
Site Address:	24 and 26 Lensyd Gardens, Waterloooville, PO8 9SJ		
Proposal:	Proposed two storey side extension (No. 26 Lensyd Gardens); single storey front extension to 24 and 26 Lensyd Gardens.		
Application No:	APP/18/01044	Expiry Date:	08/01/2019
Applicant:	Mr Tee		
Agent:	Mr White	Case Officer:	Tina Pickup
Ward:	Hart Plain		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to two properties, both 24 and 26 Lensyd Gardens which are a pair of semi detached dwellings located on the west side of the road, close to the head of the cul-de-sac. The cul-de-sac is characterised by identical 1960's style semis each with gable ends, attached flat roof garages which provide regular separation between dwellings, and dark red tile hanging beneath first floor windows and white cladding between first floor windows. The dwellings are all set well back from the highway with open plan front gardens and side drives serving each property. The land slopes slightly down to the south, with associated slight step in ridge lines between pairs of semis, but generally the cul-de-sac has a uniform character.

At the time of the site visit builders were on site constructing a permitted development single storey rear extension to No 26.

No 24 has an existing 2 storey side extension that includes an integral garage with lean to style roof above linking to a porch - this extension continues the main ridge height but adds a half hip to the roof. There are no other two storey side extensions within the cul-de-sac but No. 28 to the direct south has a recent planning permission for "Demolition of existing garage and construction of 2 storey side extension, with pitched roof porch, and cladding to front elevation" granted on 12 October 2017 (APP/17/00947 refers). It is noteworthy that the approved design includes a ridge height set slightly lower than the main ridge but no half hip, and extends right up to the shared boundary with No 26.

2 Planning History

Nos. 24 - 08/72874/000 - Demolish existing garage and outbuilding. Construct two storey side extension to north elevation. Permission 14 April 2008 - *now implemented*
Nos 26 - None

Nos. 28 - APP/17/00947 - Demolition of existing garage and construction of 2 storey side extension, with pitched roof porch, and cladding to front elevation. Permitted 12 October 2017 - *not yet implemented*

3 Proposal

Proposed two storey side extension (No. 26 Lensyd Gardens); single storey front extension to 24 and 26 Lensyd Gardens.

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

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: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
I fully support this application. I have NO objections to the plans submitted.	Noted

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 main issue in the determination of this application relates to the visual impact and potential "terracing effect" of the two storey side extension in street scene terms. The extant planning permission for a similar 2 storey side extension at No 28 directly to the south is such that it must be assumed that this development will go ahead. On this basis the proposal would infill the majority of the gap between No 28 and 26. The current application proposes a 2 storey side extension but retaining a gap of approximately 1m to the side boundary - this would result in a side to side separation of between 1.05m at the front, tapering to 0.725m. The proposed plans repeat the roof of No 24 ie the other half of the semi, and propose a full height ridge with half hip end. This would sit adjacent Nos 28 which was approved as a subservient lower ridge but without the half hip. Since No 28 is also slightly lower then the difference in ridge height would be more visually apparent.
- 7.4 Visually the proposed design would balance the pair of semi's ie Nos 26 would match the extension already done to Nos 24 which in street scene terms would provide a degree of harmony. The fact that the roof profile would differ between No 26 and 28 is compensated by the difference in levels and small gap. Overall there is no doubt that the gap and regular pattern of space between the dwellings would be reduced in street scene terms, but whether this is sufficient to justify a reason for refusal is marginal. It must be acknowledged that a precedent has been set for 2 storey side extensions within the cul-de-sac but this would be the first side by side. Furthermore, the property is set back approximately 10 metres from the highway and this frontage space and setting helps to reduce the visual prominence of the proposed development on the street scene. The proposed 1m gap to the side boundary would provide a valuable separation essential to preserve some limited sense of space between dwellings.
- 7.5 The proposal also includes a single storey front extension across both properties ie 24 & 26. This would continue the existing lean to style roof at Nos 24 across the whole frontage and provide a 1.2m deep infill front extension to both properties. Visually this will continue to balance the pair of semi's and due to the significant set back from the road, would not be overly prominent. Materials are proposed to match the existing.
- 7.6 On balance it is considered that the proposed two storey extension with 1m gap, would not be so visually harmful as to warrant a reason for refusal. The combination of the 1m gap, set back from the road and drop in ridge line between Nos 26 and Nos 28 would all mitigate against a harsh terracing effect. The design and appearance of the proposal is therefore deemed appropriate in context to the host pair of semis and street scene and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy).

(iii) Effect on neighbouring properties

- 7.7 The proposed side extension would sit alongside a similar form of extension at No 28 and has just a side door and small ground floor window serving a wc. The approved extension at No 28 also has a blank side elevation and hence it is considered that there will be no adverse impact between these two properties. In this established residential area the additional first floor windows would not lead to any additional overlooking or loss of privacy.

- 7.8 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, just a letter of support.

(iv) Parking

- 7.9 The proposal results in the existing 3 bed dwelling becoming a 5 bed dwelling. Accordingly to comply with the adopted Parking SPD 3 on site parking spaces are required. The proposed integral garage would not meet the minimum size requirements to provide a useable parking space and hence cannot contribute to the 3 spaces required. However, the front drive area is of adequate length and is shown widened to accommodate 3 spaces. On this basis the proposal meets the Parking SPD and policy DM13.

8 Conclusion

- 8.1 On balance, it is considered that the proposed 2 storey side extension would have limited and acceptable impact on the 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/18/01044, 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 Plans & Elevations including Location & Site Plan Drawing Number /001 Rev A

Proposed Plans & Elevations Drawing Number /002 Rev B

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 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.