



Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16 (High Quality Design)  
CS17 (Concentration and Distribution of Development within the Urban Areas)  
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)  
AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

**5 Statutory and Non Statutory Consultations**

**Development Engineer - on original proposal**

I have no adverse comment to the principle of the development but note gates should not open outwards over the highway and the garage should be set back 6m from the western boundary to allow vehicles to turn into and out of it

**Development Engineer - on amended layout**

I have no adverse comment to the principle of the development.

**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

| Comment       | Officer Comment |
|---------------|-----------------|
| None received |                 |

**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 front balcony would be created as a recessed dormer set within the existing roofslope - the only forward projection would be the balcony railings. The proposed rooflight in the west side elevation requires permission as it is set lower than the pd criteria and opening. The 2 rooflights on the rear northern roofslope do not require planning permission. Overall the roof alterations would not change the roof profile or bulk and are considered visually acceptable in this residential area.
- 7.4 The proposed front gates would be 1.85m high and located set back some 3.5m from the south-western corner of the site. This corresponds to where the boundary hedges align which is a set back from the adopted highway edge. Therefore the gates would open entirely within the application site boundary and not overhang the highway. There are other gates in the vicinity and the addition of 1.85m gates would not be visually harmful to the character of the area.
- 7.5 The proposed detached garage has been amended during the course of determining this application and reduced in size and re-sited slightly. It would now measure 7m x 4.5m and have a height of 2.4m to eaves and 3.7m to ridge. The amended siting achieves a 6m separation from the garage doors and boundary hedge enabling vehicles to turn into and out of it. The siting also allows for the retention of the existing frontage boundary hedging which provides screening to the garage. This is shown for retention and could be condition to ensure the garage remains adequately screened and does not become overly visually prominent in street scene terms.
- 7.6 The land also slopes down to the south-western corner ie the gates, and the plans indicate that the centre point of the garage ie the ridge line on the west elevation would sit at natural ground level. This would mean the majority of the garage would be dug into the ground by between about 250mm and 1000mm at the north eastern corner, with the south western corner raised by about 350mm. Overall such levels will not raise the garage unduly and with the amended size and scale would ensure the garage is not overly dominant in street scene terms.
- 7.7 Overall the design and appearance of the proposal is deemed appropriate in context to the main building and site 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

- 7.8 The staggered siting of the application site is such that the private rear garden of its direct neighbour at No 58 is behind and the use of the south roof space as a balcony would only enable views across the frontage parking area of No 58 and the blank side wall of No 82. Being a recessed/inverted dormer style conversion, any side views would be limited by the existing roofslope. Overall it is considered unlikely that the proposal would result in any material overlooking or adverse impact on neighbouring amenity.
- 7.9 Consequently, it is considered that the proposal will not appear overbearing or lead to overlooking 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.

## **8 Conclusion**

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and street scene and is therefore considered to be appropriate and recommended for approval.

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## **9 RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/00847

(A) 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:

Site Location Plan

Proposed Elevations Drawing No 3JP 005 Rev A

Proposed Roof Plan Drawing No 3JP 004 Rev A

Proposed section Drawing No 3JP 006 Rev A

Proposed layout Drawing No 3JP 009

Proposed Garage plan and layout Drawing No 3JP 010

Ground level plan Drawing No 3JP 009

**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 The existing hedge on the southern boundary shall be retained and maintained at a minimum height of 2m. Any plants which are removed, uprooted, die, or become severely damaged or become seriously diseased within 5 years of the garage being substantially complete shall be replaced within the next planting season by plants of the same size and species to those existing. **Reason:** To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of

the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The garage hereby permitted shall be used solely for purposes incidental to the occupation and enjoyment of the existing dwelling and shall not be used as a separate unit of accommodation or business.

**Reason:** The garage is not a satisfactory position to be occupied separately from the main dwelling or used for a business and having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.