

The existing garage to the rear would be demolished and a new workshop measuring 3m wide x 11.22m long with pitched roof located close to the eastern boundary. It is also proposed to relocate the vehicular access point further west and erect a double car port within the frontage area, against the eastern boundary, together with a new 1.5m front brick wall to the roadside. As originally submitted the car port measured 8.4m wide by 5.5m deep having an eaves of 2.1m and ridge of 4.315m. Amended plans have been submitted reducing the ridge to 3.5m high and siting slightly further away from the roadside boundary.

4 Policy Considerations

National Planning Policy Framework

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)

Borough Design Guide SPD 2011

and Residential Parking and Cycle Provision SPD 2010

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

FAO Mr P Marshall, Development Engineer - no adverse comment

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

Summary:

Comment:

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) Impact on the character and appearance 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 provided that the development is in accordance with the Development Plan and all other material planning considerations.

(ii) Impact on the character and appearance of the area

The proposed renovations include the use of contemporary materials i.e. the use of slate grey aluminium windows, render with mineral cladding to the dormers. However this visual change to the external appearance of the dwelling, including the loss of the feature chimney, would not be inappropriate to the character of the wider seafront area which includes some contemporary designs. The overall scale and mass of the dwelling to the front would be relatively similar to the existing in street scene terms. Accordingly the proposed design is considered compliant with Policy CS16 clause 1.c)

The application proposes a detached, pitched roof car port / store building in the frontage area against the eastern boundary, in effect back to back with the electricity sub station. Due to its location forward of the building line this would be visible from within the streetscene and above the fencing surrounding the sub station. However, there are other properties along Victoria Avenue which have garage buildings forward of the building line including No. 29 on the opposite side of the street, so this characteristic is already established. These other examples have generally successfully screened the front garages with dense shrubbery to the roadside. Since the application was submitted, amended plans have been submitted for the car port. The changes include a reduction in height and slight resiting further into the plot which would allow for greater screening landscaping. It is noteworthy that a similar carport has previously been permitted under APP/15/00724, but on the western boundary. Overall it is considered that with adequate screen planting, the proposed car port would not detract from the character and visual amenity of the streetscene.

As part of the proposal a 1.5m high front boundary wall is also proposed. This includes regular pillars and would be similar to others in the street scene. There is no objection to the height or visual appearance of the wall.

(iii) Impact upon residential amenity

The rear extensions would only be 0.6m deeper than the existing rear extension and would remain approximately in line with the rear elevation of No 30. The first floor element is set away from No 30 and the replacement single storey extension on this elevation would have a very similar impact to existing. No first floor windows are proposed in the west elevation facing No 30 and in fact the existing first floor windows in the gable end are to be removed. A ground floor bay window is proposed but there is adequate screening between the 2 sites for this to have no detrimental effect on the amenity of the occupiers of No 30.

The added bulk of the proposed first floor extension would face 24 Alexandra Avenue

but would be separated by the proposed workshop. This inturn would sit adjacent the classroom extension and the architect has confirmed that there is sufficient distance between the 2 structures for them to sit side by side. Again there are no proposed first floor side windows and one existing window in the side gable is to be removed and the other would serve a bathroom and be obscure glazed. Therefore the impact on 24 Alexandra Avenue would be minimal - the separation and orientation would not lead to any significant overshadowing or overbearing effect.

The proposed first floor rear addition includes a large glass area within the gable end. This however is not a balcony or juliete style opening. The rear garden is over 25m in length which is considered sufficient distance to prevent unacceptable overlooking to the garden of No 26 Alexandra Avenue which abuts the rear of the site. Side views would also be acceptable as No 24 Alexandra Avenue has the classroom outbuildings buffering potential views and No 30 already has a privacy screen and dense shrubbery on the boundary. Accordingly, in this situation the glass gable end is considered acceptable and would not lead to a material loss of privacy by neighbours.

The car port at the front of the plot would be located adjacent to the electricity substation which is intervening land - as a result the proposed car port would have no impact on the occupiers of No 24 Alexandra Avenue.

(iv) Highways and parking _

The proposed dwelling would have 4no. bedrooms and therefore require three on site parking spaces to accord with the Council's adopted parking standards. This can easily be accommodated on the site and as such, the proposal accords with Policy DM13 of the Local Plan.

8 **Conclusion**

The proposed extensions and alterations are considered to be acceptable and complaint with relevant policy, and as such the application is recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00306

(A)

(B) 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 Compulsary Purchase Act 2004.

- 2 The external materials used shall match, in type, colour and texture, those of

the existing building so far as practicable, or shall be as detailed in the submission documents unless otherwise agreed in writing with the Local Planning Authority.

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.

- 3 The landscaping works shown on the approved site plan Drawing No 1449-425 revE shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the development hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure the appearance of the development is satisfactory 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.

- 5 The workshop hereby permitted shall be occupied solely for purposes incidental to the occupation and enjoyment of the existing dwelling and shall not be used for any business use.

Reason: The location of the site is unsuitable for the workshop to be used for a business activity, having due regard to policy CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location & Block Plan Drawing No 1449 -101 rev O
Existing Site Plan Drawing No 1449 -225 rev A
Proposed Site Plan Drawing No 1449 -425 rev E
Existing Elevations Drawing No 1449 - 325 rev O
Survey Plans Drawing No 1449 - 226 rev O
Proposed Elevations Drawing No 1449 - 525 rev C
Proposed Plans Drawing No 1449 - 426 rev C
Roof Plans Drawing No 1449 - 427 rev O
Proposed Wall Elevations Drawing No 1449 - 526 rev B
Proposed Car Port Drawing No 1449 - 429 rev B
Proposed Workshop Drawing No 1449 - 428 rev O

Reason: - To ensure provision of a satisfactory development.