

COMMITTEE REPORT

ITEM NUMBER:

APPLICATION NO.	21/03202/HOU
LOCATION	8 Connaught Road Fleet GU51 3RA
PROPOSAL	Erection of single storey side and rear extensions, blocking up of a window and insertion of a door to ground floor side, removal of garden shed and erection of a garden office/shed
APPLICANT	Mr Ratcliffe
CONSULTATIONS EXPIRY	27 January 2022
APPLICATION EXPIRY	02 March 2022
WARD	Fleet
RECOMMENDATION	Grant



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1. BACKGROUND

The application is being brought to Planning Committee in line with the Council's Constitution as the applicant is an employee of Hart District Council.

2. DESCRIPTION OF SITE

8 Connaught Road is a detached two-storey property. It dates from circa the inter-war period and has a gable roof with applied timber beams in the apex, rendered walls, a front bay and a recessed front door with arched porch. It is located on a regular plot at an elevated position to the highway. The front boundary consists of a low-level brick wall and area laid to lawn together with a vehicle parking area to accommodate three vehicles. The rear garden is laid to lawn with 1.8 metre high fencing to the boundaries. It is located within a causal flood area and set within the settlement policy boundary of Fleet.

3. RELEVANT PLANNING HISTORY

13/01288/HOU Alterations to front bay window and porch. Rear first floor extension .
Granted 15.08.2013

4. PROPOSAL

Erection of single-storey side and rear extensions, blocking up of a window and insertion of a door to the ground floor side, removal of garden shed and erection of a garden office/shed.

The proposed side extension measures 3.8 metres in length, 1.3 metres in width and 2.8 metres in height. There is a glazed 'lean-to' roof proposed on the side extension which measures 0.5m in addition. The proposed rear extension measures 4.5 metres in length, 5.7 metres in width and 3.3 metres in height. There is a central lantern which would increase the maximum height to 3.7 metres.

The proposed outbuildings each measure 5.5 metres in length, 4 metres in width and 3.2 metres in maximum height.

5. RELEVANT PLANNING POLICY

Hart Local Plan (Strategy and Sites) 2016-2032

Policy NBE2 Landscape

Policy NBE5 Managing Flood Risk

Policy NBE9 (Design)

Policy INF3 (Transport)

Hart District Local Plan (Replacement) 1996-2006 Saved Policies

GEN1 (General policy for development);

Fleet Neighbourhood Plan 2018-2032

Policy 10 - General Design Management Policy

Policy 19 - Residential Parking

National Planning Policy Framework (NPPF) (July 2021)

Section 12 (Achieving well-designed places)

Other Material Considerations

Planning Practice Guidance

BRE Report - Site layout planning for daylight and sunlight: a guide to good practice (2011)

6. **CONSULTEE RESPONSES**

Fleet Town Council

NO OBJECTION to house extension but one of the outbuildings infringes the Root Protection Area (RPA) of a neighbours tree. It has been suggested to have impermeable membrane with slab construction, but it is necessary to maintain the passage of air and water to root area, so needs comment from Harts Tree Officer on acceptable method of construction within the RPA.

PUBLIC COMMENTS

None received.

7. **CONSIDERATIONS**

7a) Principle of Development

The application site is situated within the settlement policy boundary of Fleet where there is a presumption in favour of sustainable development provided to other considerations as set out below.

7b) Design and Visual Impacts

Policy NBE9 of the Hart Local Plan 2032 (HLP32) and Saved Policy GEN 1 of the Hart Local Plan 2006 (HLP06) state that all developments should seek to achieve a high quality design and positively contribute to the overall appearance of the local area.

Due to the modest size and scale of the single storey rear and side extensions there would be no adverse impact on the appearance or character of the host dwelling. The overall increase in massing and actual floor space of the dwelling would not be unduly excessive. The proposed extensions would not be disproportionate to the original dwelling and would not result in a cramped appearance.

The proposed rear extension would not be visible within the public realm, but the side extension would be visible from the streetscene. By virtue of size, design and siting the proposal would not dominate or compete with the character of the host dwelling. The single-storey nature and footprint of the extensions would result in a subservient relationship with the host dwelling.

The blocking-up of a window and insertion of a door to the side elevation is a modest and acceptable alteration. The materials to be used are considered to be appropriate and acceptable in design and character respects.

The proposed extensions are of a design which is in-keeping with the host property and of a scale which is sympathetic to the existing dwelling. The proposal would result in a minor visual change in views of the site from the streetscene however this change would not be harmful or impact on the character of the area.

It is proposed to demolish the existing shed and woodshed and erect two new garden outbuildings to the rear of the application site. One would serve as a home office and the other a garden shed. The design of the structures themselves and the external materials proposed are traditional and considered acceptable and a visual improvement compared to the existing outbuildings.

The proposal is acceptable in design terms in line with the policies of the Local Plan and Fleet Neighbourhood Plan.

7c) Impacts upon Amenity

Policy GEN1 of the HLP06 emphasises that sustainable development should be permitted provided that the proposal does not result in any material loss of amenity to adjoining neighbours, among other considerations.

Given the modest scale and design of the proposed extensions, their siting and intervening boundary treatments with the adjacent properties, the proposed development would not have an unacceptable impact on the residential amenities of neighbouring occupiers. There would be no adverse overbearing, overshadowing or overlooking impacts generated by the proposal.

The proposed extensions are acceptable in terms of neighbouring amenity.

7d) Highway Safety, Access and Parking

Policy NBE9 of HLP32 requires proposals to provide well-design and sufficient areas for parking and cycle storage together with suitable access. Policy INF3 of the HLP32 requires proposal to provide appropriate parking provision, cycle and bin storage. These are echoed by the policy requirements of Saved Policies GEN 1 and T14 of the HLP06.

The proposed development makes no alterations to the existing parking arrangements or bedroom numbers on the site. There is also no change to the bin or cycle storage arrangements.

7e) Flood Risk and Drainage

Policy NBE5 of the HLP32 outlines that development will be permitted provided it would not increase the risk of flooding on or off-site and within Causal Areas (as defined in the SFRA) all development takes opportunities to reduce the causes and impacts of flooding, amongst other things.

The site is located within a causal flood area. The proposed outbuildings would replace those of a similar footprint and whilst there would be an increased development footprint by way of the extensions to the house, there would be 3 no. additional trees planted and the use of green roofs on the outbuildings. As such, there is not considered to be a requirement to include additional drainage measures as part of this householder proposal.

7f) Ecology and Trees

The proposed extensions would have no adverse impacts on ecology and the use of green roofs on the outbuildings with wildflower planting would increase biodiversity opportunities compared to the existing situation. The site lies outside of any Conservation Area however there is a Tree Preservation Order (TPO) no. 1141-2003 which protects Lime Trees in the rear garden of no.5 Clarence Road however these are a significant distance from the proposed locations of the outbuildings.

Policies NBE2 and NBE9 require developments to respect on-site or nearby landscape features such as trees. The proposed outbuildings would be within the root protection area of an off-site neighbouring Sycamore tree (Tree 1 on the proposed plans) and the supporting information for the application shows there would be hand digging in the root protection area and construction of the outbuildings on 'raft' foundations to prevent adverse impacts on the health and longevity of the neighbouring tree.

Some hedge removal is proposed on the application site itself and the applicant has sought to mitigate this loss by planting 3 no. new native Hawthorn trees on the site.

Fleet Town Council has no objection to the proposal however, raises concerns that one of the outbuildings infringes the Root Protection Area (RPA) of a neighbour's tree. The information submitted demonstrates that there would be no adverse impact on the Sycamore tree and this is acceptable to address the concerns raised by Fleet Town Council.

7g) Climate Change and Equality

The proposals include green roofs with meadow planting to the outbuildings which is a welcome feature that offers biodiversity and drainage improvements. A green roof helps to improve the overall air quality and reduce Carbon in our environments through carbon sequestration. In addition, green roofs help to combat the effects of climate change.

In determining this application the Council, as required, had regard to its obligations under the Equality Act 2010. There has been no indication or evidence (including from consultation on the application) that the protected groups as identified in the Equality Act have, or will have, different needs, experiences, issues and priorities in relation to the particular planning application. Therefore there would be no significant adverse impacts as a result of the proposed development on protected groups.

8. CONCLUSION AND RECOMMENDATION

The design and appearance of the proposal is acceptable and there would be no material loss of amenity to the neighbouring properties or harm to the street scene or character of the area. The development proposes suitable construction methods to prevent adverse impacts on the relevant off-site tree and sufficient re-planting to mitigate hedge loss. The use of green roofs on the outbuildings will also provide ecological and drainage enhancements which support the Council's Climate Change targets.

The proposal complies with the development plan as a whole which includes the Local Plan, Saved Policies and Fleet Neighbourhood Plan. The application is therefore recommended for approval subject to the conditions listed below.

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Location Plan

Block Plan - CR-01A

Proposed Plans - CR-04A-05-06

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall be as described in the application form and as annotated on the plans submitted.

Reason: To ensure a satisfactory visual relationship of the new development with the existing building and to satisfy Policy NBE9 of the Hart Local Plan (Strategy & Sites) 2016-2032 and Policy GEN1 of the Hart District Local Plan 1996-2006 (Saved Policies).

INFORMATIVES

1. You may require Building Regulations Consent and we advise that you should contact Building Control on 01252 398715.
2. Hart District Council has declared a Climate Emergency. This recognises the need to take urgent action to reduce both the emissions of the Council's own activities as a service provider but also those of the wider district. The applicant is encouraged to explore all opportunities for implementing the development approved by this permission in a way that minimises impact on climate change.
3. The Council works positively and proactively on development proposals to deliver sustainable development in accordance with the NPPF. In this instance: The applicant was advised of the necessary information needed to process the application and, once received, the application was acceptable and no further engagement with the applicant was required.