
Site Address: 21 Grove Road, Havant, PO9 1AR
Proposal: Proposed dormers to north, east and west elevations; addition of porch to east elevation; rebuild and alter veranda on north elevation; demolish section of eastern boundary wall to Town Hall Road to widen existing vehicular access and create pedestrian access with provision of 1.6m high gates; proposed car port to west of existing outbuilding; revised fenestration to outbuilding (Revised proposal).
Application No: APP/16/00457 Expiry Date: 24/06/2016
Applicant: Mr & Mrs Ackworth
Agent: Mr Critchley Case Officer: Tina Pickup
 Martin Critchley, Architect
Ward: St Faiths

Recommendation: **GRANT PERMISSION**

1 Site Description

The application site is located within St Faith's Conservation Area and relates to a detached chalet style bungalow located on the north side of Grove Road on the junction with Town Hall Road, such that the site has two road frontages. Those frontages are bounded by high brick walls which are in part original rat-trap bond walls. A pedestrian gate is located within the Grove Road frontage and a vehicular access with sliding gates in the Town Hall Road frontage.

The dwelling has a slate roof with velux windows in the west, north and east roof slopes which serve bedrooms and bathrooms. These velux windows have low cill heights such that there are clear unobstructed views out. The dwelling has a covered verandah to its north elevation. The site is flat and level with an old stable/garage located within the north-east corner of the site. The dwelling is located on the eastern half of the plot with a large (15m) wide side garden.

The surrounding area is residential with mainly substantial two storey dwellings. To the west, No 19 is a two-storey dwelling having its side elevation set close to the shared boundary with 2 first floor windows and 2 ground floor windows facing the site. No 20 Town Hall Road to the north, abuts the stable/garage but extends further westward with a sloping clear glazed conservatory. To the east, on the other side of Town Hall Road are a pair of semi detached high density dwellings set at 45 degrees with very small gardens.

2 Planning History

97/50552/004 - Prune 4 trees (Laburnum, Holly, Rowan and one other) on Grove Road frontage and all within St Faiths Conservation Area

RNO,23/07/1997

97/50552/005 - Pruning of Yew tree on Grove Road frontage subject to TPO 970 (tree T1), PERM,19/09/1997

91/50552/002 - Outline for detached dwelling with garage (renewal of 88/50552) PERM,06/06/1991

93/50552/003 - Lightly trim, to within 0.5m of boundary and to clear porch and footway, crown of Yew T1 covered by TPO 970, PERM,

05/50552/006 - Application to crown reduce by 10% a Common Yew tree (T1) subject of TPO 0970., PERM,09/09/2005
 05/50552/007 - 20% crown reduction of Ornamental Plum, for 20% crown reduction of Holly and for 40% crown reduction of Pittosporum all within the curtilage of 21 Grove Road within St Faiths Conservation Area., RNO,09/09/2005
 09/50552/008 - Crown reduce by 10% 1No. Yew tree (T1), subject to TPO 0970., PERM,08/10/2009
 APP/12/00132 - Reduce 1No. Yew tree (T1) by 2m to previous pruning points, subject to TPO 0970., PERM,23/03/2012
 APP/15/01196 - Reduce height and width 1No. hedge (consisting of red berry tree, Laburnum, Rowan and Holly) by 2m along Grove Road boundary. Fell 1No. verigated Conifer. Crown reduce 2No. Pittisporum by 2m. All within Conservation Area of St Faiths., RNO,21/12/2015
 APP/15/01207 - Crown reduce 1No. Yew by 1m, subject to TPO 0970., PERM,24/12/2015

3 Proposal

As submitted the original proposal involved the demolition of part of the boundary wall to Grove Road to form an additional vehicular access and off road parking with disabled ramp to dwelling, aswell as renovating the outbuilding to provide a first floor mezzanine studio; dormers to north, east and west elevations and other alterations to the fenestration and Town Hall Road wall and gates.

During the course of determining this application, amended plans have been sought omitting any works to the Grove Road wall and instead enlarging the opening within the Town Hall Road wall to widen the existing vehicular access and create a pedestrian access, both with the provision of 1.6m high gates. The amended plans also omit the mezzanine first floor studio to the outbuilding and add a proposed car port to west of existing outbuilding; revised fenestration to outbuilding. The proposed dormers to north, east and west elevations and the rebuilding and alterations to the veranda on north elevation remain; whilst the addition of a porch to east elevation is now also proposed.

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

DM20 (Historic Assets)

AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.

Conservation Area: St Faiths

5 Statutory and Non Statutory Consultations

Conservation Officer - No Objection

21 Grove Road is located within the St Faith Conservation Area. Grove Road itself encapsulates the late suburbanisation of the town. Laid out between 1900-1914, Grove Road has a very generous wide road section with good sized gardens to the front and rear of properties. The overall character is spacious and very suburban. A series of rat trap bond walls also form important boundaries to some of the houses. 21 Grove Road in particular is set within a large plot and has an important Rat Trap Bond wall that bounds the site

The creation of an enlarged access would be marked alteration to the wall and the street scene and could be viewed as contrary to the prevailing character. However, I can see the practical need and desire to improve the current situation and it does appear that what has been illustrated is probably the best available option. Whilst the access may still have some negative impact it does appear that the applicants have tried to minimise this as much as possible with the following aspects in particular:

- a) The access involves removal of a section of wall which appears to have the least historic significance. When compared to other possible solutions it has the least impact on parts of the wall that are of greater significance.
- b) No alterations are shown to any other section of wall.
- c) Design of the gates provides a hard boundary arrangement that would not look out of character

In regards of the alterations to the property the small porch extension and dormer windows are of a design and size that would not cause any adverse impact on the character of the Conservation Area. They are also in keeping with existing property and would not appear overly dominant.

To conclude if the application remains in this form I would be happy for the scheme to be permitted. Whilst there may be some harm by the removal of the section of wall the overall scheme would preserve the character of the conservation area in accordance with section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Conditions:

- 1) Materials to match

1) Within 21 days of the substantial demolition of the section of wall hereby approved for removal, the works to include provision of gates, construction of brick pier and all repointing works as necessary shall be completed to the satisfaction of the Local Planning Authority.

Development Engineer - Highways - On original submission: if the application was not in a Conservation Area the access from Grove Road would not require planning permission although its construction does require permission from the Highway Authority; creation of more parking is against the advice of current HBC Parking standards which is maximums

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: 10

Number of site notices: At least one site notice exists - check the number.

Statutory advertisement: 13/05/2016

Number of representations received: **9 to the original proposal; 2 to the amended plans**

Summary: To the **original scheme:** Object to: new entrance, loss of on street parking in congested street; proposed gates open outwards over pavement which would cause obstruction; have adequate vehicular access, on site turning and parking from Town Hall Road; opens up garden as building plot; dormers in east & north would have views over garden & loss of privacy - existing velux's allow light & ventilation but no view; should use velux above head height; removal of wall will open up view into garden and its historic scale in conservation area will be damaged; wall listed in Conservation Area document as significant cohesive feature contributing to street scene; removal of any trees would also destroy aims of the conservation area; principal living area to north and this could provide a viable ramp access; dormers would spoil character of original roof horizon in conservation area; concern that studio would be noisy or turn to additional accommodation; car port provides access to roof so not secure;

To the **revised scheme:** Still object to dormer windows and repeat privacy issues; concerned at widening of vehicular gate in Town Hall Road - when determining dwelling to rear of No 3 (APP/14/00065) no changes to Twittens wall was allowed and precedent set by that application should apply and the 1.365m section of similar historic wall should not be removed; previous owners drove large motor home so no need; other options of electric gates available; amended car port roof better;

Comment: These issues will be considered below but it must be noted that the amended plans have overcome lots of the issues raised

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) Effect on the character and appearance of the area and Conservation Area
- (iii) Impact upon residential amenity

(i) Principle of development

2 The site lies within the urban area where new development should be concentrated as a matter of principle, subject to being appropriate to the character of the area and detailed development control considerations. The location of the site within a Conservation Area does not result in an objection in principle to new development, but requires greater care in the consideration of the details to ensure that the statutory duty to preserve or enhance the character of the Conservation Area is achieved.

(ii) Effect on the character and appearance of the area and Conservation Area

The proposal is sited within St Faith's Conservation Area and Grove Road itself is of sufficient quality and significance to warrant its own Character Area within the Conservation Area. The St. Faiths Conservation Area Appraisal & Management Plan document specifically notes that *"The character area encapsulates the late suburbanisation of the town. Laid out between 1900-1914, Grove Road has a very generous wide road section with good sized gardens to the front and rear of properties. The overall character is spacious and very suburban"* (para 7.3.5) ...and *"The boundary walls and soft landscaping in the form of hedges and small trees to boundaries forms a very positive part of the character of this sub-area."* It is also noted that *"There is another small group off Town Hall Road which tighten the townscape looking north (figure 22). The cottages which follow the line of the path are thought to have originated as farm buildings."* The importance of the boundary walls are noted *"A series of rat trap bond walls form important boundaries to some of the houses. Boundary walls of flint also line a series of footpaths (Twittens) linking Grove Road with the rear of East Street and South Street and beyond into Juniper Square"*

As originally submitted the loss of a stretch of the important historic rat-trap bond wall fronting Grove Road was unacceptable to the character of the Conservation Area and the applicant and agent explored alternative ways of achieving level and disabled access into the dwelling. A detailed site visit was held with the Conservation Officer where it was noted that the wall on Town Hall Road where close to the existing gates was not original and has been re-pointed with concrete rather than lime mortar. Accordingly it was agreed that this was the best area to consider further punctuation to the wall. The revised plans propose widening the access by 1.36m plus a 1.1m wide pedestrian gate and it is noted that the wall to be lost is entirely of concrete mortar. Solid gates of 1.6m high are proposed and this would retain the height and strong vernacular feel to Town Hall Road. Whilst it is acknowledged that the punctuation of the historic wall would have some harm to the integrity of this structure, it is accepted that the specific section of wall is not entirely original. On balance, it is considered that the revised scheme, whilst resulting in less than substantial harm to a designated asset, will nonetheless facilitate the optimum viable use of the property as a whole - it represents the best possible solution which has the least impact on the historical significance of the wall and the Conservation Officer has raised no objection.

With respect to the other external alterations to the dwelling, most would be screened by the wall and not be visible and prominent from the street scene and accordingly have no detrimental impact on the character of the Conservation Area. The proposed pitched roof dormers are considered modest and proportionate to the roofslope and comply with the Borough Residential Design Guide SPD. The roof profile would not be harmed through their insertion and the Conservation Officer considers that they would not cause any adverse impact on the character of the Conservation Area.

(iii) Impact upon residential amenity

Concern has been raised about loss of privacy through the insertion of the proposed dormers. However an internal site visit revealed that the existing velux windows are large and very low - some as low as waist height and others nose height - but all enable full views over surrounding gardens and properties. Therefore there would be no change to the degree of potential overlooking through changing the openings to dormers. Infact a dormer tunnels the vision more and may actually reduce the angle of vision and result in an improvement to neighbouring privacy. Accordingly the proposal is considered not to be harmful to residential amenity and compliant with policy CS16.

(iv) Highways and parking

The widening of the vehicular access will improve highway safety in that it will give the driver greater visibility, particularly to see pedestrians that frequently use Town Hall Road. The dropped kerb will need to be extended and therefore consent from the Highway Authority at Hants County Council will be required. The number of bedrooms is not altered as a result of the renovations and alterations to the property - it will remain a 5 bedroom dwelling. There is ample space on site to accommodate the required on site 3 spaces. The proposal includes the addition of a sloping roof onto the western end of the stable outbuilding, creating a car port. This is appropriately subservient and formalises the parking on the site.

8 Conclusion

The amended plans are considered to overcome the original concerns about unnecessary punctuation of historic wall and are considered acceptable. The application is therefore recommended for permission.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00457

(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.
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 Within 21 days of the substantial demolition of the section of wall hereby approved for removal, the works to include provision of gates, construction of brick piers and all repointing works as necessary shall be completed to the satisfaction of the Local Planning Authority.
Reason: To preserve the special character of this historic wall in the interests of the visual amenity of the Conservation Area, and having due regard to Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location and Block Plan Drawing No 1601-101 rev 0
Site Plan Drawing No 1607-201 rev 0
Survey Plans Drawing No 1607-202 rev 0
Survey Plans Drawing No 1607-203 rev 0
Existing Elevations Drawing No 1607-301 rev 0
Existing Elevations Drawing No 1607-302 rev 0
Existing Gate Drawing No 1607-210 rev 0
Existing Gate Elevations Drawing No 1607-310 rev 0
Coach House Survey Drawing No 1607-204 rev 0
Proposed Site Plan Drawing No 1607-405 rev C
Proposed Plans Drawing No 1607-402 rev J
Proposed Elevations Drawing No 1607-501 rev F
Proposed Elevations Drawing No 1607-502 rev F
Proposed Plans Drawing No 1607-402 rev J
Proposed Wall Elevation Drawing No 1607-503 rev B
Proposed Gate Elevations Drawing No 1607-510 rev A
Proposed Gate Drawing No 1607-410 rev A
Proposed Car Port & Coach House Drawing No 1607-404 rev C

Reason: - To ensure provision of a satisfactory development.