
Site Address:	60 St Johns Avenue, Waterlooville, PO7 5QU		
Proposal:	Two storey side extension, incorporating ground floor annex, and single storey rear extension.		
Application No:	APP/15/00068	Expiry Date:	13/03/2015
Applicant:	Mrs L Peters	Team:	Team 1
Agent:	Mr P Manns	Case Officer:	Heather Lealan
Ward:	Purbrook		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site of No.60 St Johns Avenue consists a two storey end terrace dwelling with a pitched roof and ridge line running east/west. The site is located to the south-western side of St Johns Avenue. There is a vehicular entrance that runs past the eastern elevation of the site serving a garage court and further dwellings to the rear.
- 1.2 The dwelling has a flat roof 2m deep extension to the rear elevation of the dwelling and a mono pitched single storey to the eastern side elevation. The property has a good sized rear garden that is enclosed by a CBF (2m approx in height). There is hardstanding for the parking of vehicles to the front of the dwelling house and within the attached single garage.
- 1.3 Further to the east of the site beyond the garage access road are the dwellings of The Guelders. The rear elevations of these properties face onto the application site and garage court and are 21m from the side elevation of the application dwelling.

2 Planning History

No relevant planning history on Acolaid.

3 Proposal

- 3.1 Two storey side extension, incorporating ground floor annex, and single storey rear extension.
- 3.2 The two storey element is 3.5m wide, 7.7m in height and 8.2m in depth.
- 3.3 The single storey element runs across the full width of the dwelling house and proposed two storey element, this being 9.4m wide. It is 3.5m high up to 4m at the very top of the proposed lantern and 4.4m deep from the wall of the original dwelling house, (following the demolition of the existing 2m rear extension).

4 Policy Considerations

Havant Borough Local Plan (Core Strategy) March 2011

CS16 (High Quality Design)

DM13 (Car and Cycle Parking on Residential Development)

National Planning Policy Framework

Borough Design Guide SPD

Residential Car and Cycle Provision SPD

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Southern Water

The exact position of the surface water sewer must be determined on site by the applicant before the layout of the proposed development is finalised.

Comment - This is a BC matter and planning cannot be refused on these grounds but an informative should be added to any planning consent.

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: None

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary;

(a) Occupiers of the adjoining dwelling raise no objection to the development proceeding

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) Use of Extension/Annexe
- (iii) Impact upon the streetscene
- (iv) Impact upon residential amenity
- (v) Highways

- (i) Principle of development

- 7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

(ii) Use of Extension/Annexe

- 7.3 The extension is intended to be occupied by an elderly relative. An internal link is proposed from the kitchen directly into the main house and furthermore the proposed first floor extension of the main dwelling extends over the proposed annex. Therefore, the annexe is well integrated so as to render it unlikely that it could be occupied independent of the main house as a separate planning unit. Being occupied a relative, linkage to the main house would be expected with a degree of sharing trips/visitors/care etc and as proposed is considered to represent ancillary accommodation.
- 7.4 However, there is the potential that it could be used as a separate dwellinghouse in the future. Without proper assessment of the impact of this eg division of curtilage, additional comings and goings, parking etc this would be inappropriate at this stage. Therefore this proposal is currently only acceptable on the basis that this extension provides ancillary living accommodation only - which can be conditioned.

(iii) Impact upon the streetscene

- 7.5 The scheme continues the ridge line of the existing terrace thus visually extending the terrace along the existing form. As such it is not considered that the extension needs to be subservient to the main dwelling houses and there is no harm to visual amenities from the front or rear of the terrace. The rear element is of a scale such that it will not visually harm the amenities of the locality. It is considered to comply with Core Strategy Policy CS16.1 (c)

(iv) Impact upon residential amenity

- 7.6 The side elevation of the two storey element is 18m (approx) from the rear elevations of the dwelling to the east and this in combination with the general feeling of open space within this section of the road will prevent the proposal from having an overbearing impact to the dwellings to the east. No significant windows that would cause overlooking are proposed within this elevation.
- 7.7 The extension to the rear is 4.4m in depth which impact is ameliorated by the attached neighbour dwelling rear extension that is 2m (approx) in depth. It is considered that the proposal is in accordance with Core Strategy policy CS16.1 (e) in that it would not cause unacceptable harm to the amenities of the occupiers of the surrounding dwellings.

(v) Highways

- 7.8 3 on site car parking spaces would be required and 3 spaces are accommodation to the front of the site. There is therefore no highway amenity concerns to the proposal.

8 Conclusion

- 8.1 As incidental / ancillary accommodation the proposed annexe extension is not considered harmful to either the visual appearance of the street scene or neighbouring residential amenity; it is therefore considered to comply with policy

CS16.1 c & e of the Havant Borough Core Strategy, 2011.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/15/00068 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 development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plan received 16 January 2015

Existing and Proposed Elevations and Floor Plans Drwg.No 01A- Rev B
received 2 February 2015

Existing and Proposed Sections and Roof Plans Drwg.No 01A- Rev B
received 2 February 2015

Reason: - To ensure provision of a satisfactory development.

- 3 The annexe accommodation hereby permitted shall be occupied solely for purposes incidental to the occupation and enjoyment of the existing dwelling No. 60 St Johns Avenue and shall not be used as a separate unit of accommodation, nor shall the building be enlarged or extended without the prior written approval of the Local Planning Authority and this condition shall apply notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order.

Reason: The separate occupation of the annexe or its enlargement is likely to be out of keeping with and harmful to the character of the area and be detrimental to neighbouring residential amenity, having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 The external materials to be used shall match in type, colour and texture 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.

- 5 The development shall not be brought into use until a minimum of 3 parking spaces have been provided within the curtilage of the site and thereafter all of those spaces kept available for such purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

