3 of the Building Regulations prioritises the means of surface water disposal in the order

- a Adequate soakaway or infiltration system
- b Water course
- c Where neither of the above is practicable sewer

Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

Officer comment: *An informative is recommended as per Southern Water's request. With regard to the discharge of surface water, given that this is an application for an extension to an existing dwelling, it is considered that this issue is a matter for the Building Regulations.*

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: 6

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) Highway implications and 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.

7.3 The proposal is for a single storey side and rear extension incorporating a the provision of an open side car port and would be visible from the public realm, although it is 4.5 metres from the highway. The scheme would result in a moderate increase to the footprint of the property, although it can be comfortably accommodated within the extent of the site and would maintain a sufficient amount of amenity land with a depth in excess of 10 metres as recommended in the Havant Borough Council Borough Design Guide.

7.4 The car port is set back 1.5 metres from the front elevation of the property with a depth of 5.1 metres. The single storey extension would be attached to the rear of the car port, with an infill side addition to a depth of 3.5 metres, extending beyond the rear elevation of the property by 5 metres. It would have a minimum width of approximately 1.05 metres increasing to 3.2 metres across the rear. The car port and extension would have a flat roof to a maximum height of 2.1 metres.

7.5 The car port would be built adjacent to the eastern boundary and there would be a distance of 1.4 metres to this boundary from the eastern elevation of the side and rear extension which have a combined depth of 8.5 metres. The rear extension would be set in 0.3 metres from the western boundary of the site.

7.6 The design and appearance of the extension 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). The existing street scene is mixed and it is considered the proposal would not have an adverse impact on the visual amenity of the area.

(iii) Effect on neighbouring properties

7.7 Due to the depth of the extension, there could be the perception of loss of light to the conservatory at the adjoining property at number 21 Brights Lane. A 45 degree angle test was subsequently carried out as recommended in the Havant Borough Council Borough Design Guide SPD, which verified the proposed extension falls outside the overshadowing zone of the ground floor windows at this property. Furthermore,

although the depth of the rear extension is 5 metres it is of a modest height and if built in isolation is 1 metre less than what could be built under the prior notification process. It is therefore considered a reasonable outlook would be retained from the closest neighbouring windows at this property. It is noted no objection was received from the occupier of this property.

- 7.8 There are two windows and a door in the eastern elevation of the extension which would be partially screened by the existing boundary treatment and the western elevation of the property at number 25 Brights Lane is 3 metres from this boundary. It is therefore judged any impact on this property would be negligible.
- 7.9 Whilst there is full height glazing in the northern elevation of the extension, the property to the rear is considered to be a sufficient distance away for any impact to be negligible.

(iv) Highway implications and parking

- 7.10 Whilst Brights Lane is not a classified road, there is currently no vehicular access to the site. Consequently an informative should be added advising the applicant that permission is also required from the Highways Authority for the associated works to the highway.
- 7.11 There is currently no off road parking at the site, and the proposal would result in a requirement for two on site parking spaces as recommended in the HBC Parking SPD (July 2016). Therefore a condition is recommended for the provision of two spaces which should be retained for parking at all times.
- 7.12 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).

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/19/00317 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 development shall not be brought into use until a minimum of 2 parking spaces have been provided within the curtilage of the site and thereafter all of those spaces kept available for such purposes.

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 2018.

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

Drg no BL23-DS 001 Location plan, existing floor and elevations plan

Drg no BL23-DS 008A Location and block plan, proposed floor, elevations and section plan

Drg no BL23-DS-009 Proposed east elevation plan

Reason: - To ensure provision of a satisfactory development.