
Site Address: 12 London Road, Widley, Waterloooville
Proposal: Installation of a free standing car port and changes to window on the front elevation.
Application Type: Full Planning Permission
Application No: APP/24/00270 Expiry Date: 11/06/2024
Applicant: Mr Chris Poulton
Agent: Mr D P Manns Case Officer: Bethany Crowther
 D M Designs
Ward: Purbrook

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site comprises a detached two storey dwelling to the east of London Road. The property contains brickwork with a tiled pitched roof with two pitched front dormers.
- 1.2 The property is set back from the highway and has a boundary wall to the front with trees and planting screening the property. There is existing hardstanding to the front of the property for on site parking provision and driveway entrances to the front and side of the site. There are side access roads located to the north and south of the site, giving access to backland development sites 10a, 10b and 12a.
- 1.3 The surrounding area is residential in character, consisting of properties of varying design and scale. The application site is situated on the A3, with commercial properties approximately 60 metres from the application site.

2 Planning History

No recent planning history.

3 Proposal

Installation of a free standing car port and changes to window on the front elevation.

The proposed car port has been reduced in size due to initial concerns on the scale and size of the car port.

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)
DM13 (Car and Cycle Parking on Residential Development)

Emsworth Neighbourhood Plan Post Examination Version 2020

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

5 Statutory and Non Statutory Consultations

Councillor Husky Patel
No comments received.

Councillor Ms C Diamond - Purbrook Ward
No comments received.

Councillor Ryan Brent
No comments received.

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: 13

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

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

(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 includes the installation of a detached car port to the front of the property. The proposed car port would have an approximate maximum height of 3.5 metres, eaves height of 2.6 metres, length of 6.9 metres and total width of 8.1 metres including the open store area. The proposed car port would contain clay tiles and brickwork to match the host dwelling, with the introduction of timber cladding and oak timber posts. The materials are considered to be acceptable and in keeping with the character of the area.
- 7.4 Due to the existing trees and vegetation that is along the front boundary of the property, it is considered that the proposed car port would be largely screened from the streetscene, however it is also acknowledged that the proposed garage would be partially visible. On a site visit, it was noted that there was the presence of other outbuildings and garages to the front of neighbouring properties, although they were smaller in scale than that of the subject of this proposal. It is considered that the proposed car port would not lead to a negative impact on the character of the area or have an unacceptable impact on the streetscene. It is considered that due to the plot size, the proposed car port would be an appropriate addition and not appear overbearing in the context of the host dwellinghouse.
- 7.5 The proposal also includes the installation of a window on the front elevation, which would span the ground and first floor. The proposed window is considered to be appropriate in design and in keeping with the context of the host dwellinghouse and not harmful to the character of the area.
- 7.6 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

- 7.7 To the north of the application site is no. 14 London Road, which is set back from no. 12 London Road. The neighbouring property is separated by boundary hedging and trees, as well as an access road leading to no. 12a London Road. It is considered that due to the separation distance between the proposed car port and the dwellinghouse at no.12 London Road, as well as the boundary treatment, the proposed car port would not lead to a loss of privacy, outlook or light to the neighbouring property. Due to the positioning of the proposed first floor window on the front elevation of the dwellinghouse, it is considered this would not lead to a loss of privacy, outlook or light to the neighbouring property.
- 7.8 To the south of the application site is no. 10 London Road. On the north elevation there is a side window. There would be an approximate 13 metres between the side elevation of no. 10 London Road and the proposed car port. Due to the suns orientation and the separation distance, the proposed car port is considered to not lead to any unacceptable impacts in terms of loss of light, privacy or outlook. Due to the positioning of the proposed first floor window on the front elevation of the dwellinghouse, it is considered this would not lead to a loss of privacy, outlook or light to the neighbouring property.
- 7.9 The proposal is considered to not lead to any unacceptable impacts in terms of loss of light, outlook or privacy to any of the neighbouring properties to the front or rear of the

application site.

- 7.10 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). It is noted no letters of objection were received with respect to the scheme.

(iv) Parking

- 7.11 The Council's Parking SPD sets out that double garages/car ports must measure 6 metres by 6 metres internally to allow room for the modern car to be parked with room for access. The proposed car port meets this requirement. Due to the adjacent hardstanding area to the front of the dwellinghouse, it is considered that there is sufficient room for all parking requirements to be met on site.

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/24/00270 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:

PROPOSED CAR PORT ELEVATIONS, FLOOR PLANS, BLOCK AND SITE PLANS - REV C
EXISTING AND PROPOSED ELEVATIONS - NEW WINDOW TO FRONT ELEVATION - REV A

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.

