
Site Address: 16 Madocks Way, Waterloooville, PO8 8QE
Proposal: Conversion of garage to dining room & cycle/motorcycle store.
Application No: APP/20/00330 Expiry Date: 23/06/2020
Applicant: Mr C Garner
Agent: Case Officer: Denise Sheath
Ward: Hart Plain

Recommendation: **GRANT PERMISSION**

1 Site Description

16 Madocks Way, Waterloooville, is a two storey semi detached dwelling with linked garages to the adjoining property (No.18). The property is constructed with red/brown brick with cream painted render to the front elevation of the dwellinghouse. The property has a tarmac driveway leading from the garage to the highway with the availability of parking of 1No. vehicle.

2 Planning History

09/52407/007 - Retention of freestanding cycle hoops. Variation to Planning Permission 04/52407/004, requiring secure undercover cycle storage. REF 30/04/2009

3 Proposal

Conversion of garage to dining room & cycle/motorcycle store.

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)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

Havant Borough Pre Submission Local Plan 2036

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

5 Statutory and Non Statutory Consultations

Developer Services, Southern Water

Southern Water has no objection for the above proposal.

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: developerservices@southernwater.co.uk

Hampshire Highways

Whilst taken in isolation the loss of 1 parking space at the application site would unlikely result in any material harm to the safety and efficiency of the highway network in this location, concern exists in regard to the setting of a precedent of allowing this proposal to come forward.

A number of residential dwellings seeking similar proposals would likely result in any material harm to the efficiency of the highway in this location.

HBC will need to determine in their capacity as local parking authority that the resultant level of parking provision would fall within adopted parking standards.

Taken in isolation Highways Development Planning would not raise an objection to the proposal, however significant weight will need to be given to the setting of a precedent in this regard and how this could be controlled in planning terms.

There are no existing plans from which to measure, but an important note is that the highway authority would only consider the existing garage to be sufficient for vehicle parking in its current format if its internal dimensions are a minimum of 6m x 3m.

Further Response following receipt of a Parking Survey:

Thank you for reconsultation on the above planning application. Further to the Highway Authority's response dated 28th May, the applicant has submitted a parking survey for Maddocks Way.

The parking survey assesses the situation across a 7 day period between the hours of 19:00 and 21:00 only. The maximum parking stress observed on Maddocks Way and the surrounding residential streets during this time period was 31.25%.

As noted in the previous response, the Highway Authority raise no objection to the application in isolation. As the parking authority, Havant Borough Council need to consider whether the reduced parking provision is inline with parking standards.

Consideration also needs to be given to the precedent set by accepting a reduction in parking within a built up residential area.

Traffic Management Team

The Traffic Team would raise a concern on this application due to the reduction of one car park space (the garage) to a property that should have a minimum of 2 spaces.

Any reduction to this standard could lead to another vehicle being parked on the highway and set a precedent for any other proposed developments in the area.

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) Highways implications

(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 not to seek any external material change to front of the property, therefore the impact upon the visual amenity of the streetscene would remain unchanged and be acceptable.

7.4 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) Highways Implications

7.5 The application property benefits from 3 bedrooms and as such would require a minimum of 2 off-street parking spaces in accordance with the Havant Borough Residential Parking Provision SPD, as required by policy DM13 of the HBLP(CS)2011. While the proposed garage conversion would result in the loss of the integral garage as a parking space there is sufficient hard standing the front of the garage for the parking of 1No. vehicle. Although this would mean the loss of 1No. parking space to the property the applicant has submitted a comprehensive parking survey demonstrating there would be no significant level of stress as the result of the loss of one parking space.

7.6 Concerns have been raised with regard to a precedent being set for this type of development, any future applications received for the same type of development of converting a garage into living accommodation would be judged on its own merits and would need to demonstrate that there would be no significant stress levels placed on the highway.

7.7 With no objections being raised by neighbouring dwellings in regard to the parking arrangement proposed and the submission of a comprehensive parking survey it is felt

that the works, on balance, would not warrant a refusal of planning permission. Therefore, the development is considered to be acceptable in parking terms.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the character of the area and neighbours, and, following further investigation, it has been established that the parking requirements can be accommodated within the immediate locality. The development is therefore considered to be appropriate and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00330 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:

Application Form - Received 28 April 2020

Design and Access Statement - Received 28 April 2020

Parking Survey - Received 02 June 2020

Existing Ground Floor Plan and Elevations - Drawing No. CG01 - Received 28 April 2020

Location Plan; Proposed Floor Plan - Drawing No. CG02 - Received 28 April 2020

Reason: - To ensure provision of a satisfactory development.

- 3 The development shall not be brought into use until a minimum of 1 parking space has been provided within the curtilage of the site and thereafter that space is kept available for such purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.