
Site Address:	51 St Leonards Avenue, Hayling Island, PO11 9BN		
Proposal:	Single storey rear extension; first floor front extension; erection of a Boat store to rear garden with new gates and access onto St Leonards Avenue.		
Application No:	APP/15/00290	Expiry Date:	14/05/2015
Applicant:	Mr M Walker	Team:	Team 1
Agent:		Case Officer:	Tina Pickup
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

51 is a detached dwelling aligned with others in St Leonard's Avenue but located at the northern end on the corner/bend in the road such that the entire length of its northern side boundary (a 1.8m high close boarded fence) abuts the road. There is a bend in this road and hence the width of the plot widens at its western end, where there are 2 large, pollarded sycamore trees. The property is cream painted render beneath a hipped red tiled roof. Vehicular access is to the front (east) and the frontage is gravelled providing parking for 3 cars, behind a frontage hedge.

The area is residential in character with No 49 to the south also being a substantial detached dwelling. No 49 is sited with a separation distance of just 1.5m from the application dwelling and has a blank side gable facing the site - it is also set slightly further back than the front facade of no 51 with a ground floor bay window serving a living room on the ground floor and first floor bedroom window above.

2 Planning History

APP/14/00480 - loft conversion with dormer window and rooflight - Withdrawn 23 June 2014 (due to concerns over design on prominent corner plot).

3 Proposal

There are 3 elements to this proposal:

1. A single storey rear extension measuring 5.7m wide by 3.7m deep having a partial sloping roof with flat central area; eaves height 2.4 and max height of 3.5m
2. A first floor front extension infilling a current recess - 3.2m deep by 2.6m wide with eaves aligning with existing and having a small front dormer window in a pitched roof
3. Erection of a boat store at the western end of the garden with new gates and access to St Leonard's Avenue. The boat store measures 6.8m long by a max of 3.3m wide and is designed as a 3 sided structure being open to the garden and having a log store at its southern end. It has a pitched roof with gable end fronting the street and hipped end above the log store - eaves 2.4m and ridge 4.3m. (NB/ as a non-classified road the formation of the access does not require planning permission in its own right)

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)

and The Borough Design Guide SPD, Dec 2011

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Development Engineer - Highways - no adverse comment

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: 22

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary: No objection to the proposal but query whether there would be any road safety problems with the new entrance

Comment: The formation of the access does not require planning permission and as such the highway safety issues associated with this access are not for consideration as part of this application - but see this issue considered below

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) Trees
- (v) Parking and highway safety

- (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 first floor front infill extension would align with the existing eaves but have a lower ridge to achieve a subservient visual appearance. Alternative materials of fibre cement cladding are proposed which would provide a contrast to the render. In this mixed character street scene the modernisation of visual appearance is considered acceptable.

The proposed gates would be 1.8m high close boarded panels which would match the remainder of the boundary treatment and be visually cohesive. The roof of the boat house would be visible above, but set back 5.5m so would not be overbearing to the street scene. The applicant has confirmed that the two large pollarded trees that are within the application site but highly visible above the boundary fence, and therefore contribute to the street scene, are to be retained. The proposal is therefore considered appropriate in street scene terms and considered compliant with policy CS16 (c).

(iii) Impact upon residential amenity

The proposed single storey rear extension would be close to the southern boundary with No 49 which at this point comprises a 1.8m close boarded fence. With an eaves height of 2.4m and being north of no 49, the resultant overshadowing and overbearing would be minimal and not considered harmful.

The front first floor infill would be similarly close to the shared boundary with no 49 and forward of no 49's front elevation. Applying the 45 degree code to this extension would technically breach the guidelines in the Design Guide SPD. However the ground floor store below is an existing part of the dwelling that already breaches the 45 code. The addition of the first floor above, considering it is due north of no 49, would not result in any additional loss of daylight or overshadowing; the only effect would be outlook from these adjacent windows. There has been no objection received from the neighbour. In the circumstances the effect on the amenity of the occupiers of no 49 would be very marginal and not considered sufficient to detrimentally affect amenity to warrant a refusal of permission.

(iv) Trees

The two pollarded sycamore trees within the rear garden are not protected by a TPO but are significant trees in the street scene. Notwithstanding the annotation on the submitted plans, the applicant has confirmed that they will not be removed as part of this proposal and the vehicular access and boat store will not affect their retention.

(v) Parking and highway safety

The proposal enlarges an existing bedroom rather than providing an additional one and as such the on site parking requirement remains at 3 spaces, which are already provided on site.

The formation of the access onto an unclassified road does not require planning permission in its own right and as such the highway safety issues associated with this

access are not for consideration as part of this application. Notwithstanding this formal position it is considered that the visibility into and out of the proposed drive is reasonable (there are double yellow lines along St Leonard's Avenue at this point preventing parked vehicles blocking visibility) and in such a residential area where there are other access drives, there would be no objection to the additional access. The proposed gates are set at the back edge of the highway and are shown as inward opening - this would be important to prevent the gates in their open position from blocking the highway; accordingly this should be conditioned.

8 **Conclusion**

The proposed extensions and boat store are considered appropriate to the host dwelling and would not have any material harmful effect on the visual appearance of the street scene or adjacent residential amenity. Accordingly the proposal is considered compliant with Policy CS16 and recommended for permission.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00290

(A)

(B) subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The external materials to be used shall be as stated in the current application or otherwise shall match in type, colour and texture to those on the existing building.
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 2012.
- 3 The hereby approved access gates shall be installed as inward opening only and retained as such in perpetuity.
Reason: To prevent obstructing the highway, in the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 Notwithstanding the submitted Block Plan Drawing No 206, the existing 2 sycamore trees close to the northern boundary shall be retained on site, unless otherwise agreed in writing with the Local Planning Authority.
Reason: In the interests of the visual appearance of the street scene and having due regard to policies CS11.4 and CS16 of the Havant Borough Local

Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Site and Location Plan Drawing No 200
Shed/Boat store & Gate details Drawing No 207
Existing Plans Drawing No 201
Existing Elevations Drawing No 202
Proposed Plans Drawing No 203
Proposed Elevations Drawing No 204
Proposed boat store Drawing No 205
Proposed Block Plan Drawing No 206

Reason: - To ensure provision of a satisfactory development.