

DELEGATED OFFICER REPORT

Application Ref: H/24/97974

Site Address: 44 QUEENS VIEW, NETLEY ABBEY, SOUTHAMPTON, SO31 5EA

Case Officer: Claire Campbell-Best

Description: Two storey side/rear extension, single storey rear extension with external alterations with new vehicular access and creation of hardstanding to front to provide off-street parking (Resubmission application) (AMENDED DESCRIPTION)

Particular Site Constraints	Yes ☒	No ☐
Within the Urban Edge Within Established Residential Area EBC Owned Land Southern Water Sewer 2m Buffer – Foul Sewer		

Planning History	Yes ☒	No ☐
Reference No.	Description	Decision
H/23/95750	Proposed loft conversion with rear dormer, two storey side/rear extension and single storey rear extension	Refuse – 26/10/2023

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	One comment received from 42 Queens View (summarised): • Inaccurate plans; • Concerns dormer will be constructed if permission is granted; • Proposal is not to scale and is excessive; • Ecological enhancements are not appropriate; • Proposed parking is not adequate <u>LPA Note</u> The plans show the omission of the rear dormer. Any approval will be based on the plans submitted in this application. Any deviation from these plans may result in Planning Enforcement action being taken. The plans are to an approximate scale which have been sufficient to assess the application.		
Hound Parish Council:	<u>Comments on amended plans and description:</u> None were received. <u>Comments on original application:</u> No Objection.		
Ecology:	<u>No objection – subject to condition:</u> <u>Updated comments received 11/12/24:</u> The update elevations show that the bat box on the southern elevation and the swift nest boxed on the eastern elevation. Both are fine. <u>Updated comments received 10/09/24 (summarised):</u> I have reviewed the amended existing and proposed plans and elevations. The proposed locations of the bat box and swift nest box are directly above windows, which is not suitable. Neither bats nor		

	swifts are likely to use boxes where there is disturbance such as from an open window. Light coming of the window would also be disturbing to bats. <u>Original comments received 02/09/24 (summarised):</u> I have reviewed the Preliminary Ecological Appraisal and Bat Roost Assessment. The building has been assessed as having negligible bat roost suitability. No further surveys are required. A built-in bat box and two swift boxes are recommended as biodiversity enhancements. A precautionary working method and habitat enhancements for hedgehogs have been recommended, These recommendations are all appropriate. The location of these enhancements must be shown on an elevation plan. This can be conditioned. Additional flowering plants should be planted to provide resources for pollinators and to attract food for bats and birds.
Trees:	No objection
Hampshire County Council Highways:	<u>No objection – subject to condition:</u> <u>Updated comments received 07/11/24:</u> In regard to application H/24/97974, following on from the previous HCC Highway response dated 26 September 2024, it is noted that updated plans have been submitted. These continue to show the required 3 vehicle parking spaces located on site, but now also show access steps, and the street light column and telegraph pole which are located on the highway. Whilst 2 of the spaces are shown to be slightly below the required 4.8m length, it is noted that an area between the parking spaces and the highway measuring the approximate shortfall is available, and so in this specific case this is accepted. It should however be noted that at no time should a vehicle be parked in a manner that it overhangs the highway, which includes any grass verge or hardstanding. Onwards, whilst the width of the proposed drop kerb enables access to the parking whilst negotiating the position of the lamp column, dependant on the exact positioning of the drop kerb when it is implemented, it may be that the lamp column requires repositioning – i.e. if kerb lengths do not exactly match the positioning shown on plans. This can be advised however when a subsequent application is made to HCC for permission to undertake the physical works, should EBC be minded to approve the overall planning application. Details of this process can be found via the following web address - https://www.hants.gov.uk/transport/parking/droppedkerbs Given the proximity of the lamp column to the parking, it would be recommended that movement is investigated regardless of the above, given if it were to be hit by a parking car, its replacement could attract significant costs. Given the above, there would be no objection to the proposals, subject to the following condition being applied: ACCESS CONSTRUCTION PROVISION No use of the on-site parking spaces shall start on site until the access, including the footway and/or verge crossing has been constructed in accordance with the approved plans.

	Reason: To provide satisfactory access and in the interests of highway safety. <u>Original comments received 26/09/24:</u> In regard to application H/24/97974, having reviewed the information contained within the application pack, there would be no objection in principle to the proposals from a highway perspective. However, it would be requested that plans are updated to show both the access steps to the two doorways located at the front of the property, and to also show both the lamp column (already on plans) and the telegraph pole. These elements affect both the viability of the proposed area for parking which should allow for parking space dimensions at a minimum of 2.4 x 4.8m unobstructed (to prevent overhang of the highway), and also the potential constraints to the drop kerb vehicle crossover width that can be provided. If these updated plans can be submitted, then a re-assessment of the application can be undertaken accordingly.
Southern Water Services:	No objection – guidance notes provided.

Site Visit:	Yes ☒	No ☐
Details: Site visit carried out under previous planning application H/23/95750 – Photographs on file.		

Policy:
National Planning Policy Framework Planning Practice Guidance Development Plan: The <u>Eastleigh Borough Local Plan 2016-2036</u> The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1, DM2, DM11 and DM14. Supplementary Planning Documents: Quality Places; Residential Parking Standards; Bursledon, Hamble-le-Rice and Hound Character Area Appraisals (BHH 3).

Assessment:
<u>Site and Surroundings</u> The application site comprises a two storey, semi-detached dwelling located on the southeastern side of Queens View. The property features a hipped roof and is distinctive in the street scene for its prefabricated concrete tile finish across all elevations, (excluding the rear conservatory). The dwelling is set back from the highway by a modest front garden which is enclosed by a low-level wooden fence. Notably, the site lacks off-street parking. The surrounding area consists of similar semi-detached, inter-war-style properties set back from the road. Most neighbouring dwellings benefit from off-street parking, provided by driveways or garages. <u>Proposal</u>

This application seeks approval for a two storey side and rear extension and a single storey rear extension with a new vehicular access and creation of hardstanding to the front of the site to provide off-street parking.

The two storey side and rear extension would measure approximately 3.2m in width, 8.1m in depth, extending 2.4m beyond the original rear wall of the host dwelling. The proposed extension would have a hipped roof and would be set down from the main ridge of the host property and would have a height of 8.1m (5.2m to eaves).

The single storey rear extension would have a mono-pitched roof, measuring approximately 2.8m in depth, 7.7m in width and 3.4m in height (2.6m to eaves).

The new vehicular access will include a dropped kerb from Queens View which will lead onto newly created hardstanding at the site's frontage to provide off-street parking for three vehicles.

The application also proposes that the extension and all existing elevations to the host dwelling would be finished in red facing brickwork to match the surrounding dwellings in the local area.

Principle

The application site falls within the urban edge, whereby alterations or extensions to, or within the curtilage of residential dwellinghouses are considered to be acceptable in principle, however, would be subject to the following considerations listed below.

Background and Comparison to Previously Refused Application

This application is a revised proposal following the refusal of a planning application in October 2023 (reference H/23/95750). The previous application was refused for the following reasons:

1. Impact on Character and Appearance

The proposed two-storey side/rear extension, due to its scale and massing, was deemed to result in an incongruous and overly dominant addition to the host dwelling, adversely affecting the character and appearance of the streetscene. This was found to conflict with Policy DM1 of the Eastleigh Borough Local Plan (2016–2036), the Quality Places SPD (2011), and the National Planning Policy Framework (2023).

2. Parking Provision

The proposal failed to provide adequate on-site parking provision, which would increase reliance on public highway parking, raising concerns about highway safety. This was contrary to Policy DM14 of the Eastleigh Borough Local Plan (2016–2036).

3. Ecological Impact

Records of bats near the site necessitated a Preliminary Ecological Appraisal to assess the impact on protected species. In the absence of such an appraisal, it was not possible to confirm that the development would avoid adverse effects on local wildlife. This was contrary to Policy DM11 of the Eastleigh Borough Local Plan (2016–2036) and the Wildlife and Countryside Act 1981 (as amended).

In response to the reasons for refusal, the applicant has made the following amendments to address the key concerns:

- The rear dormer and proposed loft conversion have been omitted from the scheme.
- The two storey side and rear extension has been reduced in scale and set down from the main ridge of the host dwelling.

- Off-street parking provision has been introduced at the site's frontage, facilitated by the creation of the new vehicular access and hardstanding.
- A Preliminary Ecological and Roost Assessment has been submitted to address concerns regarding the potential impact on protected species.

The revised scheme is considered to have addressed the primary concerns and reasons for refusal outlined in the previous application. These points will be examined in detail within the relevant sections of this report.

Design and Layout

- The revised scheme is now considered appropriate in relation to the host dwelling in terms of its form, scale, and appearance. The two storey side and rear extension has been reduced in scale and is subservient to the main property. It is set down from the main ridge and set back from the front elevation, ensuring a proportional and complementary addition that respects the character of the host dwelling and the surrounding street scene.
- While it is acknowledged that the two storey side element of the proposal would be visible within the street scene of Queens View, its subservient design ensures that it would not appear unduly prominent within the locality. During the site visit, it was noted that similar two storey side extensions at no. 42 and no. 45 Queens View sit comfortably within the street scene. It is considered that the proposed extension in this application would similarly integrate into the wider surroundings without detracting from the character of the area.
- The proposed use of red facing brickwork for the extensions and existing elevations is welcomed, as it would rejuvenate the appearance of the host dwelling. The updated external finishes are also considered a positive contribution to the street scene, enhancing the overall character of the area when compared to the existing situation.
- The single storey rear extension is considered a subservient and proportionate addition to the host dwelling. Positioned entirely to the rear of the property, it would not be visible from the public realm and, as such, would have minimal impact on the street scene.
- The addition of a dropped kerb and hardstanding to facilitate off-street parking would result in the loss of green space at the property's frontage. While this is a regrettable aspect of the proposal, it is noted that Queens View already features numerous properties with dropped kerbs and driveways. Additionally, the presence of green verges along the road maintains the overall green and open character within the wider surroundings. Given these factors and considering the need to address the parking concerns raised in the previous application, the proposed vehicular access and hardstanding are deemed acceptable in this instance.
- To conclude, when considering the above-mentioned factors, on balance, the proposals are acceptable in terms of its design and layout.

Residential Amenity

- The neighbours most impacted as a result of the proposal are the immediate adjoining neighbours, nos. 42 and 46 Queens View.

Impact on 42 Queens View:

- This property is the other half of the semi-detached pair. The two storey side and rear extension would be sited mostly away from this neighbour and this element is not expected to impact upon this neighbour's light, outlook or privacy.
- It is noted a single storey extension of this size could be constructed under permitted development and this is considered a material consideration upon the assessment of this application.
- The single storey rear extension would be set in from the common boundary by 0.3m. The 45-degree daylighting test has been applied to the single storey rear extension in relation to the closest habitable room to no. 42 which are the patio

doors serving a lounge and has passed the daylighting test. While it is acknowledged the outlook and light received to the lounge at no. 42 would be altered, the rear of this property face south, therefore it is accepted this room would still receive a good amount of daylight during the day. Considering this and the aforementioned material consideration, the single storey rear extension is not deemed to have such an unacceptable impact on this neighbour as to warrant refusal of the application.

Impact on 46 Queens View

- This neighbour is located to the southwest of the site and forms part of the adjacent semi-detached pair.
- The two storey side element of the proposed extension would be set in approximately 0.9m from the shared boundary with no. 46, creating a separation distance of 4.3m between the host dwelling and the main house at no. 46. This distance is considered acceptable.
- The two storey rear element would not extend beyond the rear built line of no. 46, as such, this element does not generate any loss of light or outlook concerns.
- The two storey side and rear extension proposes front and rear facing windows which would either look onto the street which is accepted and tolerated or the rear garden of the application site. As such, there are no unacceptable privacy or overlooking concerns with regards to this element of the scheme.
- Therefore, to conclude, the development accords with guidance set out in the 'Quality Places' SPD in that there will be no unacceptable impact on the amenity of the neighbouring properties in terms of loss of privacy, light or outlook.

Ecology and Trees

- A Preliminary Ecological Appraisal and Roost Assessment prepared by Arbtech accompanied the application. The Council's Ecologist reviewed the assessment and was satisfied with its findings. They recommended updating the proposed elevations plan to include a bat box and a bird box in appropriate locations. This update was provided, and the Ecologist advised that the installation of the bat and bird boxes should be conditioned to ensure sufficient biodiversity enhancements on site.
- Additionally, the Ecologist recommended a precautionary working method condition to protect hedgehogs during building works. An Informative will also be provided to the applicant to suggest further biodiversity enhancements for the site.
- The Council's Tree Officer was consulted due to the presence of a protected tree at the rear of the site. Given the location and nature of the proposed development, the Tree Officer determined that the impact on the tree would not be significant and raised no objection to the proposal.

Highways Safety and Parking

- The proposals would increase the number of bedrooms from three to five, requiring the provision of three off-street parking spaces in accordance with the Residential Parking Standards SPD.
- The submitted site plan demonstrates that the required parking spaces would be accommodated on the newly created hardstanding at the front of the property.
- Hampshire County Council Highways was consulted on the proposed vehicular access and parking arrangements. The Highway Officer raised no objections to the proposal, subject to a condition requiring that on-site parking spaces not be used until the access has been constructed in accordance with the approved plans.
- However, the Highway Officer noted the presence of a nearby lamp column that may interfere with the construction of the dropped kerb. They have advised the applicant to investigate the possibility of repositioning the column to facilitate the works.

- With regard to the parking arrangements, the Highway's Officer commented that two of the parking spaces are shown to be slightly below the required 4.8m length but it is noted that an area between the parking spaces and the highway measuring the approximate shortfall is available and so in this specific case, the is accepted. An informative will be recommended to the application to advise that at no time should a vehicle be parked in a manner that it overhangs the highway, which includes any grass verge or hardstanding.
- A neighbour has also expressed concerns that the site does not have adequate parking. While this is acknowledged, The Highway's Officer has confirmed the parking arrangements are acceptable. In order to sure the parking arrangements are retained, a condition will be applied to ensure three off-street parking spaces are retained during the lifetime of the extension.

Climate Change:

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.

The NPPF aims for the need for housing to be met, and policy S2 of the Local Plan sets a target for 14,580 dwellings to be provided by 2036. The NPPF, Policies S1, DM2 and DM3 of the Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. When considering the impact of climate change, the proposed development is expected to be resilient to the potential effects of climate change and is expected to reduce/limit impacts on climate emissions as a result of the development or its use.

Equalities Implications:

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:

- A public authority must, in the exercise of its functions, have due regard to the need to:
 - a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications

Conclusion: This application is recommended for approval, subject to conditions

Recommendation:

PERMIT ☒

REFUSE ☐

