

Havant Borough Local Plan (Core Strategy) March 2011

CS16 (High Quality Design)

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: 7

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) 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 extension approved in 2006 was 5.5m wide and had a pitched roof of 4.8m high

that extended across to the side elevation of the house. As a result this roof was quite bulky. The current design is slightly narrower (5m at the front) and the roof sits independently creating a sense of space and retaining some skyline. This lighter weight design is considered a better design approach being less dominant to the street scene. The proposed materials would match the dwelling and include a slate roof with contrasting red ridge tiles. Being set back by 8m (the same as the existing garage) the structure is not overly dominant in the streetscene and also retains the frontage forecourt parking.

- 7.4 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) Effect on neighbouring properties

- 7.5 The proposed extension is approximately 3.7m deeper than the existing garage and would sit partly alongside the frontage garage of Nos 32 and partly alongside the properties side elevation. No 32 is a bungalow and set within 1.5m of this shared boundary, having its private amenity area on its southern side. Therefore, although the building to building separation would only be about 2.5m, this is not affecting any principal windows on No 32 and being single storey only the dividing fence provides adequate screening. The roof of the proposed garage, whilst higher, is hipped away from No 32 whose own garage will partly screen the development.
- 7.6 Consequently, it is considered that the proposal is unlikely to appear overbearing or lead to a loss of outlook 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) Parking

- 7.7 The proposal results in the loss of the existing garage but the forecourt area provides at least 2 on site parking spaces. This area will remain available for parking and since there are no additional bedrooms proposed there is no requirement to provide additional parking spaces specifically for this development. It is unknown how many bedrooms the property has and whether 2 or 3 on site parking spaces are required to comply with the Parking SPD. Since the site is in a sustainable location the loss of the garage space (which is probably used for storage and not the parking of vehicles anyway) is not considered material to the overall parking on site.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and streetscene 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/17/00502

(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:

Proposed Plans and Elevations Drawing No. 17.076.MF.101 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.