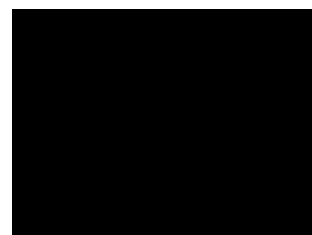


The Planning Service
Public service Plaza
Civic Centre Road
Havant



18th March 2022

Dear Mr Christie

Re: Planning Application: APP/22/00114

Site Address: 13 Langstone Road, Langstone Hampshire PO9 1RA

Proposal: Re-position of previously approved coach house building 2m further into garden.
(Retrospective)

We have received your letter dated 24th February 2022, notifying us of the above planning application.

Accordingly, we hereby formally provide our objection grounds for the following reasons for your review and consideration within your decision: -

Appendices 'A', 'B' and 'C' are attached for reference.

Reason 1 – Breach of 45 Degree Rule

The “previously approved” planning was granted under App/18/01203 dated 23rd January 2019. and was on the very limit of the 45 Degree rule and therefore in exact compliance.

The current proposal, is in breach of the 45 Degree rule, by approximately 3.6m. This represents a breach by 40% of the total length of the coach.

This consequently brings in to view a much larger area of the northern elevation from both the east facing lounge and 1st floor main bedroom windows and both the south facing dining room and kitchen windows of No. 11a, inter alia, as detailed below.

Appendix 'B' & Appendix 'C' respectively illustrate on plan the previous compliant 45 Degree sightline and the proposed breach of the 45 Degree sightline as marked in blue, taken from the midpoint of the east facing lounge and 1st floor main bedroom of No. 11a .

For this reason, we strongly object to this Application.

Reason 2 – Exacerbated Loss of Light and overbearing Impact and overshadowing

The “previously approved” planning was granted under App/18/01203 dated 23rd January 2019.

Appendix ‘A’, Officer Reports document dated 23rd January 2019 issued by Karen Wooden section 7 - **Planning Considerations**, item 7.7 specifically refers to the garage / coach house. Page 3, Lines 7 and 8 highlighted in green, states *“The separation gap between the new garage and No. 11a will be approximately 2m”* and page 3, lines 8, 9, 10 and 11 highlighted in pink, also states *“The boundary treatment between No’s 11a and 13 is fencing and mature natural screening and it is therefore not considered that the garage would cause a significant loss of light or have any overbearing impact on the occupiers of this neighbouring property”*.

The current proposal, as now shown and using the scale on the drawing, actually proposes re-positioning the coach house some 3m or so (not 2m as stated in the Application) eastwards further into the garden of No 13. and consequently a further 3m within the sight line of No. 11a. This would therefore significantly increase the loss of light and overbearing impact to No. 11a.

The loss of light and overbearing impact to No. 11a has, in fact, since been significantly exacerbated by removal of the same *“mature natural screening”* within No. 13 referred to within the Officers Reports document dated 23rd January 2019. This high level mature natural screening was always maintained at around 6m high and was in part, first removed by No 13. in the Spring of 2019 to the extent of the eastern elevation of the previously approved new coach house. The high level mature natural screening as of the Autumn 2021 was completely removed beyond the eastern elevation of the proposed re-positioned coach house. As of now there is no longer any high level mature natural screening between No. 11a and No. 13 from the rear of No. 11a to approximately 10m to the east.

In summary, this Application seriously further impacts the loss of light and would now be especially overbearing since the construction of the north elevation measures overall 8.8m wide by 6.6m high, all of which is now proposed to be built from a starting point from the south east corner of the rear elevation of No. 11a.

Appendix ‘B’ & Appendix ‘C’ respectively illustrate on plan the previous area of the northern elevation of the coach house visible from No. 11A dining room and the proposed area of the northern elevation of the coach house visible from No. 11A dining room as marked in red.

For this reason, we strongly object to this Application.

Reason 3 – Overlooking resulting in loss of privacy, loss of enjoyment, overshadowing and negative amenity

By repositioning the coach house 3m east, this would provide an approximate 3m wide open gap between the south east corner of No. 11a and the north west corner of the coach house, giving a view into the back garden of No. 11a immediately adjacent to the rear of the house / patio and also into No. 11a’s south facing low level dining room window. Similarly, the same approximate 3m wide open gap will provide a view into the back garden of No. 13 immediately adjacent to the rear of the house and whole of the rear of the house and all its windows.

We would again refer to the previous planning granted under App/18/01203 dated 23rd January 2019, Appendix ‘A’, Officer Reports document dated 23rd January 2019 issued by Karen Wooden section 7 - **Planning Considerations**, item 7.7 specifically refers to the garage / coach house. Page 3, Lines 5, 6 and 7 highlighted in orange, which states *“The submitted plans show no windows or other openings are to be inserted into the northern elevation and therefore will not result in any overlooking or loss of privacy to 11a”*

Therefore, the proposed re-positioning and falls foul of that consideration.

Appendix 'B' & Appendix 'C' respectively illustrate on plan the previous no gap / view and the proposed extent of the gap / view as marked in green and the south facing widows marked in black on both appendices.

For this reason, we would also strongly object to this Application.

Reason 4 – Exacerbated potential for noise nuisance

By repositioning the coach 3m further east, this will consequently bring the audible activities of any works / actions being carried out within the garage / coach house 3m closer to the patio seating area of No. 11a. This issue has also been further exacerbated by the removal of the mature natural screening and far beyond the eastern extent of the coach house footprint, as also referred in Reason 1 above.

Statement of Fact

The Officer Reports document dated 23rd January 2019 issued by Karen Wooden section 7 - **Planning Considerations**, item 7.7, specifically considers and addresses all 4 reasons for our objection to this Application. It is without question that these Planning Considerations were significant in the affirmative decision process and therefore the very same, but updated and prevailing consideration must be maintained for any future Application.

Future Application / Planning Approval / Consideration

We would propose the following conditions are considered to be imposed for any future Application/ Development / Building of a coach house in this vicinity: -

- The coach house is to be positioned to extend no further east than 4m beyond the south eastern corner of No. 11a house, in accordance with the 45 Degree rule.
- The coach house provides a minimum separation gap of 2m from the boundary with No. 11A, to reduce shadowing, loss of light and overbearing impact.
- The construction materials and workmanship are to be of high quality to match existing red clay brickwork and red clay roof tiles.
- Guttering is to be black quality material of sufficient size and capacity to accommodate heavy rainfall, without overshooting over the No. 11a boundary.
- That there is no gap at all providing any sight line whatsoever between No. 11a and No. 13 gardens adjacent to the rear of the respective houses.
- There is no rainwater down pipes or stack / ventilation pipes located externally to either north or east elevation of the coach house.
- The timber / rendered beam at approximately 2.6m height on the northern elevation should be replaced with traditional red brickwork to match, to avoid unsightly future deterioration of either organic or painted material.
- Mature high level natural screening is replanted to reinstate the previous screening
- Consideration be given to reasonably reduce the height and length of coach house to mitigate the detrimental impact to No. 11a.
- The coach house is not to be used for commercial purposes whatsoever.
- The coach house can only be used for storage of cars, light noise car / household repairs, general household storage and quiet games.

- The coach house is not to be used for band practice, parties or any other activities that could provide potential for noise nuisance.
- The party wall space between the boundary of No 11a. and the north elevation of the coach house cannot be used for the storage of anything high level i.e. in excess of 1.2m
- The party wall space between the boundary of No 11a. and the north elevation of the coach house cannot be used for the storage refuse, refuse bins or any other organic matter, that may cause unpleasant aromas.

No 11a. Concluding Statements

- At no time were we given the opportunity to review, discuss or consider either the original App/18/01203 or this subsequent retrospective application App/22/00114 prior to either applications being formally submitted. We were first made of both applications upon receipt of the notification letters from HBC.
- The Officer Reports document dated 23rd January 2019 issued by Karen Wooden section 7 - **Planning Considerations**, item 7.7 specifically referring to the garage / coach house, satisfactorily addressed and clearly explained the decision consideration with respect to potential adverse effect to No. 11a. In full cognisance, agreement, acceptance and support of the HBC consideration and decision process, we offered no objection to the original App/18/01203.
- The excavation and pouring of the foundations for the coach house occurred around mid-December 2021. We were not advised, contacted, consulted or served notice that these excavations, being carried out very close to our own foundations and certainly within 6m were to be commenced.
- Had we been made aware, we would have noticed that intended excavation was in breach of the approved location and subsequent discussion could, would and should have taken place then, thereby avoiding any unnecessary and abortive cost.
- We are unable to verify the exact location and dimensions of the excavation and foundations we therefore respectfully ask that HBC carry out the requisite verification in order to establish if any of the works carried out prior to the 23rd January 2022 are in compliance with approved planning application APP/18/01203.

Should wish to discuss any of the above and / or appendices or require any further information or explanation, or indeed any other matters, please to not hesitate to contact us.

Yours sincerely



APPENDIX 'A'

Site Address: 13 Langstone Road, Havant, PO9 1RA
Proposal: Two storey side extension to South elevation to provide additional bedroom at first floor level and lounge and office on ground floor level. Demolition of existing garage and erection of replacement coach house.
Application No: APP/18/01203 Expiry Date: 28/01/2019
Applicant: Mr & Mrs Graham
Agent: Mr Nunn Case Officer: Karen Wooden
 VRR Design
Ward: St Faiths
Site Visit Date: 07/01/2019

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site is a spacious two storey house with brick and render elevations, set within a generous sized plot. The front and side (north) of the house has been hardsurfaced to provide curtilage parking for several vehicles, and access to a detached garage. The front boundary is defined by a brick wall with hedgerow behind.
- 1.2 The house is located on the eastern side of Langstone Road, which is residential in nature. The properties within close proximity to the site are large detached houses which vary in style and design.

2 Planning History

- 2.1 No relevant planning history.

3 Proposal

Two storey side extension to South elevation to provide additional bedroom at first floor level and lounge and office on ground floor level. Demolition of existing garage and erection of replacement coach house.

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)
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

- 5.1 No consultees required for this application.

Appendix 'A'

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

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) CIL Liability

(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 proposals will be visible from the public domain, however the current streetscene is diverse, with the immediate neighbouring properties being larger than the application site and of a differing design. Furthermore the design of both the side extension and the garage are considered to be acceptable and sympathetic to the main dwellinghouse.

7.4 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 Due to the locations of the proposals it is not considered that the works would have a significant impact on the occupiers of the properties to the east or west.

7.6 The proposed two storey extension is to be sited on the southern elevation of the host dwelling. The submitted plans show four windows are to be inserted in the first floor of this elevation. An amended plan has been submitted to show these windows are to be obscurely glazed and it is recommended that this is conditioned should permission be granted. This will protect the privacy of the occupiers of No. 15. The proposed side extension will be set in excess of 10m from the neighbouring property to the south and will therefore have no impact in terms of light or overbearing.

7.7 The proposal includes the removal of the existing garage and replacement with a coach house style garage which will be one and a half storeys, allowing for storage/games room above. The garage is to be constructed using red stock brickwork with exposed

APPENDIX 'A'

timber truss and white render to ensure, to match the appearance of the host dwelling. The submitted plans show no windows or other openings are to be inserted into the northern elevation and therefore will not result in any overlooking or loss of privacy to No. 11a. The separation gap between the new garage and No. 11a will be approximately 2m. The boundary treatment between No's 11a and 13 is fencing and mature natural screening and it is therefore not considered that the garage would cause a significant loss of light or have any overbearing impact on the occupiers of this neighbouring property. It is recommended that a condition be attached ensuring the use of this is to be incidental to the main dwelling should permission be granted.

- 7.8 The application is liable to pay the Community Infrastructure Levy as the proposed extension would be in excess of 100 metres squared and the relevant forms have been completed by the applicant. The applicants have applied for self-build relief from this payment and have completed the necessary forms that will ensure exemption from the CIL payment.
- 7.9 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.

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:

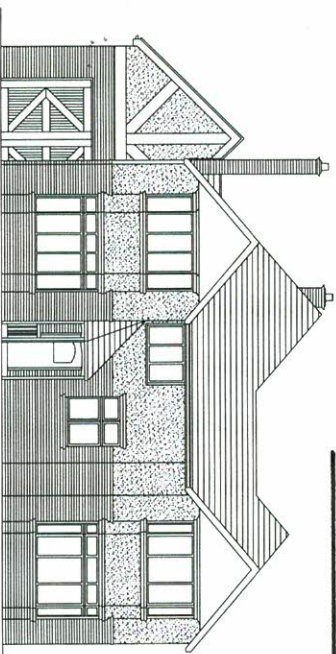
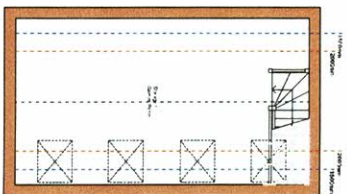
That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/01203 subject to the following conditions

- 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:
Design and access statement - received 22.11.18
Site location plan - 1005-PD100
Existing plans and elevations - 1005-PD101
Amended proposed plans and elevations - 1005-PD102 (rev B)
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.

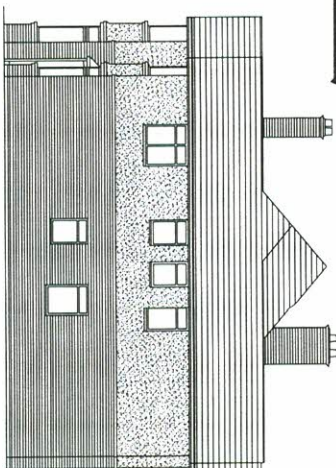
APPENDIX 'A'

- 4 Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order 2015, prior to first occupation of the two storey extension hereby permitted the windows in the first floor on the southern elevation facing no. 15 Langstone Road shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 4 of the Pilkington Texture Glass scale (or equivalent) and retained as such thereafter.
Reason: In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 5 The coach house style garage hereby permitted shall be occupied solely for purposes incidental to the occupation and enjoyment of the existing dwelling and shall not be used as a separate unit of accommodation.
Reason: The unit of accommodation is not a satisfactory position to be occupied separately from the main dwelling and having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

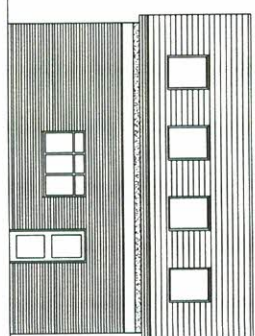
Appendix B



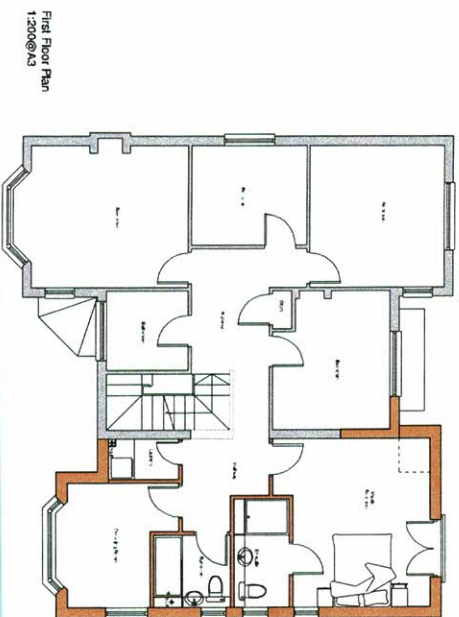
West Elevation (Front)
1:200@A3



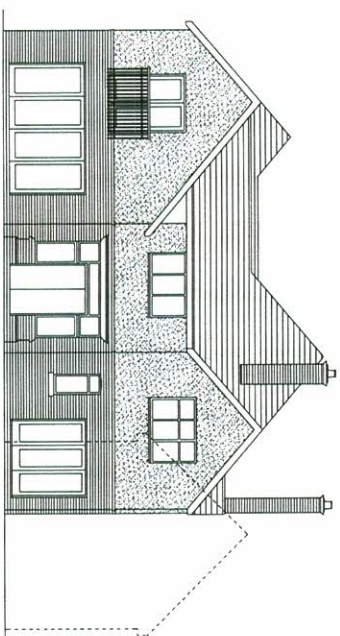
North Elevation (Side)
1:200@A3



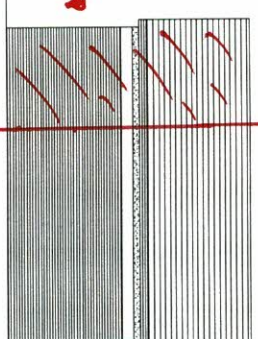
Approved Planning
Application APP/A8/01203



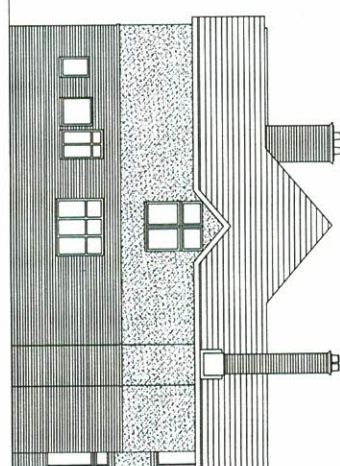
First Floor Plan
1:200@A3



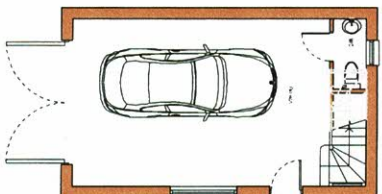
East Elevation (Rear)
1:200@A3



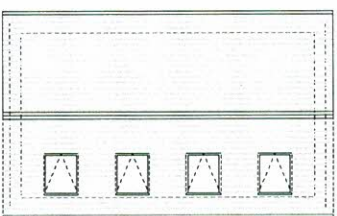
South Elevation (Side)
1:200@A3



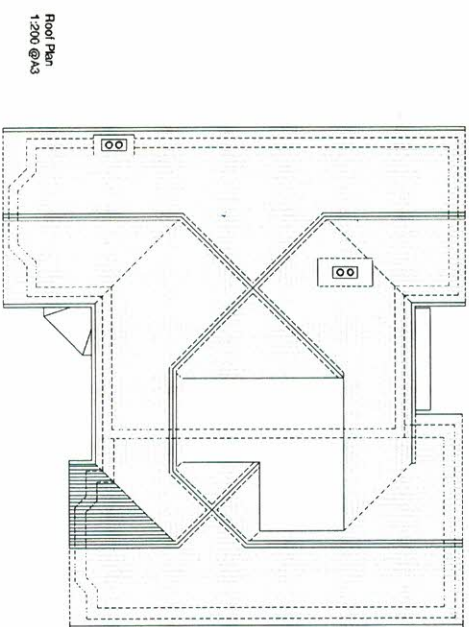
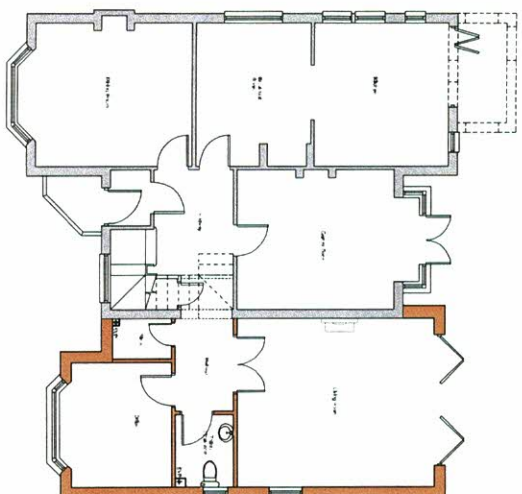
11A SOUTH ELEVATION
WINDOWS MARKED IN
BLACK



Ground Floor Plan
1:200@A3



Roof Plan
1:200@A3



AREA
VISIBLE FROM
11A LOW LEVEL
DINING ROOM
WINDOW
MARKED IN RED

450 SIGHT LINE
MARKED IN BLUE
NO GAP/VIEW
MARKED IN GREEN

A Room names added

22.11.18

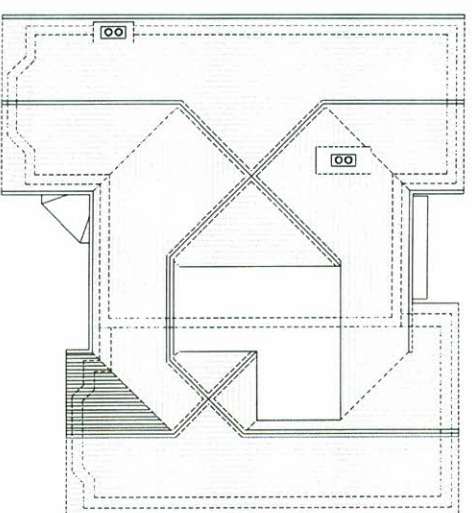
PLANNING



project	13 Langstone Road
location	Havant
client	PO9 TRA
detail	Proposed Plans & Elevations
date	Nov 2018
status	Planning
as scale	as scale
as indicated	1005-PD102
rev	A

This technical cross-section drawing illustrates the construction of a building facade. From left to right, the layers are: a thick vertical section with horizontal hatching, likely representing insulation or a structural wall; a thin vertical section with a stippled pattern, possibly a vapor barrier or another insulation layer; and a thick vertical section with vertical hatching, representing the main structural wall. On the far left, there are details of window frames and sills. On the far right, a sloped roof section with diagonal hatching is shown, along with a horizontal section of a wall or foundation with vertical hatching. The drawing uses different hatching patterns to distinguish between various materials and components.

A line drawing of a building facade with a gabled roof. The left side of the facade features a large window with a grid pattern, a smaller window with a grid pattern, and a small square window. The central section has a large window with a grid pattern. The right side of the facade has a gabled roof with a chimney on the right side. The drawing uses different textures to represent different materials: horizontal lines for the main wall, a stippled pattern for the central section, and vertical lines for the roof and chimney.

[illegible]

Ground Floor Plan
1:100 @ A1

11A SOUTH ELEVATION
WINDOWS MARKED IN BLACK
45° SIGHT LINE MARKED
IN BLUE

Proposed Site Layout
& Block Plan
1:200@A1



project 13 Langstone Road

Havant
PO9 1RA

detail
As Built Plans & Elevations

date	status
Nov 2018	Planning

a1 scale	a3 scale	job no.
As indicated		1005-PD103