
Site Address:	2 Elm Road, Havant, PO9 2SZ		
Proposal:	Carport added to existing garage.		
Application Type:	Full Planning Permission		
Application No:	APP/23/00389	Expiry Date:	17/07/2023
Applicant:	Ms M West		
Agent:	Mr D P Manns	Case Officer:	Josephine Lacey
	D M Designs		
Ward:	St Faiths		

Recommendation: **GRANT PERMISSION**

1 Site Description

2 Elm Road, Havant is located to the north of the cul-de-sac. It is a detached dwellinghouse with two storeys as well as a loft conversion. There is a garage located to the front of the property with space for one car, and the majority of the frontage is made up of hardstanding. The front boundary is made up of a wall with two gates for access. The west boundary is made up of a fence with multiple large trees behind, and the east boundary is a wall, approximately 2.3m high.

2 Planning History

99/55900/002 - Rear conservatory, PERM,03/12/1999
91/55900/000 - Single storey rear and side extensions; alterations to first floor and roof at rear to form additional accommodation and new garage front., PERM,03/10/1991

3 Proposal

Carport added to existing garage.

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)

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 Gillian Harris

No comment received.

Councillor Imogen Payter

No comment received.

Councillor Phil Munday - St Faiths

No comment received.

Developer Services, Southern Water

Southern Water requires a formal application for any new connection to the public sewer to be made by the applicant or developer. To make an application visit Southern Water's Get Connected service:

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

southernwater.co.uk/developing-building/connection-charging-arrangements

In situations where surface water is being considered for discharge to our network, we require the below hierarchy for surface water to be followed which is reflected in part H3 of the Building Regulations. Whilst reuse does not strictly form part of this hierarchy, Southern Water would encourage the consideration of reuse for new developments.

- Reuse
- Infiltration
- Watercourse
- Storm Sewer
- Combined Sewer

Guidance on Building Regulations is here:

gov.uk/government/publications/drainage-and-waste-disposal-approved-document-h

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing,

West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk or by email at:

SouthernWaterPlanning@southernwater.co.uk

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: 5

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

(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 proposed development is for a carport serving the residential property, providing two car parking spaces. The proposed carport would be single storey and have a pitched roof. On the west elevations, there would be a 5m opening to allow for access into the carport. It would be located to the front of the property and adjoined to the existing garage. It would have a width of approximately 5.2 metres and a depth of approximately 5.4 metres, making the total length of the garage/ carport structure 11.5m, with a maximum height of approximately 3.9 metres at the top of the pitched roof.

7.4 The proposed carport would have a steel frame encased with timber, with the proposed roof tiles finished to match the existing garage. The plinths for the frame will be made up of brick to match the existing garage, with one section of the wall spanning 5.4m on the east side elevation having wooden cladding matching the height of the existing wall. This is considered to be in keeping with the context of the area and the rest of the property.

- 7.5 The position of the proposed carport would be set back from the road itself by approximately 5m, with an area of verge and a dense hedge marking the southern boundary of the site. The height of the carport meets the original garage's height and is largely open sided, as a result of which the carport is considered to have a limited visual impact and not appear dominant along the street scene being subservient to the main dwellinghouse. There are also several carports of similar height in the cul-de-sac, therefore, it is considered that the proposed carport would be of reasonable scale and is designed sympathetically, having a limited and acceptable impact on the character of the area. In addition, the hipped end of the roof of the proposal reduces the impact of the proposal on the streetscene, and due to the floor level of the proposal being lower than the road level, the impact is further reduced.
- 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 The proposed carport would be around 30m from the front elevation of No.1 Elm Road, and would be well screened by existing vegetation and trees along the boundary fence. It would have little to no impact on this property, and any impact would be limited and acceptable.
- 7.8 No.3 Elm Road is to the east of the proposal, and the combined garage/car port structure would border the boundary fence of this property for a total length of 11.5m, with a maximum height of 3.9m which would extend for 8m of this length. Towards the south elevation, the roof slopes down to 2.4m across 2.8m, and towards the north elevation, the roof slopes down to 3.5m, across 0.8m. This reduces the impact of the structure being so close to the boundary. There may be some limited loss of light and outlook, but this would be to an acceptable level, as the existing garage is already built to 3.9m height in this area, so the proposed changes would not be significant. There will not be issues with loss of privacy or increased overlooking, as there will be no new windows on the east elevation facing this property. Therefore, the proposal will have a limited and acceptable impact on this property.
- 7.9 To the front of the property is No. 10 Elm Road. The proposal will be approximately 20m from this property, therefore likely having little to no impact on outlook, privacy or light to No.10. Any impact would be limited and acceptable.
- 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 property opposite, 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.

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.
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9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/23/00389 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:

Existing and Proposed Elevations and Plans received 22/05/2023
Sketch of Proposal Showing Floor Levels received 12/07/2023
Block Plan received 19/05/2023
Location Plan received 19/05/2023

Reason: To ensure provision of a satisfactory development.

- 3 The external materials used 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.