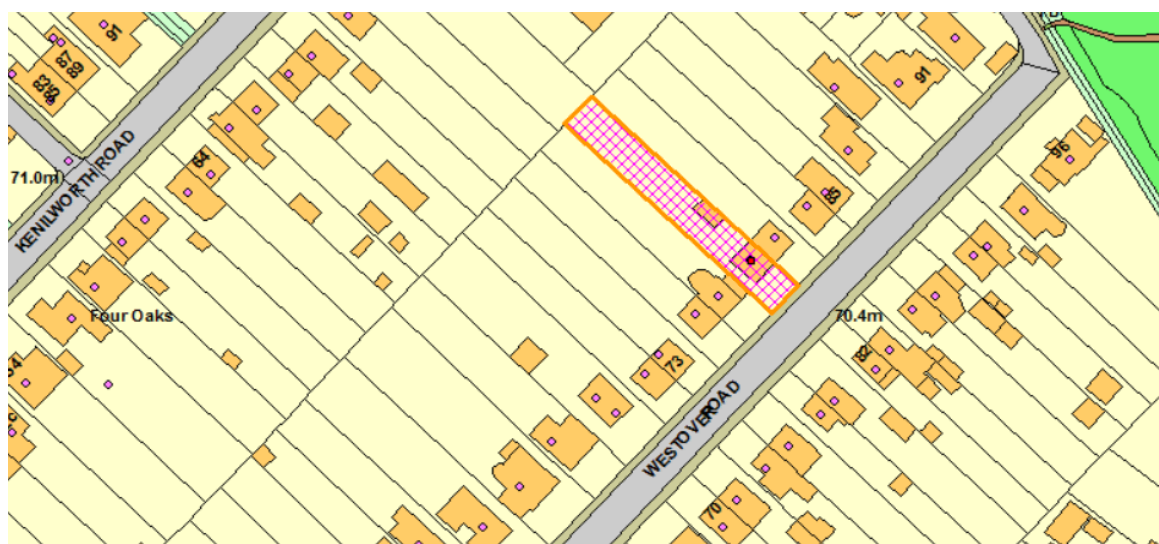


**COMMITTEE REPORT  
ITEM NUMBER 9:**

APPLICATION NO.	22/01164/HOU
LOCATION	<b>79 Westover Road Fleet Hampshire GU51 3DE</b>
PROPOSAL	Erection of a single storey side and rear extension and new front door and windows.
APPLICANT	Harris
CONSULTATIONS EXPIRY	16 June 2022
APPLICATION EXPIRY	21 July 2022
WARD	Fleet East Ward
RECOMMENDATION	<b>Grant</b>



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## **CONSULTEES RESPONSES**

### **Fleet Town Council**

NO OBJECTION in principle but

' Question of any impacts on neighbour with 5m+ extension to the rear ' will there be any loss of light to rear windows?

' Why timber cladding to side and back of side extension? Not part of the palette of the main house and no in keeping, would be better if design changed to match

' Surface water drainage to be taken to a SUDS system tank not a conventional soak away.

### **Ecology Consult (Internal)**

No Objection.

### **Tree Officer (Internal)**

The nature of the proposal is such that direct impact from construction proposals or working practices is unlikely to impact upon any significant mature trees. I raise NO OBJECTION on arboricultural grounds.

## **NEIGHBOUR COMMENTS**

None received.

## **CONSIDERATIONS**

### **BACKGROUND**

The application is being presented at Planning Committee as the applicant is an employee of Hart District Council.

### **DESCRIPTION OF THE SITE**

The application property is a two-storey semi-detached dwellinghouse with a hipped roof. It is set on a substantial rectangular level plot. The frontage is open with an area laid to lawn and gravelled driveway with space for the parking of two vehicles.

### **PROPOSAL**

The application seeks planning permission for a single storey side and rear extension. The side extension would measure 1.2 metres in width, 5.6 metres in depth to the rear of the host dwelling. It would have a flat roof measuring 2.7 metres in height. The rear extension would measure 7.2 metres in width and would be staggered in depth measuring 5.4 metres in depth along the north-east elevation and 5 metres along the south-west elevation. The side extension would wrap around along the rear elevation. The flat roofed side extension would wrap around along the rear elevation by 2.4 metres adjoining a pitched roof element which would have a maximum height of approximately 3.7 metres. The proposed extension would include the installation of three rooflights. The materials will comprise of vertical timber cladding to the flat roofed side/ rear extension, matching brick work for the rear extension with a natural slate roof. Windows and doors are to be powder coated aluminium, although window colours have not been specified.

A revised drawing was received (proposed elevations N352 07 C) on 06.07.22 showing the north-east elevation as it was previously omitted.

## **RELEVANT PLANNING HISTORY**

21/03070/HOU - Erection of a single storey side and rear extension and new front door and windows. Approved 08.12.2021.

This application seeks to re-locate the window on the front elevation (serving the WC) to the side elevation. The window is to be obscure glazed.

## **RELEVANT PLANNING POLICY**

### Hart Local Plan (Strategy & Sites) 2016-2032:

- SD1 Sustainable Development
- NBE4 Biodiversity
- NBE9 Design

### Hart District Local Plan (Replacement) 1996-2006 'saved' policies:

- GEN1 General Policy for Development
- CON8 - Trees, Woodlands & Hedgerows: Amenity Value

### Fleet Neighbourhood Plan 2018-2032

- Policy 10 General Design Management policy
- Policy 19 Residential Parking

### Other Material Documents

- The National Planning Policy Framework (2021)
- Urban Characterisation and Density Study (2010)
- Hart's Parking Provision Adopted Interim Guidance (2008)
- The Town and Country Planning (General Permitted Development) (England) Order (2015)
- BRE Report - Site layout planning for daylight and sunlight: a guide to good practice (2011)

## **CONSIDERATIONS**

### **Principle of Development**

The application site is situated within the settlement of Fleet where there is a presumption in favour of sustainable development provided that the proposal is in compliance with development plan policies and that no unacceptable harm to residential amenity, the environment, highway safety or any other material planning considerations arise.

Therefore, in principle, the proposal is considered an acceptable form of residential development.

## Design and Visual Impacts

The acceptability of the proposal is required to have regard to Policy GEN1 and NBE9 of the Local Plan which state that all developments should seek to achieve a high quality design and positively contribute to the overall appearance of the local area and are in keeping with the local character by virtue of their scale, design, massing, height, prominence, materials, layout, landscaping, siting and density.

GEN1 also 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.

Policy 10 of the Fleet Neighbourhood Plan states that development shall complement and be well integrated with neighbouring properties in the immediate locality in terms of scale, density, massing, separation, layout, materials and access and architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness.

The application property is situated within a row of similar two-storey, semi-detached dwellinghouses constructed from brick and plain clay roof tiles. However, within the wider context of Westover Road there are a variety of dwellings, including two-storey detached properties and bungalows, along with an array of materials, including render, tile hanging and cladding. It should also be noted that a number of properties within the immediate vicinity have been extended and altered over time, in particular by way of single storey side additions, therefore the proposed development would not be considered out of keeping with the wider street scene.

Due to the proposed developments single storey nature, it would not dominate or compete with the character of the host dwelling and as such would be a subservient addition. Whilst the extension is large, ample rear amenity space to serve the occupants of the dwelling would be retained. Furthermore, the extension is to be set off from the common side boundaries, with space retained along the western side boundary to allow access.

The existing dwelling is constructed from brickwork and plain clay roof tiles. The submitted details indicate that the materials will comprise of vertical timber cladding to the flat roofed side/ rear extension, matching brick work for the rear extension with a natural slate roof. Windows and doors are to be powder coated aluminium, although window colours have not been specified.

Paragraph 134 of the National Planning Policy Framework (NPPF) states;

'Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes.'

Paragraph 134 (c) sets out that outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

In this respect, the proposal is of more innovative design than the existing property which would improve the quality of the area and the standard of design in the area. There are no adopted design standards or style guides by way of Supplementary Planning Documents.

The design Policies of the Local Plan and Neighbourhood Plan are the only relevant local documents in this respect.

As set out in the sub-text to Policy GEN1, to protect the environment it doesn't necessarily mean that no visual change should take place in the District. Whilst the use of alternate materials on the extension would result in a visual change from the existing situation, and a contrast between the existing property and the proposed extension, the change is considered to be modern which would not be harmful in terms of visual amenity. As also set out in the sub-text to Policy GEN1, the LPA is only able to refuse planning permission where it would cause demonstrable harm. The use of alternate materials is not considered to generate demonstrable harm to the character or visual amenity of the area that would warrant the refusal of planning permission on this basis. As the precise details have not been specified/ submitted, a suitably worded condition will be imposed requiring the submission and approval of materials to ensure they are of a high quality.

### Impacts upon Amenity

Local Plan Policy GEN1 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.

The proposed extension, by virtue of its single storey nature, along with the intervening boundary treatments, is not considered to not give rise to any significant negative impacts upon any neighbouring amenities by way of overlooking or loss of privacy.

The proposed extension would be located in close proximity to the boundary. However, given its scale and single storey nature would not result in any unacceptable overbearing or overshadowing impacts. The neighbouring properties rear elevation door and window openings are serving non-habitable rooms/ secondary windows serving habitable rooms.

The proposal is therefore not considered to detract from the amenities of the neighbouring properties. As such the proposal would comply with saved Policy GEN1.

### Parking

Local Plan Policies GEN1 and INF3 and Policy 19 of the Fleet Neighbourhood Plan state that all developments should provide appropriate parking provision in accordance with the Council's parking standards.

The site is located within Zone 2 for the purposes of the Interim Parking Standards which requires a two bedroom property to provide 2.5 spaces. The 0.5 space is for visitor parking and can be provided off-site if appropriate.

The number of bedrooms at the property would remain the same at two. The existing driveway can accommodate two vehicles and the proposed development would not impede on these arrangements.

The proposal is therefore not considered to give rise to any detrimental implications on the parking arrangements. The proposal therefore complies with saved Local Plan Policies GEN1 and INF3.

## Ecology

Local Plan Policy NBE4 states that all developments should protect and enhance biodiversity. The Local Planning Authority has a duty under the Natural Environment and Rural Communities Act 2006 to have full regard to the purpose of conserving biodiversity, which extends to being mindful of the legislation that considers protected species and their habitats and to the impact of the development upon sites designated for their ecological interest.

The property is a 1960's semi-detached dwellinghouse located in a sub-urban location, however Fleet Pond Site of Special Scientific Interest and Local Nature Reserve, which contains extensive woodland and water, is within 100 metres. The property does not appear to have any additional potential bat features (weatherboarding and /or hanging tiles) and the proposals are for a single storey extension with no impact to the main roof. The Ecology Officer has concluded that given the works proposed, a formal bat survey is not required for this application and has raised no objection.

The Local Planning Authority has considered the possible impact of the development and can be reasonably certain that biodiversity would not be adversely affected. Therefore the proposal would comply with Local Plan Policy NBE4.

## Trees

Local Plan Policy CON8 allows development that does not have an adverse effect on the long-term health of trees with amenity value. Policy NBE9 states that developments shall incorporate any on-site or adjoining landscape features such as trees and hedgerows. Policy 10 of the Fleet Neighbourhood Plan seeks to retain existing mature hedging and established trees.

There are trees on-site (as shown on the submitted block plan) which are protected by virtue of a tree preservation order. These trees are located over 20 metres from the proposed development, and on this basis no arboricultural information is required. The Tree Officer has confirmed that the proposed development is unlikely to directly impact upon protected trees and therefore raises no objection.

The Local Planning Authority has considered the possible impact of the development and can be reasonably certain that protected trees would not be adversely affected. Therefore the proposal would comply with Local Plan Policies CON8 and NBE9.

## Climate change and Equality

Given the scale of the proposal it is not considered to raise any significant climate change issues.

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.

## Other Planning Considerations

Fleet Town Council have raised an objection on the grounds that the extension could impact the occupiers of the adjoining property due to its depth and that it may result in a loss of light to the rear windows. These matters have been assessed within the main body of the Officers report under the "Impacts upon Amenity" section. They have also raised concerns with the timber cladding proposed and that it does not form the palette of the main house and would not be in keeping. These matters have been assessed within the main body of the Officers report under the "Design and Visual Impacts" section. In addition, they have commented that surface water drainage is to be taken to a SUDS system tank not a conventional soak away. It should be noted that the application site does not fall within Flood Zones 2 or 3. Notwithstanding this, these matters fall outside of the planning remit and would be secured under Building Regulations.

A legal agreement has been completed to secure that the previous planning permission (reference 21/03070/HOU) is not implemented.

## **CONCLUSION AND RECOMMENDATION**

Applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposal meets the policy requirements for the HLP32 and saved policies of the HLP. The proposal will be acceptable, will cause no demonstrable harm and is therefore recommended for approval.

## **RECOMMENDATION - Grant**

## **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 and to prevent an accumulation of unimplemented planning permissions.

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

Location, Block and Existing Plans (2107 01B Rev B), Proposed Floor Plan (N352 03 A), Proposed Elevations (N352 07 C).

### REASON:

To ensure that the development is carried out in accordance with the approved details.

- 3 Notwithstanding the approved plans, no work or development above ground level shall take place until a detailed external materials schedule (including manufacturer's product links, brochures or samples as relevant) has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt this shall include details of the brickwork, timber cladding, roof tiles, windows and doors. Once approved, the development shall be carried out in accordance with the submitted details and approved in writing by, the Local Planning Authority.

### REASON:

To ensure that the external appearance of the development satisfactory in accordance

with Policy NBE9 of the Hart Local Plan (Strategy and Sites) 2016-2032 and Saved Policy GEN1 from the Hart Local Plan (Replacement) 1996-2006 and Policy 10 of the Fleet Neighbourhood Plan 2018-2032.

## INFORMATIVES

- 1 1.1 The applicant's attention is drawn to the fact that the above conditions (if any), must be complied with in full, failure to do so may result in enforcement action being instigated.
- 1.2 This permission may contain pre-commencement conditions which require specific matters to be submitted and approved in writing by the Local Planning Authority before a specified stage in the development occurs. This means that a lawful commencement of the approved development CANNOT be made until the particular requirements of the pre-commencement conditions have been met.
- 1.3 The applicant's attention is drawn to the fact that the Local Planning Authority has a period of up to eight weeks to determine details submitted in respect of a condition or limitation attached to a grant of planning permission. It is likely that in most cases the determination period will be shorter than eight weeks, however, the applicant is advised to schedule this time period into any programme of works. A fee will be required for requests for discharge of any consent, agreement, or approval required by a planning condition. The fee chargeable is £116 or £34 where the related permission was for extending or altering a dwelling house or other development in the curtilage of a dwelling house. A fee is payable for each submission made regardless of the number of conditions for which approval is sought. Requests must be made using the standard application form (available online) or set out in writing clearly identifying the relevant planning application and condition(s) which they are seeking approval for.
- 2 In accordance with paragraph 38 of the National Planning Policy Framework (NPPF) in dealing with this application, the Council has worked with the applicant in the following positive and creative manner:-- considering the imposition of conditions and or the completion of a s.106 legal agreement (in accordance with paragraphs 55-58). In this instance:- the application was acceptable as submitted and no further assistance was required. In such ways the Council has demonstrated a positive and proactive manner in seeking solutions to problems arising in relation to the planning application.
- 3 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.
- 4 You may require Building Regulations Consent and we advise that you should contact Building Control on 01252 398715.
- 5 The applicant is advised to make sure that the works hereby approved are carried out with due care and consideration to the amenities of adjacent properties and users of any nearby public highway or other rights of way. It is good practice to ensure that



works audible at the boundary of the site are limited to be carried out between 8am and 6pm Monday to Friday, 8am and 12 noon on Saturdays with no working on Sunday and Bank Holidays. The storage of materials and parking of operatives vehicles should be normally arranged on site.