

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

Highways Engineer

No adverse comment to the principle of development. However I would point out it will be difficult for cars, using the proposed garage, to turn on site within the area shown. The new dropped kerb shown on the plan is not required as an integral part of the development and I would suggest it best dealt with as a standard dropped kerb application.

[https://www.hants.gov.uk/transport/parking/dropped kerbs](https://www.hants.gov.uk/transport/parking/dropped%20kerbs)

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: 9

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) Highways and parking
- (v) Flood risk

(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 single storey side extension is set back and appropriately subservient to the front elevation. The separation to the shared side boundary would be reduced to 0.4m but the hipped roof helps to maintain a sense of space between this and the extension under construction at No 42. The rear extension would not be visible from the front except in oblique side views and with matching eaves line is considered appropriate to the host dwelling.
- 7.4 The detached rear garage is larger than other outbuildings in the rear of Wheatlands Avenue properties, but rear garage courts serving the flats and houses in Southwood Road to the south do back onto the site. Since a similar large footprint outbuilding could be constructed under Class E permitted development rights then the principle of the proposed garage is considered acceptable. It would also not be visible in street scene terms.
- 7.5 In this mixed architectural area the change to use of render is considered acceptable. Overall 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

- 7.6 The single storey extensions have a low eaves height and where closest to No 42 a hipped roof. There is a single window in the side of elevation of the new extension at No 42 and this as a second window to a bedroom. Given the existing dividing 1.8m close boarded fence it is considered the proposal would not result in any material additional loss of light or outlook to this window/room. To the east a separation is provided of both drives such that a side to side separation to No 46 of some 6m is considered sufficient to mitigate against any impact on the occupiers of No 46. The detached rear garage would have a height of some 4.3m but due to the long gardens and rear alley access to the garage court, this is not considered to have any adverse impact on the properties to the rear. The hipped roof would minimise any impact on No 42 and since the proposed structure lies to the east, then overshadowing to the rear garden of No 42 would be limited to early mornings.
- 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). It is noted no letters of objection were received with respect to the scheme.

(iv) Highways and parking

- 7.8 The plans show the provision of a second dropped kerb to create an "in and out" entrance, as well as a long side drive serving the rear garage. This new access and new hard surfaced driveway does not require planning permission (provided surfaced with porous materials). The proposal results in a two bedroom dwelling so 2 on site parking spaces are required. These can be adequately provided on site.

(v) Flood risk

- 7.9 The site lies wholly within flood zone 2 and partly within flood zone 3. The existing dwelling is set 600mm above ground level and the proposed extensions would match this level. This would meet the Environment Agency's standing advice which requires

minor extensions in such areas to have floor levels no lower than existing floor levels.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and street scene 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/18/01077 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:
Planning Statement
Flood Risk Assessment
Site and Block Plan Drawing No 180901/01
Plans as proposed Drawing No 180901/04
Elevations as proposed Drawing No 180901/05
Proposed double garage Drawing No 180901/06
Site layout as existing and proposed Drawing No 180901/07
Reason: - To ensure provision of a satisfactory development.
- 3 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.