
Site Address:	39 Hollow Lane, Hayling Island, PO11 9EX		
Proposal:	Single storey rear extension and car port to front, following removal of existing single detached garage, and including alterations to aid disabled access.		
Application No:	APP/13/01268	Expiry Date:	12/02/2014
Applicant:	Mr Read	Team:	Team 2
Agent:	Mr Paget	Case Officer:	Rachael McMurray
	Wyvern Architects		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is located on Hollow Lane in Hayling Island. It comprises a detached, hipped roof bungalow of brick and tile construction. The property is set back from highway in line with the neighbouring properties. There is a grassed area and driveway in the front plot, leading to a detached garage at the side / rear of the property. There is a porch on the side elevation and a rear lean to type structure. The large rear garden is mainly laid to lawn and enclosed by a 1.8m boundary fence. The eastern boundary is well screened by semi-mature vegetation.

Both the neighbouring properties comprise bungalows with No. 41 having accommodation in the roof space. The streetscene varies in terms of house styles however the majority of properties are detached dwellings, set within spacious plots.

2 Planning History

None relevant_

3 Proposal

The proposal is to remove the existing detached garage, rear lean to and side facing porch construct a 'L' shape single storey extension. The longer side of the extension would be on the east elevation and would extend out by 8.3m from the original rear building line. The stepped in section would be on the west elevation and would extend out by 4.1m from the rear building line. The extension would have two pitched roofs with the longer section's roof being higher at 5.5m to the ridge and the lower section being 4.5m to the ridge.

There is also a flat roof car port proposed which would be located in front of the front elevation and extend out by 4.5m. This would be constructed from timber stained to match the fenestration on the main dwelling.

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)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

None required.

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

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 streetscene
- (iii) Effect on the neighbouring properties

(i) Principle of development

7.2 The site is located in a defined urban area whereby development is considered to be acceptable in principle subject to other development control considerations.

(ii) Appropriateness of the design and effect on the streetscene

7.3 The proposed design would feature a dual pitched roof which would relate well to the existing style and design of the main dwelling. As the ridge heights of the dual pitched roof would be lower than the ridge height of the main roof, the extension would appear subservient in terms of height. The dwelling has a large rear garden of some 35m depth and therefore it is considered that the proposed extension would not result in an overdevelopment of the plot. Matching materials are proposed which would tie in the with the main dwelling.

7.4 The rear extension would not be visible from the streetscene however, the car port would. However this would be located immediately to the front of the house and would be open on all sides allowing views of the dwelling to be retained from the streetscene. It would be constructed from timber and stained to match the fenestration on the main dwelling. Overall it is considered that this structure would not have an adverse impact

on the character of the main dwelling or the visual amenity of the streetscene.

(iii) Effect on the neighbouring properties

- 7.5 No. 39 is set back slightly further into its plot than the two immediate neighbouring properties, which results in any development at the rear potentially having more impact. The western elevation of the extension would extend out by 4.1m from the rear building line, before turning back in and then extending out again a further 4.2m on the east elevation. The western elevation would set off the shared boundary with No. 37 by 3m. Permitted development allows for a detached dwelling to extend out to 4m at the rear, with a maximum ridge height of 4m. This roof of this part of the extension would have a ridge height of 4.5m however, it would be set back from the shared boundary by 3m, which would noticeably reduce the visual impact of the structure from the neighbouring property. Overall it is considered that the development would not have a harmful impact on No. 37.
- 7.6 In terms of the impact on No. 41, this is also set further towards the highway which increases the potential impact of the extension at No. 39. However, the existing detached garage at No. 39 is already situated immediately on the shared boundary with No. 41. This is set back from the house by 2.3m and has a depth of 5.5m so the rear elevation is approx. 8m from the rear elevation of the main dwelling.
- 7.7 The eastern elevation of the extension would be 8.3m in depth from the rear building line of the existing rear lean to. Therefore it could be considered comparable to the depth of the existing garage. The extension would have a higher ridge height than the garage at 5.5m compared to 2.8m. However, as opposed to being on the shared boundary, the extension would be set in by 3.1m. There is also semi mature planting along the shared boundary, located within the boundary of No. 41 which would partly obscure the view of the extension.
- 7.8 Given the generous garden depths of No.s 39 and 41 and that the extension would be set in by 3.1m and with the vegetation screening in place, it is considered that on balance, the overall impact of the extension would not result in such a harmful impact so as to warrant a reason for refusal or be contrary to Policy CS16 of the Local plan.
- 7.9 It is not considered that the proposed car port would have any impact on the neighbouring properties.

8 Conclusion

It is considered that on balance, the application is considered to be acceptable and is recommended for approval.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/13/01268 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 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no additional windows / doors or other openings shall be constructed with the east or west elevations including the roof slopes without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 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:

Site plan, proposed elevations and floor plans - Drwg No. 02A

Existing floor plans and elevations - Drwg No. 01A

Reason: - To ensure provision of a satisfactory development.