
Site Address:	7 Poplar Grove, Hayling Island, PO11 9DN		
Proposal:	Single storey ground floor rear extension and loft conversion including front and side dormers.		
Application No:	APP/16/00537	Expiry Date:	13/07/2016
Applicant:	Mrs Diment		
Agent:		Case Officer:	Tina Pickup
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

Poplar Grove is a residential road in Hayling Island having a very mixed character with bungalows, chalets and two storey dwellings, some of which are detached and others semi's. Number 7 is located on the east side of the road and is a detached bungalow with render elevations and brick quoining details, beneath a concrete tiled roof. It has a bay window and front porch. Both number 7 and number 5 to the north are set further forward than other dwellings such that there is a maximum 3.5m frontage which is graveled - currently there is no dropped kerb but the residents do bump their cars up and park one vehicle sideways in this area.

To the rear the site is flat and enclosed with 1.8m high close boarded fencing. Number 5, a bungalow, has a large half width single storey rear extension on its northern side; and number 7a to the south, a chalet bungalow, is set relatively close to the shared boundary and further back within the site, and has two flat roofed dormers facing the site - one blank and one with a window. Number 9 beyond also has large flat roof side dormers.

2 Planning History

95/59988/000 - Single storey rear extension., PERM, 19/05/1995

APP/12/00431 - Single storey rear extension., PERM, 15/06/2012 - Not Implemented

3 Proposal

The application proposes a full width single storey rear extension having a depth of 5m with double hipped roof. It is also proposed to convert the roofspace with the addition of two pitched roof dormers on the front roofslope; flat roofed side dormers to both side rear elevations and bringing the rear hipped roofslope forward to make a half-hip with glazed end. To the front elevation it is also proposed to demolish the porch (and re-site the main entrance to the southern side elevation) and bay window and replace with a flat window.

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

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: 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 upon the streetscene
- (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 subject to the usual development control criteria.

(ii) Impact upon the streetscene

The proposed front dormers have pitched roofs and are considered appropriately proportioned and modest relative to the roofslope - as such they are not considered overly dominant and are visually appropriate to this mixed streetscene and compliant

with Policy CS16 clause 1.c) and the Borough Design Guide SPD. The side dormers would not be overly visible in street scene terms and whilst flat roofed, are modest in size. Considering there are many other dormers, including flat roofed ones, then the visual harm to the street scene would be minimal.

The removal of the front porch and entrance, and bay window, also visually balances the appearance of the property and arguably improves it in street scene terms.

(iii) Impact upon residential amenity

It must be noted that the proposed rear extension has had permission previously - of the same dimensions and profile - but wasn't implemented. The single storey 5m deep addition, with eaves of 2.5m and a fully hipped roof, would only have a marginally greater impact than a permitted development extension. It is considered that as in 2012 this element of the proposal is considered acceptable.

The main changes now for consideration are the inclusion of the roof alterations and dormers. Facing number 5 the flat roofed dormer has no windows - it is purely for internal head height. It is set marginally lower than the ridge and has a minimal height of only about 1.3m. As such it would not be overly large or dominant and would have no overlooking or loss of privacy. On the north side, facing number 7a, the proposed dormer is similarly sized but would have one obscure glazed window. No overlooking or loss of privacy would result.

The proposed glazed half hipped end in the rear elevation would introduce first floor accommodation and associated views out, but this is an established residential area including two storey dwellings and hence there would be no material increase in levels of overlooking. Overall the proposal is considered to be compliant with policy CS16 clause 1. e) and not result in any harm to the amenity of neighbours.

(iv) Highways and parking

The property currently has 3 bedrooms and no formal on site parking, though it is noted that the applicants do utilise the substandard gravel frontage as best they can to get at least one car off the road. The proposed demolition of the front porch and bay window is specifically to maximise the forecourt area to enlarge the space available so that 2 cars can informally park in this area. The depth of the forecourt would not be deep enough to park vehicles straight, but 2 cars could park at a sideways angle without overhanging the pavement. The applicants are aware of the need to drop the kerb to facilitate this.

Whilst the space available on the forecourt does not comply with the recommended parking space sizes of 2.4m x 4.8m in the Residential Parking SPD it must be noted that the proposal does not result in any additional bedrooms and consequent parking requirement. The property will remain a 3 bedroom dwelling. Therefore there is no requirement for additional parking, and the proposed alterations will improve the existing parking situation. On balance this is considered acceptable and not harmful to highway safety.

8 Conclusion

It is considered that the proposed rear extension and roof alterations would not have any detrimental impact on neighbouring amenity or the visual appearance of the street scene. Accordingly the proposal is recommended for permission.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00537

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

Location Plan and Site Plan Drawing no: 01

Existing layout Drawing no: 02

Existing elevations Drawing no: 03

Proposed layout Drawing no: 04

Proposed elevations Drawing no: 05

Reason: - To ensure provision of a satisfactory development.