Scale

At present, the property is a chalet style bungalow with bedroom accommodation in the roof. The majority of the surrounding houses are two storey with a few single storey elements. The proposed design aims to raise the eaves height by 1.4m. It is felt that as No.17a is a two-storey house this increase in eaves height will not adversely affect the property. No.21 has also recently been granted planning permission to increase the ridge height to form a two-storey dwelling from a bungalow.



Figure 6 Proposed Section. Source: PWP Architects

3.3. Materials and boundary treatments

Materials

North Shore Road has a mixture of materials and styles. A traditional facing brick house can be located next to a white render, flat roofs house with metal windows. Below are photographs of houses along North Shore Road.



Figure 7: House along North Shore Road

The predominate material been proposed on this development is through colour render. Render is used on both No. 21 and 29 North Shore Road as well as many other houses along the street. We have used timber cladding to break up the elevation and add interest. The texture and colour of the timber will contrast the smooth render. Thermally efficient aluminium windows are proposed as the slimmer profiles are more aesthetically pleasing with the clean crisp lines. The roof is a key design feature with its large overhangs and lower eaves height. A slate roof is proposed for this feature.



Figure 8: Proposed front elevation

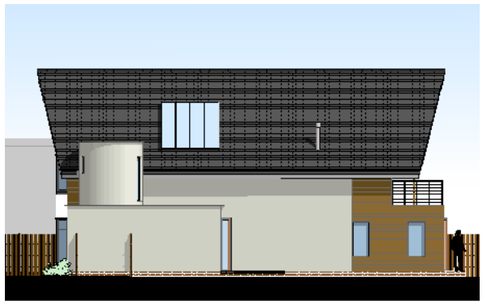


Figure 9: Proposed side elevation

Boundary treatment

The site's north, east and west boundaries are defined using close boarded timber fences. The northern boundary is the seaward side of the plot overlooking Langstone Harbour. The pebbled beach which forms the boundary is reached by a sloping concrete ramp down to the shoreline.



Photo 7: West boundary



Photo 8: West boundary



Photo 9: East boundary

The proposed development does not aim to change the existing boundary treatments but does propose the addition of brick gate post to better define the southern boundary.

3.4. Accessibility and Parking

The majority of the site is level so will not restrict access to the house.

This house is a single family dwelling with five bedrooms. The sites location does not provide easy access to local public transport. The parking standards for the house are set out below.

T9 PROVISION OF VEHICLE PARKING AND TURNING FACILITIES

Development will be permitted where it provides parking for cars, motor cycles, and pedal cycles and turning facilities as appropriate in accordance with the relevant standards.

448 Hampshire County Council, the unitary authorities and the district councils have jointly prepared revised parking policy and parking standards Hampshire Parking Strategy and Standards. The new approach contained within the document recognises existing levels of public car parking provision and proposes reductions from a new maximum standard for all future development in relation to the accessibility of the site by public transport and other sustainable alternatives. The parking standards are in conformity with PPG 13 Transport (Annex D). Guidance on parking for pedal cyclists and motor cyclists is provided as a supplement to the document. In accordance with national best practice, disabled parking spaces are to comprise 5% of the total parking allocation for the site. The stated parking standards apply for all new development. The adopted parking standards are shown below:

Table 1: Residential

Type	Car parking standard –		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
General residential				
1 bedroom units	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per unit
2–3 bedroom units	2.0 spaces per unit	1 space per unit	2 spaces per unit	1 loop/hoop per unit
4 or more bedroom units	3.0 spaces per unit	1.5 spaces per unit	2 spaces per unit	1 loop/hoop per unit
		See Note 1		
Older people's housing				
Active elderly with warden control	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per 2 units
Nursing and rest homes	1 space per 4 residents and 1 space per staff	1 space per 8 units and 0.5 per staff	1 space per 6 staff	1 loop/hoop per 2 units

Notes.

1 Clearly, residential parking is different in nature to non-residential parking, being a trip origin for home-based trips. However, local planning authorities will monitor planning permissions and review the residential parking standards with a view to achieving an average residential provision of no more than 1.5 spaces per dwelling in accordance with Planning Policy Guidance Note 3 – Housing (PPG3) paragraph 62.

- Where a garage is provided, each garage will be designated as one car space plus one cycle space. Standard garage size should allow enough space for a car and cycle (recommended at least 6m x 3m internal dimensions), although garages are not always used for storing cars.
- On-street parking in association with residential development should generally be discouraged through good design. However, parking lay-bys may be designed into the road layout in accordance with current local design guidance.
- The above standards take into account visitors' parking.
- If part spaces result from a development proposal, these should be rounded up to the nearest whole number.
- If warden or staff spaces are identified, these apply to full-time equivalent staff.
- In locations of prime accessibility (close to transport interchanges), zero parking will be encouraged if local circumstances permit.

Table 1: Residential parking standards Source:Hampshire parking strategy and standards

Pedestrian access
Level access will be provided from North Shore Road, as existing.

Vehicular access
Access will be provided via private drive off North Shore Road, as existing.

Parking
The single garage has been extended to provide parking for two cars and the storage of 2 bicycles. A third car parking space has been provided adjacent to the garage. The area in front of the house has been paved to allow the car to turn prior to leaving the property. This means all access onto North Shore road will be in first gear.

Cycle provisions
Within the double garage there will be the provision to store bicycles for all residents.

Vehicular access for fire fighting.
All areas within the dwelling are within 45m of the area 20m from North Shore Road. The shared private road is approximately 5m wide. Please see diagram below showing proposed fire accessibility.



Figure 10: Proposed site plan. Source: PWP Architects

3.5. Sustainability

Sustainability was a key consideration from the inception of this project. The following elements have been designed into the building to promote a sustainable design.

- Highly insulated walls, floors and roof
- Thermally efficient windows (above building regulations)
- High efficiency ‘A’ rated boiler
- Low Energy light fittings
- Low energy appliances 'AA' rated
- PV panels
- Dual flush WC's
- The double height naturally ventilated space in the centre of the building encourages passive natural ventilation.
- Water butts for watering the garden
- Wood burning stove to provide additional 'carbon neutral' heating to open plan living space

3.6. Consultations

A pre-planning consultation took place on 7 March 2011 on site. The planner raised concerns about various aspects of the original proposal. Her concerns are outlined in the letter in the appendix of this document. The revised design addresses the concerns raised.

Our client has pre-consulted most of the immediate neighbours with the drawings demonstrating the development in full in advance of this planning application.

4. Services

4.1. Refuse

Hard standing will be provided within the curtilage of the property, close to the entrance, for 3 240l wheelie bins – one for general waste, one for garden waste and another recycling. There will also be the provision for storage of glass recycling sack.

On refuse collection day the appropriate bin will need to be wheeled by the householder to the pavement edge where a suitable refuse collection vehicle will collect the household waste.

4.2. Gas, electricity & telecommunications

As existing; we anticipate connecting to the existing gas, electric and telecom connections in North Shore Road.

4.3. Drainage

Drainage from the roofs will flow into water butts for use in watering the garden

4.4. Sewage

As existing; we anticipate connecting to the existing main sewer located in North Shore Road.

5. Conclusion

This application is for a one for one replacement residential dwelling. The influence of the local surroundings, both natural and man-made have all contributed to its final design.

Appendix

Contents of letter received from Havant Borough Council. Letter sent to client.

"I am writing to you further to your request for pre-application advice, received on the 08/02/11 and further to our meeting on 7/3/11.

Raising of the Ridge Height

At present, the property is a chalet style bungalow. The proposal would include building up the existing hipped roof to gable ends and raising the ridge height to form a full height, two-storey property with rooms in the roof space.

As you are aware, planning permission was recently granted for No.21 to increase the ridge height to form a two-storey dwelling from a bungalow. However the property did not have the same relationship with the neighbouring property as No. 19 has the 17a (i.e. close proximity with No. 19 being set further back). As a result, the acceptability of raising the ridge height would depend on the impact on No. 17a, in that it should not be overbearing, thus adversely affecting their amenity. It is noted that No.17a does have a rear extension and has therefore increased their rear building line. However, the full impact on No17a of the raising of the ridge height on No. 19 could only be fully assessed from the boundary of No17a and this could only be carried out at application stage when the occupiers are formally notified of the proposal.

Two-storey rear extension

Putting aside the advice laid out above for the raising of the ridge height, I am of the opinion that a two-storey height extension of 4m in depth would be likely to form an overbearing presence on the amenity of the No17a, as a result of its close proximity to the shared boundary.

Single storey side extension

This extension would be positioned adjacent to the shared boundary with No 21, which sits far closer to the highway than No. 19. As such, it is unlikely that a single storey extension to this elevation would result in a significant impact. However, this would depend on its roof height and design which should be designed so as not to affect the rear outlook from No.21.

Extension to the detached garage with the inclusion of a pitched roof

The proposal to extend the existing single garage to form a double width structure and the inclusion of the pitched roof with storage space above, could be acceptable in principle depending on the roof design and height. The reason being that No.17a has a number of side facing windows at first floor level, which although are obscurely glazed, do serve as natural light sources to the internal areas that they serve.

Single storey link extension from garage to main dwelling

As with the extension to the garage, this proposal could be acceptable in principal depending on the roof design and height. There are three windows at ground floor level in the side elevation of No. 17a, which although do not have any outlook at present (they face onto the shared boundary fence), do serve as natural sources of light.

I trust this response has been of use however, please do not hesitate to contact Mrs R McMurray if you have any further queries, Mrs McMurray would also be happy to comment on any further plans or proposals you may have prior to making a formal planning application. Please note that the above comments are the opinion of an individual Planning Officer and are in no way binging upon the Council when determining an application for planning permission and nor will they prejudice the outcome of any application submitted.

Yours faithfully
Mr Steve Weaver
Interim Development Services Manager
Our Ref: GEN/11/00146"