
Site Address:	2A New Cut, Hayling Island, PO11 0NB		
Proposal:	First floor extension to enable increase in accommodation at first floor.		
Application No:	APP/21/00271	Expiry Date:	09/06/2021
Applicant:	Mr S Elsley		
Agent:	Mr Walker	Case Officer:	Tina Pickup
	Parkers Design		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site relates to a detached chalet style dwelling located on the south side of New Cut constructed of red brick beneath a concrete tiled roof. It is gable fronted with a dormer in the east roof slope and attached side garage that has been converted to living accommodation and currently projects beyond the rear facade by approximately 3.5m. The rear garden is relatively small and enclosed with close boarded fencing. The frontage and side drive is block paved for the parking of at least 4 vehicles. There is a significant road side tree, beyond the application site and within the curtilage of number 248 Havant Road.

The application dwelling is the western most dwelling on the south side of the road before the junction with the Havant Road. The rear elevation and garden of number 248 Havant Road, a large detached Victorian dwelling, backs onto the side boundary, with a separation of about 12m. To the east, the south side of New Cut is characterised by a row similar styled dwellings with open frontages to the road. Number 2 immediately to the east has a two storey side extension and detached single garage adjacent the application site.

2 Planning History

APP/11/00922 - Erection of an attached double garage., PERM,20/07/2011

APP/18/00390 - Application for Certificate of Lawfulness relating to conversion of garage - Not proceeded with

3 Proposal

First floor extension to enable increase in accommodation at first floor.

During the course of determining this application amended plans have been received lowering the height of the development from a ridge height of 8.2m to 7.2m, by omitting the originally proposed loft room. It is also noteworthy that the proposal includes the partial demolition and removal of the existing single storey former garage that projects beyond the rear facade of the main house - to maximise garden area available. And the proposal is to render the external elevations.

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)

Submission Version Havant Local Plan

E22	(Amenity and pollution)
E1*	(High quality design)
IN3	(Transport and parking in new development)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

None necessary

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: 6

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: **3** letters of objection in total: 2 on the original proposal; and 1 on the amended proposal

Comment	Officer Comment
<u>On original proposal:</u> I OBJECT to this application for the following reasons: 1) The new height of the property will significantly darken our outdoor covered patio and seating area. For the months of May, Jun, Jul and Aug the property will block the sun between 42 and 49 minutes earlier each day. These times have been calculated	Noted - amended plans reduce this impact, see section 7

using the extension plans supplied and the website suncalc.org. 2). There would be 3 dormer windows providing clear views into our garden. 3). The proposed structure will dominate the road, being significantly higher than the properties around it (on either side of the road). 4) Increasing the number of rooms in the property but also decreasing the available parking will result in more vehicles parked on the road, which is a very busy corner as it is the first entrance (for traffic coming onto Hayling Island) to the rest of the estate and during the summer has a lot of additional cars from the guest house on the other side of the road and people using the nearby Hayling Billy Trail.	Roof lights, not dormers - but omitted in amended plans Noted - amended plans reduce this impact, see section 7 Available parking is not lost, would remain the same - see section 7
The proposed extension is not in keeping with the local vicinity. To my knowledge, there are NO 3 story buildings in the surrounding streets. It will look and feel 'out of place'. The design, scale and layout of the building would be ridiculously huge for the plot size and would have an enormously detrimental effect on the current street scene of much lower rise, spaced out, properties. It would overshadow properties on both sides, and block out considerable light to those properties and gardens. It will obstruct outlook to both adjacent properties as well as restricting light. The current low rise building is totally in fitting with the local street scene and I strongly object to a high rise building being constructed.	Noted - amended plans reduce this impact, see section 7
<u>On Amended plans:</u>	
I OBJECT to this application for the following reasons: 1) The new height of the property will significantly darken our outdoor covered patio and seating area. For the months of May, Jun, Jul and Aug the property will block the sun between 25 and 27 minutes earlier each day. These times have been calculated using the extension plans supplied and	Noted - see section 7

the website suncalc.org .	
2) Increasing the number of rooms in the property but also decreasing the available parking will result in more vehicles parked on the road, which is a very busy corner as it is the first entrance (for traffic coming onto Hayling Island) to the rest of the estate and during the summer has a lot of additional cars from the guest house on the other side of the road and people using the nearby Hayling Billy Trail.	Available parking is not lost, would remain the same - see section 7

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 and highway safety

(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 application site sits between a row of relatively uniform style dwellings that have an approximate ridge height of 6.5m and a larger Victorian style dwelling on the corner of New Cut and Havant Road that has a ridge height of about 8.5m. The application dwelling currently has a ridge height of about 5.9m and the amended proposal would increase that to about 7.2m. This would represent a logical height as an incremental step between the two. In street scene terms the view from the west ie when approaching from Havant Road, is largely screened by the road side tree and dominated by the gable of 248 Havant Road. The separation from this property and step down in ridge height, would retain a spacious setting to 248 and subserviency to this prominent property, not detracting in street scene terms.

7.4 From the east the existing property is seen above the garage of number 2, and by virtue of its siting in alignment with these properties on the south side of New Cut, is currently unobtrusive. The change from chalet style to more traditional two storey dwelling with associated increase in ridge height of about 1.3m would alter this view but only marginally. The scale of the development would be of a two storey dwelling that is generally compatible with the surroundings. Whilst numbers 2 and 4 have a uniform ridge height it is noted that the properties on the north side of the road are much more varied. It is considered that the slight step up from number 2 would not be visually jarring or over-dominant in street scene terms.

7.5 In terms of the proposed materials, the dwelling would be rendered, which whilst

different to adjacent properties, is nevertheless similar to the finish of properties directly opposite. As a traditional material in a mixed street scene, the use of render is considered visually appropriate.

- 7.6 Overall, in street scene terms, the slight increase in height is not considered inappropriate to the character of the area which is of other two storey dwellings. The change to a traditional designed two storey dwelling would be compatible with the street scene and its design and appearance deemed appropriate in context to the surroundings, and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy).

(iii) Effect on neighbouring properties

- 7.7 Third party comments relate to overshadowing of outdoor seating area. The application site lies west of number 2 and as such the additional height would cause some lengthening of shadow lines in the late afternoon and evening. However number 2 has an intervening garage at the front half of the site, and benefits from a wide plot with plenty of outdoor amenity area away from the shared boundary. The depth of the application dwelling is no deeper than number 2's own rear extension and the similar impact that has on number 4. Furthermore a little reduction in overshadowing would result from the partial demolition of the garage extension that is closer to the shared boundary. Given the additional plot width of number 2 and availability of alternative areas of sitting out, then the marginal increased overshadowing is not considered to be so harmful as to result in a significant loss of amenity to this large garden. It is not considered such significant harm to justify a reason for refusal.
- 7.8 In terms of impact on number 248 the separation and orientation are such that the increase in height would not result in any significant additional overshadowing. It would be the outlook from this property that would be affected with the increased height and resultant loss of some skyline, but given the 12m separation this is not considered to be significant enough to result in any material loss of amenity. In terms of potential impact on privacy, the only first floor side windows serve bathrooms and are shown on the plans to be obscure glazed which would adequately limit any direct overlooking to both neighbours. Any future first floor side windows would have to comply with permitted development criteria and be obscure glazed and non-opening where above 1.7m which would continue to protect neighbours privacy and amenity.
- 7.9 It is also noted that the partial demolition of the rear single storey element would increase the available garden area for the benefit of the amenity of future occupiers.
- 7.10 Overall, it is considered that the proposal will not result in significant harm to amenity from overshadowing 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).

(iv) Parking and highway safety

- 7.11 The existing dwelling has 4 bedrooms and as a result of the alterations would have 4/5. The adopted Parking SPD requires 3 on site spaces to serve a 4 bed+ dwelling and these are readily provided on site. There is no loss or change to the existing parking provision which would continue to meet current standards and Policy DM13.
- 7.12 Third party comments note the proximity to the corner with fear of increased on street

parking endangering safety close to the junction with Havant Road. However because adequate on site parking is available to meet the demands of the proposed development there would be no additional on-street demand. The access and parking arrangements remain unchanged and there would be no change to highway safety.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the visual appearance of the street scene and neighbours amenity, and is therefore considered to be appropriate and recommended for approval.
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9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/21/00271

(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:

Block and Location Plan Drawing No. P106 on Council's website dated 27 March 2021
Existing and Proposed Site Plan Drawing Number P102
Existing and Proposed Elevations Drawing Number P103 on Council's website dated 29/6/21
Proposed Ground floor Plan Drawing Number P100a
Proposed First Floor Plan Drawing Number P101a

Reason: - To ensure provision of a satisfactory development.
- 3 The external materials used shall be render as indicated on the 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 first floor side windows in the hereby approved extension shall:-

(i) consist of at least two lights divided horizontally with only the top light capable of being opened where above 1.7m from the floor of the room in which the window is installed, and shall be maintained in that condition at all times;

ii) at all times be and remain glazed entirely with obscure glass, the particular type of which glass shall provide a degree of obscuration no less obscure than that which is provided by Pilkington's Texture Glass Obscuration Level 4.

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.