
Site Address:	9 Fairy Cross Way, Waterloooville, PO8 8AU		
Proposal:	Two storey side extension, to provide a granny annexe; single storey rear extension; new front porch; loft conversion to allow living accommodation of second floor level.		
Application No:	APP/13/00826	Expiry Date:	31/10/2013
Applicant:	Mr & Mrs Appleton	Team:	Team 2
Agent:	Mr L Rosenthal	Case Officer:	Rachael McMurray
	Rosenthal Design Services Ltd		
Ward:	Cowplain		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is located in a residential cul-de-sac in Waterloooville. It is tucked into the corner of the cul-de-sac and faces onto properties which face west and form part of Hurst Green Close. The topography varies with the dwelling house on the site being at a higher level than the road. The neighbouring property at No. 10 is also at a slightly lower level. The site comprises a semi-detached, two-storey dwelling of brick and tile construction. There is a small front garden and paved area in front of a detached garage which lies to the east of the dwelling and which adjoins the garage belonging to No. 10. The rear garden is laid to lawn and enclosed by a 1.8m high fence. There is a small brick extension at the rear of approx. 2m depth. To the west of the site is the Waterloooville recreation ground.

2 Planning History

None relevant

3 Proposal

Two-storey side extension, to provide a granny annexe; single storey rear extension; new front porch and loft conversion with rear dormer window.

The garage would be demolished as part of the application and a two-storey, 3m wide extension built in its place. A single storey extension would be built at the rear of the existing house and also at the rear of the two-storey side extension. This would have a depth of 2.8m following the removal of the existing extension. The rear dormer would only extend across the roof of the existing dwelling and due to its size, is deemed to be permitted development.

During the timeframe of the application, amended plans have been submitted. These plans amended the internal layout of the granny annexe, so that it now includes an entrance door into the annexe from the existing hallway and a shared family bathroom at first floor level. The annexe would have its own kitchen area at the front section of the ground floor area of the extension.

4 Policy Considerations

National Policies

NPPF

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)

DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Publication Local Plan (Allocations)

DM24 Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development.

5 Statutory and Non Statutory Consultations

Development Engineer:

In accordance with the adopted parking standards, three parking spaces should be provided.

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: 1

Statutory advertisement: Not applicable.

Number of representations received: 0

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 the design and effect on the street scene
- (iii) Effect of the neighbouring properties
- (iv) use of the Extension
- (v) Parking

(i) Principle of development

7.2 The site is located in an urban area whereby development is considered to be acceptable in principle subject to other development management considerations. The provision of integrated annexe accommodation is acceptable and in this case the amended plan achieves this.

(ii) Appropriateness of the design and effect on the street scene

7.3 The proposed two-storey extension relates well to the main dwelling in terms of its

design, as it would essentially be a continuation of the existing dwelling. The same roof line would be continued over the side extension with matching materials proposed. Whilst the two-storey side extension would not be subservient in terms of height or depth, it would not be excessively wide. Furthermore, the proposed porch would serve as a central focus point on the front elevation so that the overall front elevation looks balanced and incorporate symmetrical window openings.

- 7.4 The proposed rear extension would include a mono-pitch roof and is considered to be of an appropriate design.
- 7.5 The street scene of Fairy Cross Way comprises two sections, arranged in an 'L' shape. No's 1-7 comprise a long row with semi-detached properties linked by garages. No's 8-9 and then 10-11 are located in the corner of the cul-de-sac. There is a pair of linked garages situated in between the two pairs of semis. The properties to the south of the application site form part of a different street scene. The proposed development would make the property the largest in the street scene, leaving a gap of 1m between the extension and the shared boundary with No. 10. Whilst there would still be a 4.5m distance between the extension and the side elevation of No. 10, thus retained a sense of openness, this could be reduced if No. 10 proposed to extend in a similar way at the side. However, even if this were the case it would retain an overall separation of approximately 2 metres, which is not considered to have an adverse impact on the layout or visual amenity of the street scene. On balance, whilst the property would be larger, it would be appropriate in design and unlikely to cause any visual harm.

(iii) Effect of the neighbouring properties

- 7.6 The two-storey side extension would mainly affect No. 10. However, No. 10 has the same front and rear two-storey building line as No. 9 and as the proposed two-storey extension does not propose to impede past the building lines, the potential impact on No. 9 would be minimised. The application site is on a slightly higher ground level than No. 10 however, the proposed two-storey element would be well within the 45 degree line of sight and therefore not affect the outlook from any windows. The extension would appear higher when stood in the rear garden of No. 10 however, this would be not significant enough to warrant a reason for refusal.
- 7.7 No. 10 Fairy Cross Way have already been extended at the rear In terms of the proposed single storey extension to the rear of the two-storey section, The rear extension would only be a further 0.8m increase.

(iv) Use of the extension

- 7.8 It would be important that the ancillary relationship between the granny annexe extension and existing dwelling be maintained, as separate occupation would suffer from lack of amenity space and would result in an intensive use of a small curtilage, out of keeping with the character of the area. It would be potentially harmful to neighbouring amenities by added activity, noise and disturbance. Furthermore, the creation of a separate dwelling could have an in-combination impact on designated habitats, which has been considered by the recent Solent Disturbance Mitigation Project; policy CS11 (11) and emerging policy DM24, albeit further work is needed to ascertain a fair and proportionate approach to mitigation, including the impact of small residential developments and although provisions are not currently in place for measures to be undertaken or contributions to be made for development of the scale proposed here, this is likely to change in the future as further work is undertaken and

the emerging policy acquires greater weight. For these reasons and due to parking (considered below) a planning condition would be needed to ensure the extension does not become a separate unit of accommodation.

(v) **Parking**

- 7.9 Normally a four bedroom dwelling would require three parking spaces. The loss of the garage would mean the loss of one parking space at the property but the applicant's agent confirms that two spaces can be made available on the site frontage (an additional plan will be required for this). There is also an area of communal parking available to the front of the property.
- 7.10 It is noted that aside from the loft conversion, the first floor, including the annexe accommodation, would provide three bedrooms, which equates to two spaces under the Council's current standards. The fourth bedroom in the roof is a permitted development and planning permission would not be required for this. Taking all of these factors into account, it is considered that in this particular case, there is not a strong argument to require three spaces on-site but an additional plan will be needed to provide the two. Finally, it is noted that if the side extension were occupied separately it would generate additional parking spaces which could not be met on site, leading to greater on-street parking pressure.

8 **Conclusion**

Taking all factors into account, on balance the proposal is considered to be acceptable and the application is therefore recommended for approval.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/13/00826 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 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.
- 3 The accommodation hereby permitted shall be occupied solely for purposes incidental to the occupation and enjoyment of the existing dwelling and shall be constructed so as to be integrated with the accommodation of the existing dwelling and shall remain permanently as such thereafter, it shall not be used as a separate unit of accommodation whatsoever.

Reason: Separate accommodation would lack adequate amenity/garden and parking space resulting in an unsatisfactory form of development which would not accord with policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012. It might also generate the need for mitigation of the in-combination impact of new dwellings on designated habitats which is subject to the provisions of the emerging policy DM24 of the Havant Borough Publication Local Plan (Allocations) Document, October 2013 and the adopted policy CS11 (11) of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 Prior to the commencement of the development hereby permitted a plan shall be submitted to and approved in writing by the Local Planning Authority to show the provision of at least two vehicle parking spaces, which shall be provided prior to the occupation of the two storey side extension hereby approved and shall thereafter be kept permanently available for the purposes of vehicle parking.

Reason: To safeguard the amenities of the locality and to ensure adequate parking provision for the extended dwelling in accordance with policies DM13 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 which forms part of the Havant Borough Local Development Framework and the National Planning Policy Framework 2012.

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

Existing GF plan - DNo. 01
Proposed GF plan - DNo. 02
Existing FF plan - DNo. 03
Proposed FF plan - DNo. 04
Proposed second floor plan - DNo. 05
Existing elevations - DNo. 06
Proposed elevations - DNo. 07

Reason: - To ensure provision of a satisfactory development.