

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)
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

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: 5

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
Further to my comments in support of the original application, we continue to fully support this planning application.	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) Impact upon residential amenity
- (iv) Highways and parking

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

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

The proposed works include visual changes to the front of the dwelling and the side of the dwelling through a change of materials - it is intended to render the whole dwelling except for the first floor front area which is to be boarded in cladco light grey cladding; and the roof is to be re-roofed with slate. The proposed extension would be of render and slate to match the proposed renovations.

The street scene is sufficiently mixed for the change in external material to be considered appropriate - the confirmed colours of white and light grey are sufficiently traditional to be considered visually acceptable.

It is also considered that the overall size, profile and design of the proposed single storey side extension is sufficiently related to the main dwelling and subservient in the street scene. Overall the design and appearance of the proposal 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). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Impact upon residential amenity

The footprint of the proposed development is the same as previously approved and similar to the existing garage. The proposed pitched roof above the side extension adds about 2m in height which would sit along the existing shared boundary line between the two dwellings. Comments have been made by No 23 who continue to support the proposal. It is considered that the proposed works should not cause a loss of light or any overlooking to No 23 - the unusual juxtaposition of No 23's extension and the proposal does not in fact result in any additional harm to either occupiers.

Consequently, it is considered that the proposal is unlikely to 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

The previous approved scheme retained a garage as a parking space. However this revised layout omits the garage for a study and therefore to meet the adopted Parking SPD 3 on site car parking spaces are required. An additional plan has been provided showing these on the frontage. It may be that the dropped kerb needs to be widened to achieve these and an Informative can be added to this effect. As a non-classified road there is no highway safety objection to the proposal and the site is sufficiently large to retain much of the landscaped frontage and hence the additional hard surfacing is also visually acceptable.

8 Conclusion

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/18/00325

(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:

1:1250 Location Plan
Proposed Elevations Dated mar 18
Proposed Layout Plan Dated mar 18
Proposed Section Drawing Dated mar 18
Proposed Site Layout and Parking Plan received 09/05/2018

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
- 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.