
Site Address: 13 St Thomas Avenue, Hayling Island, PO11 0ET
Proposal: Two storey side and rear extension (removal of existing detached garage), two storey front extension to incorporate single storey porch canopy and canopy in front of new integral garage, single story rear extension and revised driveway.
Application Type: Full Planning Permission
Application No: APP/22/00394 Expiry Date: 21/07/2022
Applicant: Mr A Wood & Miss A Bow
Wood
Agent: Mr M Farrer Case Officer: Tina Pickup
MF Designs Ltd
Ward: Hayling West

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site relates to a detached two storey dwelling located on the south side of St Thomas Avenue, on a bend /curve in the road. It is a 1960's style gable fronted property, constructed of buff brick with inset timber panels on the ground floor front elevation, beneath a concrete tiled roof. The site has a detached gable fronted double garage to its west, which is quite high, with accommodation above. This garage has green tile hanging and is set up to the side, western boundary. Behind the garage is a large shed, also close to the shared boundary. The dwelling and garage are set back from the road with a drive which can accommodate 2 cars; the front boundary comprises a low wall.
- 1.2 To the rear the dwelling is rendered at first floor and has a half width lean-to conservatory. The large garden (some 28m in length) is flat and bounded by close boarded fencing. The site has a tapered plot such that the eastern boundary is angled and the garden gets wider to the rear.
- 1.3 St Thomas Avenue is characterised by a mix of dwelling styles, that vary in height and design, with a mix of traditional materials. The dwellings are generally set back on a roughly linear siting with front gardens and separation between such that the area feels verdant and spacious. Number 11 to the east is also set on the bend in the road such that the dwelling is set at a slight angle to the application dwelling with a wedged separation between. This plot is a chalet style dwelling with integral garage and has a side dormer facing the application site. Number 15 to the west is set closer to the shared boundary and has a forward two storey gable linked to a chalet bungalow style. In terms of height, the existing garage at the application site is higher than the dwelling at number 15.
- 1.5 The area is flat and lies outside any current flood zone.

2 Planning History

HWU 04770/3 - the erection of house on new estate off Staunton Avenue - permitted 21/04/1958

HWU 04770/4 - the erection of double garage on plot 46 - permitted 09/06/1958

No planning history since

3 Proposal

Two storey side and rear extension (removal of existing detached garage), two storey front extension to incorporate single storey porch canopy and canopy in front of new integral garage, single story rear extension and revised driveway.

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)

AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan Post Examination Version 2020

[n/a](#)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Community Infrastructure

CIL Liable as the proposed extension is more than 100 sqm:

<http://www.havant.gov.uk/community-infrastructure-levy-charging-schedule>.

The applicant has submitted a claim for extension relief.

Southern Water

Formal application required for any new connection to the public foul sewer;

Surface water discharge should follow Building Regs hierarchy and encourage consideration of re-use;

Any sewer found during construction works should be investigated to ascertain ownership before works commence.

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: 12

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
<u>Original letters sent were not received:</u>	
Why were we not informed by the council that this application had been received? Neither was there a notice in the nearby street. We have received notification about other applications from nearby roads, but this one is NEXT DOOR?	author contacted and likely postal issue, agreed letters could be re-sent
Letters were re-sent and no objections were 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
- (v) CIL

(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 proposal would result in a significant enlargement and complete reconfiguration and modernisation of the external appearance of the dwelling, with two storey rear and side extension in lieu of the demolished garage, with lower profiled, fully hipped, roof above. A central two storey gable feature is proposed with full height glazing serving a void landing, with canopy above the porch and integral garage. Materials would be a mix of cream colour render with some feature timber cladding, with grey aluminium windows and grey concrete roof tiles.

- 7.4 The property would not increase in height, the new ridge matches the existing ridge, and the eaves line remains. In overall scale, the modernised dwelling would remain appropriate to the mixed street scene. The side separations are improved, which is appropriate to the context of the site and spacious character of the area. The more modern materials are not inappropriate to the area where there is a mix of render, brick etc.
- 7.5 The site is fairly prominent within the street scene, being on the bend, and the existing dwelling with high garage has a somewhat incongruous relationship and visual appearance. It is considered that the removal of the garage and simplification to one large dwelling with central design emphasis will represent a visual improvement in street scene terms. Therefore, the proposal would not result in an adverse impact on the visual amenity of the locality, and is considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy).

(iii) Effect on neighbouring properties

- 7.6 A 'wrap-a-round' two storey addition is proposed which would be approximately 3.6m deep and 5.8m wide. However the existing high garage, and shed, which is constructed hard up to the western shared boundary, would both first be demolished and the proposed side extension would have a separation of 1.25m to the western boundary. This would provide greater separation and relief to number 15.
- 7.7 The existing garage is some 6.6m deep, with shed behind, and the proposed two storey extension would be approximately 12m deep, with eaves line to match the existing dwelling. As a result the proposal would extend beyond the rear corner of number 15 by about 2.5m. However it is considered that the additional mass and bulk is mitigated by the increased separation and the orientation, which would only result in some early morning overshadowing. The proposed shallow pitched roof is such that the relative height compared to the ridge of the existing garage is the same. The two storey element meets the 45 degree code guide within the Borough Design Guide SPD.
- 7.8 There is also an additional single storey element proposed, which would have a further depth of 2.5m. This would have a flat sedum roof and be 3.3m high. This would marginally breach the 45 degree code, but given the separation, orientation and intervening boundary fence, the harm to neighbouring amenity would be minimal. There would be one first floor side window in this east elevation serving a shower room and the plans indicate it to be obscure glazed and non-opening below 1.7 above ffl.
- 7.9 On the east side the footprint of the existing dwelling would largely remain, with existing separations, although the property would become 3.6m deeper at first floor and 0.9m deeper at ground floor. The apparent height would be reduced due to the change from steeply pitched to shallow roof. Number 11 has its single storey attached garage closest to the shared boundary, with rear flat roofed infill extension which has solar panels on it. It has a first floor dormer window in the main roof slope facing the existing side elevation of number 13. The proposed two storey extension would not alter the relationship and outlook from this dormer window.

- 7.10 Due to the tapered siting to number 11 with wedged separation, the proposal with shallower roof pitch, would be unlikely to result in any additional overshadowing or overbearing effect to this property. One additional first floor side window is proposed in this elevation facing number 11, which would serve an en suite and is shown on the plans as obscure glazed and non-opening below 1.7 above ffl.
- 7.11 Overall, 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.

(iv) Parking

- 7.12 The dwelling would become a 5 bedroomed house requiring 3 on site parking spaces to meet the Parking SPD. The submitted plans indicate the hard surfacing on the site frontage would be extended to readily accommodate 3 cars without needing to rely on the proposed integral garage. Therefore it is not necessary to condition that the garage is retained solely for the parking of cars in the future.

(v) CIL

- 7.13 The proposed extensions, after demolition of existing garage with first floor room, shed and conservatory, amount to more than 100sqm and are therefore are CIL liable. Self Build Exemption has been claimed. The precise floor space figures are subject to confirmation and the Draft Liability Notice can be issued post decision.

8 Conclusion

- 8.1 Whilst the proposals are significant and would result in a completely refurbished dwelling, nevertheless the scale, siting and design of the proposal would have limited and acceptable impact on both the street scene and 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/22/00394 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:

Location and Block Plan Drawing Number 3289 P_03
Proposed Plans Drawing Number 3289 P_01
Proposed Elevations Drawing Number 3289 P_02

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 extensions 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 Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order 2015, prior to first occupation of the extensions hereby permitted, the first floor windows in both the east west side elevations 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.