
Site Address: 144 The Dale, Waterloooville, PO7 5DF
Proposal: Proposed detached garage, front porch and side dormer. Creation of new access and closure of existing access with extension to boundary wall.
Application Type: Full Planning Permission
Application No: APP/24/00454 Expiry Date: 07/08/2024
Applicant: Mr & Mrs Coventry
Agent: Mr Flint Case Officer: Josephine Lacey
 Chris Flint Ass Ltd
Ward: Purbrook

Recommendation: **GRANT PERMISSION**

1 Site Description

144 The Dale, Waterloooville, is a detached two storey dwelling on a corner plot between The Dale and The Rise. The roof has two pitches with gables on the northeast, southwest and northwest elevations. There is an attached garage to the northeast but it is not accessible from the dwelling. There is a large hardstanding area for the parking of vehicles to the northeast. The surrounding dwellings on The Rise and The Dale differ between single storey bungalows and two storey dwellings.

2 Planning History

07/72561/000 - Retention of fencing (0.91cm fencing panels topped with 0.30cm trellis) on top of existing brick wall. , REF,17/12/2007

3 Proposal

Proposed detached garage, front porch and side dormer. Creation of new access and closure of existing access with extension to boundary wall.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011
CS16 (High Quality Design)

CS16 (High Quality Design)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014
AL1 (Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Councillor Antonia Harrison

No comment received.

Councillor Ms C Diamond - Purbrook Ward

No comment received.

Councillor Paul Tansom

No comment received.

Developer Services, Southern Water

Our investigations indicate that Southern Water can facilitate foul sewerage /surface water run off disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service:

<https://developerservices.southernwater.co.uk> and please read our New Connections Charging Arrangements documents which are available on our website via the following link:

<https://www.southernwater.co.uk/developing-building/connection-charging-arrangements>

We request that should this planning application receive planning approval, the following informative is attached to the consent: Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water.

Please see the attached extract from Southern Water records showing the approximate position of our and water main asset crossing/in the vicinity of the development site. The development site is not located within Southern Water's statutory area for water supply drainage services. Please contact the relevant statutory undertaker who is Portsmouth Water.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Officer comment: *A planning condition with respect to the above has been added to the decision notice*

Hampshire Highways

Site Location

The application site is located to the south of Waterlooovile on The Dale, which is an unclassified road adjoining The Brow to the west and Fir Copse Road to the north-east.

Access

The application site is provided with off-street car parking via an existing vehicle crossover with The Rise. Visibility at the existing crossover is restricted by an existing boundary fence, resulting in the unsafe egress of vehicles from the site to The Rise. The applicant proposes the closure of the existing vehicle crossover on The Rise and the provision of a new vehicle crossover from The Dale. The proposed crossover is considered a significant improvement as it is located further from The Dale/The Rise junction and provides increased visibility for vehicles leaving the site. The applicant has provided vehicle tracking which demonstrates the ability for vehicles to turn within the site and egress in a forward gear.

In regard to application APP/24/00454, HCC Highways Development Planning has no objection in principle to the new dropped kerb and closure of the existing dropped kerb with The Rise. However, subject to any planning permission that may be granted by the Local Planning Authority, a subsequent permission will need to be granted by HCC as Highways Authority to undertake the dropped kerb works on the highway. Details of this procedure can be found via the following link:
<https://www.hants.gov.uk/transport/parking/droppedkerbs>

A suitably worded planning condition is requested cover the above requirement to provide the new dropped kerb on The Dale and close the existing dropped kerb on The Rise.

Officer comment: *An informative regarding applying for a separate dropped kerb license has been added to this permission.*

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: 7

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
We have a concern around Highway safety and traffic. The proposer has 3/4 cars parked on his drive, if they were to move the garage forward from its current location, and take away some of the parking facility they currently have, this will no doubt increase the number of parked cars in the Rise. Parking is already a nightmare in the Rise, it is also dangerous as we have a number of elderly residents living in the road and they cannot walk on the pavement safely with cars parked on them every day. The Rise is a very narrow cul-de-sac Road. There are double yellow lines out side 144 The Dale, and also round the corner of the road on to The Rise. the drive way of 144 The Dale opens out on to the Rise. This may impact us entering and leaving the road if additional cars are parked on the pavement, or in the road. Emergency vehicles already have a problem entering the Road, due to their size ,trying to navigate the parked cars. We ask for a copy of the plans to see the total impact on residents of the Rise. These plans are not showing on the planning application.	The proposal shows sufficient parking in line with the requirements for the amount of bedrooms in the Havant Borough Council Parking SPD. Noted. Noted. The proposal shows sufficient parking in line with the requirements for the amount of bedrooms in the Havant Borough Council Parking SPD. The existing and proposed plans are available on the Council website and have been viewable under APP/24/00454 for the duration of the application.

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 design and impact on the character of the area
- (iii) Effect on neighbouring properties
- (iv) Parking
- (v) Impact on the Highway
- (vi) Notable and protected species

(i) Principle of development

- 7.2 The application site is located within the defined urban area, therefore development is considered acceptable in principle subject to development management criteria.

(ii) Appropriateness of design and impact on the character of the area

- 7.3 The proposal is for a detached garage, front porch and side dormer, creation of new access and closure of existing access with extension to boundary wall.
- 7.4 The proposed garage would be approximately 2.4m high and approximately 5.9m wide on all elevations with a flat roof. There would be a shutter door on the front elevation and a side access door. It would be set back from the boundary meaning that it would be screened by the wall and hedge to the boundary, which can be retained due to the separation distance. The proposed materials are brick and a flat roofing system. The existing garage would be removed and the access would be moved from The Rise to The Dale. The existing access would be enclosed with a brick wall and hedge to match the existing boundary, which is considered in keeping with the existing dwelling and surrounding area.
- 7.5 The front porch would have a pitched roof to a height of approximately 3.5m. It would be approximately 2.7m in width and 1.5m in depth. The roof would be tiled and the walls would be brick. There would be windows and a door within the front elevation.
- 7.6 The proposed dormer would be visible on the northwest, southwest and southeast elevations and would introduce one new window. It would be completed to the ridge height of the main dwelling. The proposed materials would be tiled roof and woodgrain composite cladding board.
- 7.7 The proposed additions are considered to be subservient to the main dwelling, and the materials and scale is considered to be in keeping with the streetscene. The proposals would not harm the character of the area as they are not considered to be obtrusive due to the appropriate scale and set back and screening from the public realm.
- 7.8 The design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

- 7.9 To the southeast is No. 2 The Rise. This dwelling would be around 8m from the new proposed garage. The proposed porch would be on the opposite side of the application site to this neighbouring dwelling. There would be no new windows facing this property, and the position of the dormer is not considered to have an overbearing or overshadowing impact on this neighbouring property due to the orientation of the dwellings, with the application site to the north. Therefore, it is considered that the proposal would have a limited and acceptable impact on this property in terms of light, outlook and privacy, and it would not be overbearing.

- 7.10 To the west is No. 142 The Dale. Measured from the front elevations, the distance between this property and No. 144 The Dale is approximately 5m, though this distance increases to approximately 10m at the rear. The proposed garage would be on the opposite side of the application site and would be around 15m from the front elevation. This element of the proposal as well as the front porch are single storey and are therefore unlikely to cause any detrimental loss of light or outlook to this neighbouring dwelling. There would be one new window facing this dwelling within the proposed dormer window, however this is proposed to be obscure glazed so would not cause a detrimental loss of privacy. The proposed dormer, from the perspective from this neighbouring dwelling, is similar to the existing context and would not introduce a harmful loss of light, outlook, or be overbearing. It is therefore considered that any impact on this neighbouring dwelling would be limited and acceptable.
- 7.11 To the north of the application site are several properties on the other side of the highway of The Dale. Due to the flat roof design of the garage and scale and position of the porch and dormer, the proposal is unlikely to be overbearing or cause any detrimental loss of light, outlook or privacy to these neighbouring dwellings and any impact is considered limited and acceptable.
- 7.12 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Parking

- 7.13 The proposal would cause no increase in the number of bedrooms to the property. There would continue to be sufficient parking for the amount of bedrooms within this dwelling as shown by the proposed plans. The application includes creation of a new access from The Dale, however this is notwithstanding a dropped kerb license from Hampshire County Council. As hardstanding is not part of this proposal, any introduction of hardstanding would need to comply with permitted development rights within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), under Schedule 2, class F.

(v) Impact on the Highway

- 7.14 The Dale is an unclassified road, meaning that the applicant does not need to apply for planning permission for a dropped kerb. Hampshire Highways determined that the change in location of the vehicle access and crossover is considered an improvement due to a lack of visibility from the current access. They advise that the applicant will need to apply for a separate dropped kerb license. This advice has been added as a planning informative to this permission.

(vi) Notable and protected species

- 7.15 It is noted that the application site is within 50m of the species Stag Beetle. Due to the minor scale of the development, it is not considered to proposed detrimental harm to this species and any impact would be limited and acceptable.

8 **Conclusion**

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.
-

9 **RECOMMENDATION:**

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/24/00454 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

01 Oct 2024 01 REV 03 PROPOSED PLANS
LOCATION & BLOCK

Reason: To ensure provision of a satisfactory development.

- 3 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

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.

- 4 Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted
to and approved in writing by the Local Planning Authority in consultation with Southern Water.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The existing hedgerow as shown on plan number CFA-FULL-01 Rev. 03 shall be retained. Any parts of the hedgerow removed without the Local Planning Authority's consent or which die or become, in the opinion of the Local Planning Authority, seriously diseased or otherwise damaged within five years following contractual practical completion of the approved development shall be replaced as soon as is reasonably practicable and, in any case, by not later than the end of the first available planting season, with plants of a similar size and similar species or native species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure the continuity of amenity afforded by existing hedges or hedgerows and having due regard to policies CS11.2 and CS16 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework.

- 6 Prior to the first use of the garage hereby permitted, the access onto The Rise shall be closed and the boundary wall shall be erected as shown on plan number CFA-FULL-01 Rev. 03. The additional hedge planting shall be completed prior to the first occupation of the garage hereby permitted, or within the first planting season thereafter. The planting shall comprise similar species as the existing boundary hedgerow or native species and planted in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. All such planting shall be maintained to encourage its establishment for a minimum of five years following contractual practical completion of the development. Any planting which is removed, dies or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective within this period shall be replaced before the end of the next planting season.

Reason: In the interests of the appearance of development and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework.