
Site Address:	32 Langstone Road, Havant, PO9 1RF		
Proposal:	Single storey pitched roof rear extension, 2 storey front extension, first floor rear extension; new double garage and retention of existing outbuilding.(revision to APP/20/00767).		
Application No:	APP/21/01025	Expiry Date:	03/11/2021
Applicant:	Mr Nicholas	Case Officer:	Tina Pickup
Agent:			
Ward:	St Faiths		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site relates to the northern most dwelling on the western side of Langstone Road set in a triangular plot. Mill Lane Conservation Area abuts the western and northern boundaries of the site and directly opposite, on the eastern side of Langstone Road, is Langstone Conservation Area. A public footpath runs along the northern boundary, beyond which is a copse of trees, changing the character from residential to a gap in built up development with mature vegetation at the roadside.
- 1.2 The existing dwelling on the site was previously known as Langstone Dairy Farm and dates from 1880. It comprises a traditional red brick two storey dwelling having a double gabled slate roof. It has a flat roof rear extension and is sited close to the northern boundary of the site, and set back some 15m from the highway. This siting does not follow the more linear layout of the other properties on the west side of Langstone Road, which include substantial Edwardian styled villas.
- 1.3 Vehicular access is taken off the eastern corner of the site, adjacent the side drive of number 34. A low key prefabricated single garage was previously located close to the shared boundary, but now dismantled. The remainder of the northern boundary comprises evergreen hedging. The outbuilding the subject of this application has already been erected on site, located within the south-western corner of the site.
- 1.4 The site is relatively level and largely laid to lawn. The site falls within flood zone 3. Chichester Harbour AONB abuts the eastern side of Langstone Road whilst Langstone Harbour lies to the west.

2 Planning History

07/71241/000 - Outline planning application for construction of single 4 bedroom detached house and garage. , REF,19/03/2007
APP/11/01345 - Demolition of existing 4 bed detached house and single detached garage. Construction of replacement 4 bed detached house and detached double garage., PERM,06/10/2011
APP/15/00888 - Application for Lawful Development Certificate to confirm use as a dwellinghouse., PERM,14/09/2015
APP/20/00767 - Two storey front extension; single storey rear extension and first floor rear extension; alteration to existing roof line to new pitched roof; render and cladding to elevations; new double garage and car port and retention of existing outbuilding. , REF,18/12/2020

3 Proposal

3.1 Single storey pitched roof rear extension, 2 storey front extension, first floor rear extension; new double garage and retention of existing outbuilding.(revision to APP/20/00767).

3.2 The proposal involves 3 elements: first the extensions to the main dwelling through the two storey infilling of the north-eastern recessed area of the dwelling, a squaring off at first floor level in the south western corner, and a single storey rear extension of about 3m; secondly the erection of a double garage measuring 7m x 6.5m with pitched roof having a height of 4m sited at the site frontage, set back about 7m from the highway; and thirdly the retention of the existing outbuilding within the rear garden which is constructed of contemporary materials and measures 6m x 4m with lean to roof projecting a further 2m, with height of 4.5m.

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

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS12	(Chichester Harbour Area of Outstanding Natural Beauty (AONB))
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM20	(Historic Assets)
AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

E22	(Amenity and pollution)
E5	(Chichester Harbour Area of Outstanding Natural Beauty)
E1*	(High quality design)
E13	(Historic environment and heritage asset)
E3	(Landscape and settlement boundaries)
E19	(Managing flood risk in new development)

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Mill Lane (Langstone)

5 Statutory and Non Statutory Consultations

Conservation Officer

The site is located on the main Langstone Road which connects Havant to Hayling island. This particular stretch of Langstone Road sits in between the boundaries of two conservation areas – Langstone to the east and Mill Lane to the immediate west and north of the application site. The application site comprises a detached dwelling, set within a triangular shaped plot and which sits at an obscure angle to the streetscene. The north boundary is adjacent to a public footpath which leads to Mill Lane and is characterised by mature vegetation and landscaping.

The property is of traditional brick and tile construction with a fairly plain and simple architectural style compared to the neighbouring property to the south which is a substantial Edwardian villa. There is a detached garage located at the front of the site with a corrugated metal roof.

Legislation / Planning Policy:

When assessing the proposal, the following legislation and policy context is taken in consideration.

The revised NPPF (July 2021) sets out in Chapter 16, the core principles relating to development affecting Heritage Assets that local planning authorities should consider in making planning decisions in the following paragraphs:

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

196. Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Historic England Advice

In addition to the advice laid out in the NPPF, Historic England has published planning advice in the form of Good Practice Advice Notes (GPA's) and Historic England Advice Notes (HEANs). Most relevant to this application will be GPA2 – Managing Significance in Decision Taking in the Historic Environment.

GPA2 states at paragraph 4 - 'The significance of a heritage asset is the sum of its archaeological, architectural, historic, and artistic interest'. It also advises that an assessment of significance is required as part of the application process including the understanding of the nature of the significance, the extent of that significance and level of significance. Paragraph 11 states 'to accord with the NPPF, the application will need to undertake an assessment of significance to inform the application process an extent necessary to understand the potential impact (positive or negative) of the proposal and the level of thoroughness proportionate to the relative importance of the asset whose fabric or setting affected'.

Local Planning Policies

Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) states that planning permission will be granted for development that:

“Protects and where appropriate enhances the borough’s statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest”.

Policy CP16 (High Quality Design) (1a) of the Core Strategy states that “Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site”.

Policy DM20 of the Allocations Plan states that planning permission will be granted for development proposals that conserves and enhances the historic assets of Havant. It also states that application which affect, or have the potential to affect, heritage assets are expected to provide a Heritage Statement that:

1. Describe the significance of the asset and its setting, using appropriate expertise and where necessary original survey, at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal.
2. Sets out the impact of the development on the heritage assets and mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets.

Emerging Policy E13 from the Draft Local Plan 2036 provides similar advice to existing Policy CS11, but also adds that where harm cannot be avoided, mitigation may be proportionate to the impact and the significance of the heritage assets and fully incorporated into the development proposals.

Assessment:

The previous application was refused on design grounds and impact it would have had on the adjacent conservation area. For conclusion of the previous heritage response was that *‘the existing property does have scope for modernisation and enlargement however, the sensitive location needs to be given further consideration. I would suggest a more equal balance of modern and traditional materials and the reduction in size and repositioning of the garage would be an improvement to the scheme’*.

The current scheme has been amended to remove the modern materials and retain a matching brick finish on the proposed extended areas of the building. The scale of the proposed extensions are considered to be acceptable and now that the proposed materials are appropriate to the context of the area, the previous concerns have been addressed from a heritage perspective.

With regards to the replacement garage, this would also be constructed from matching materials and would sit forward of the main house with an area of hardstanding to the front. The entrance to the garages would face the frontage of the house. To add visual interest to the streetscene, a window has been added into the east facing elevation. Overall this is an improvement to the previously proposed structure, in that it would have a negligible effect on the adjacent conservation areas.

Overall, with regards to the impact on the nearby designated heritage assets, that being the Mill Lane and Langstone Conservation Areas in this case, it is considered that the impact of the revised scheme, would not result in harm on the setting of the Mill Lane Conservation Area in particular. Overall is considered that the scheme as proposed, would meet the test to preserve and enhance the character and appearance of the conservation area.

Conclusion – NO OBJECTION

Councillor T Pike - St Faith's

Request to condition that the outbuildings/garage can only be used for purposes connected to the dwelling house and not for commercial/residential use.

Note the increase from three to four bedrooms and would expect to see a parking layout to ensure 3 vehicles can be accommodated safely on site in compliance with the Parking SPD

Landscape Team

From a landscape perspective we have the following comments in relation to this application:

- Given the proximity to Mill Lane and Langstone conservation areas, we require clarity on proposed building materials to ensure the proposals do not have any adverse effects on these protected areas. The intended materials should be sympathetic and complement the existing character as per planning policy CS16 High Quality Design.

Southern Gas Network - original response

There are high pressure pipelines in the vicinity of your proposed work area. SGN formally object to this planning application until such time as a detail consultation has taken place.

For your safety, it is essential that no work or crossing of this high pressure pipeline is carried out until a detailed consultation has taken place

Southern Gas Networks - *following discussions with case officer revealing the high pressure pipeline is some 114m away from the site, but there are low pressure pipelines immediately north of the site*

Although SGN has a high pressure gas pipeline in the vicinity, the safety and integrity of our assets will not be affected by the proposal.

The pipeline is of prime importance to the gas supplies of this area. It is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW2 in order to protect our plant and equipment and for the safety of your own operatives. A SGN representative must be contacted before any works commence.

1. No mechanical excavation is allowed within 3 metres either side of pipeline.
2. No plant or storage of equipment shall be made within any easement strip.

3. If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
 4. All precautions stated in publication SGN/WI/SW/2 (Safe Working in the Vicinity of High Pressure Gas Pipelines) shall be fully complied with in all respects. Acceptance of SGN/WI/SW/2 shall be acknowledged by the responsible site person signing and returning the form Appendix A (back page) to the SGN representative contacted in (7).
 5. No thrust boring shall take place within 3 meters of the pipeline.
 6. All planting within the easement strip should comply with 'Notes for Guidance on Tree Proximity'.
 7. Before commencing work on site you must contact our Pipeline Maintenance Section on the number above at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high pressure gas pipelines can then be discussed.
 8. Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
 9. This pipeline is cathodically protected and as such has test cables located in test posts, were these to be lost through this work we would look to you for remedial action at no cost to SGN.
 10. Intrusive construction methods will require an agreed method statement prior to work starting.
 11. Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.
 12. Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.
- Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.

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: 9

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 2

Comment	Officer Comment
From Langstone Residents Association: - <u>Objection</u> The originally approved scheme from 2011, APP/11/01345 established the principle of developing the site, so one would expect more supporting detail for a new scheme than that submitted. The Site Plan is no more than an enlargement of the Location Plan, so it does not show the existing perimeter planting (on public land), which is quite significant. Some indication of the proposed landscaping indicating how the new buildings relate to one another, and the car parking, given its proximity to the Mill Lane Conservation Area, would be helpful. As a general policy the LRA does not comment on individual domestic applications, but this scheme is so large and prominent that it is felt appropriate to make a representation seeking an improved design more in keeping with the adjacent street scene. The existing house is a rather humble, unremarkable building and the applicant has chosen to maintain that style. This may be a missed opportunity to add to the house in a slightly different way using perhaps contrasting materials to differentiate the new from the old and create a new property which enhances the visual variety of Langstone Road. Also, the new garage will dominate the street scene. It may be set back approximately 7 or 8 metres behind the site boundary, but at 45m2 and with a 3.500 high 6.500 long gable wall, it will be the dominant feature of the site. It can, obviously be screened with planting, which would make it more important to have an improved entrance elevation for the house. We have no comment about the existing outbuilding.	That application was for a replacement dwelling requiring more supporting info; this application is just for householder extensions to the existing dwelling. Amended block plan does provide more info on turning areas and planted borders Previous application was refused for use of contemporary materials; design approach to match and with existing is considered preferable given the sites constraints - see section 7 below Noted - see section 7

I agree with the main points made in the submission by Langstone Residents Association. In addition, I am concerned about the tin-roofed outbuilding, which has already been constructed. It is clearly visible when viewed from the Hayling Billy leisure trail, which is also part of the Mill Lane Conservation Area. The modern materials contrast adversely with the surrounding slate roofed brick buildings of the main house and the neighbouring Langstone Wharf and its early C20 outbuildings. In order to enhance the Conservation Area, this outbuilding needs to be designed to fit better in its surroundings.	Noted - see section 7 below
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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 and Conservation Area
 - (iii) Effect on neighbouring properties
 - (iv) Highways & Parking
 - (v) Flood Risk
 - (vi) Other matters - SGN
- 7.2 The application site is located within the defined urban area by policies AL2 and CS17, therefore development is considered acceptable in principle subject to development management criteria. It is however close to the edge of the urban area, the boundary of which runs along the eastern side of the Langstone Road at this point, and includes Mill Lane, but not the open area and field to the north. This boundary continues unaltered in the emerging local plan, policy E3.
- 7.3 The location of the site adjacent to, and potentially affecting the setting of, both Mill Lane and Langstone Conservation Areas, requires greater care in the consideration of the details to comply with the statutory duty under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving or enhancing the character and appearance of the area.

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

- 7.4 The verdant copse to the north of the site and the hedged boundaries, do partly screen the existing traditional brick dwelling when approaching from the north. From this direction the existing dwelling is only partially visible above hedge lines and therefore unobtrusive in its contribution to the character of the area and has a neutral effect on the setting of both Conservation Areas. Similarly, the previous old pre-fab frontage garage was modest in scale and visually discreet. However when viewed from the south, the now open drive allows oblique views into the site and it is this vista that is more prominent.
- 7.5 The proposal involves 3 elements which will be considered in turn. The previous proposal for similar extensions in terms of their size and siting, was refused under APP/20/00767 due to the associated external alterations, change to roof profile and use of modern materials that were considered inappropriate to this prominent site adjacent a Conservation Area. The current proposal is for almost identical extensions in terms of their size and siting, but this time the proposal details matching materials, with window proportions and roof profile in slate, all to match the existing. The extensions would largely 'square off' recessed areas, would not be overly prominent and are in keeping with the traditional external appearance of the existing dwelling. The applicant has noted that different areas of the existing house were constructed at different times and hence the red brick used already varies - he has pledged to match each elevation as best he can. As such the extensions would respect the design and appearance of the host building, in accordance with policy CS16.
- 7.6 The infill in the north-eastern corner of the site would be visible above the northern hedge line of the site, but would retain the traditional red brick appearance, eaves line etc and thus have minimal impact on the setting of the Conservation Areas. The retention of the existing hedge is considered important in its contribution to the setting of the Conservation Areas and for its screening purposes and it is noted that in the 2011 replacement dwelling permission it was conditioned to be retained. It is considered appropriate to repeat such a condition seeking the retention of the hedge.
- 7.7 The proposed frontage garage would be the most directly prominent element of the proposal and would replace the small old pre-fab garage with a larger double garage. For highway safety reasons the garage would be sited with its garage doors facing north, enabling vehicles to turn and leave the site in a forward gear. This results in the side elevation fronting the highway, and amended plans have been received placing a window in this elevation to add interest to what was otherwise a blank and bland elevation. The garage would be set back 7m from the highway so it would not be overly dominant and appear recessive compared to the adjacent Edwardian dwelling at number 34. Due to its set back position and high hedges on the northern boundary, when approaching from the north the garage would not be visible.
- 7.8 From the south, views of the garage would also be screened by the more forward dwelling of number 34, until almost directly opposite the garage. Overall the limited views into the site entrance are such that the set back garage would only be momentarily viewed when passing. The 7m set back is considered sufficient separation from the public highway to avoid any over dominant effect or harm to the setting of the street scene and Conservation Area. The garage is also proposed to be constructed of brick and the applicant wishes to use brick slips. The Conservation Officer has advised that brick slips could be acceptable in principle, but requests samples via condition to ensure an appropriate quality, finish, colour match etc.

- 7.9 The associated additional hard surfacing would potentially further urbanise the site, but the applicant has indicated this extensive area would be surfaced in pea shingle with planted borders at the edges. The boundary hedge would remain and again although a relatively large hard surfaced area, it would be largely screened and not visually intrusive to the street scene.
- 7.10 With respect to the outbuilding that has already been erected on site, this needs planning permission because it is sited too close to the boundaries to meet the permitted development criteria under Class E. It is constructed of more modern materials including tin standing seam roof and redwood colour timber elevations. Being sited in the rear garden, close to the south western corner of the site, it is not visible from the main Langstone Road. However it is visible from the Hayling Billy trail footpath that runs behind the site. The steeper pitch of this outbuilding retains a traditional proportion and mirrors the adjacent outbuilding of number 34 in terms of size. From the footpath the site is screened by shrubbery and hence it is mainly the roof that can be seen. Although a contemporary material it is nevertheless a muted grey colour similar to grey slate. Arguably the colour of the outbuilding blends into the landscape better than the prominent white render outbuilding located on the opposite side of the footpath within a Mill Lane property. On balance, there is no objection to the retention of this outbuilding which is not considered visually harmful to the setting of the Conservation Area.
- 7.11 Overall the extensions to the dwelling, detached garage and retention of outbuilding are considered to be appropriate to the character of the area, streetscene, and setting of the heritage assets, the two Conservation areas. The proposal is therefore considered to preserve and enhance the character and appearance of the area, meeting the statutory duty under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, and is compliant with policies CS11, CS16 and DM20.

(iii) Effect on neighbouring properties

- 7.12 The siting of the application dwelling is angled relative to Number 34 with a separation of southern elevation to shared boundary of about 13m. The existing dwelling has no first floor windows in the south elevation and hence there is currently little perception of being overlooked. The proposed plans maintain this and do not introduce any first floor side windows. As such there would be no additional loss of privacy as a result of the proposal. Furthermore permitted development rights would restrict the future insertion of any first floor side windows unless they were obscure glazed and non-opening where below 1.7m internally. This would continue to protect the neighbours residential amenity.
- 7.13 In terms of the proposed garage this would be set back by some 7m from the highway and therefore sit behind the majority of the side elevation of number 34. The roof is pitched and sloping away from the shared boundary having a maximum height of 4m. Due to the orientation and separation to number 34, there would be limited harm to neighbours outlook and limited overshadowing.
- 7.14 Overall it is considered that the proposal will not result in any adverse effect on outlook, overlooking or loss of light and would have limited and acceptable impact on the property immediately adjacent to the application site, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Highways & Parking

- 7.15 Langstone Road is classified (A3023) and as such it is preferable to have on site turning enabling vehicles to leave in a forward gear. It is noted that the siting of the former garage did not enable such provision but after an accident maneuvering the applicant is keen to improve the safety of accessing the site. The garage would provide 2 car parking spaces and the extensive hard surfaced area would allow for on site turning, which has been demonstrated with indicative tracking, as well as additional parking.
- 7.16 The proposal would increase the number of bedrooms to 4, requiring 3 on site parking spaces to meet the Parking SPD. These are readily provided and the proposal therefore meets the Parking SPD and policy DM13.

(v) Flood Risk

- 7.17 The site lies within flood zone 3 and as a householder application for extensions constitutes a 'minor development' according to the National Planning Practice Guidance (NPPG). The flood risk assessment indicates that the floor levels would be no lower than existing and flood resilience measures would be included. As such the risk to lives would not alter from existing and there is no objection on flood risk grounds.

(vi) Other matters - SGN

- 7.18 Initially Southern Gas objected due to the presence of a high pressure pipe line in the vicinity of the proposed development. However it transpired that the vulnerable high pressure pipe was over 100m away. There is a low pressure pipe immediately to the north of the site which will require some precautionary care during construction - but the fundamental objection to the development has been withdrawn. SGN's Safe Working near Pipeline's advice has already been passed to the applicant and can be added as an Informative.

8 Conclusion

- 8.1 The scale, siting and design of the proposed development would have limited and acceptable impact on the neighbours, and would be appropriate in design and materials to the host dwelling; and would preserve the character of the street scene and Conservation Area, 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/21/01025 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 PLA005, Revised 03/11/2021
Proposed Garage Plans, Drawing Number PLA006, Revised 03/11/21
Proposed Floor Plans, Drawing Number PLA002
Proposed Elevations, Drawing Number PLA003
Proposed Outbuilding, Drawing Number PLA004

Reason: To ensure provision of a satisfactory development.

- 3 Notwithstanding any description of materials in the application no above ground construction works shall take place on the hereby approved garage until samples and / or a full specification of the brick slips or bricks, and tiles to be used externally on the garage have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and policy DM20 of the Havant Borough Local Plan (Allocations) 2014, and the National Planning Policy Framework.

- 4 The external materials used on the hereby approved extensions to the house 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 policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and policy DM20 of the Havant Borough Local Plan (Allocations) 2014, and the National Planning Policy Framework.

- 5 The hereby approved garage and outbuilding shall be used solely for purposes ancillary to the occupation and enjoyment of the existing dwelling and shall not be used as a separate unit of accommodation nor for any business or commercial use.

Reason: To retain control over the site as a single family dwelling having due regard to policies CS16, DM10 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The existing hedge along the Langstone Road frontage and to the north of the dwelling shall be maintained at a minimum height of 1.5 metres. Any damage to the hedge during construction shall be repaired with the planting of replacement hedging plants of similar species within the next planting season.

Reason: To ensure the maintenance of screening to the site and to protect the appearance and character of the Conservation Areas, having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and policy DM20 of the Havant Borough Local Plan (Allocations) 2014, and the National Planning Policy Framework.