
Site Address:	30 Inhurst Avenue, Waterlooville, PO7 7QR		
Proposal:	Retention of car port and new side gates.		
Application No:	APP/18/00993	Expiry Date:	28/11/2018
Applicant:	Mr K Bulstrode		
Agent:	Mr Bramble-Stewart	Case Officer:	Denise Sheath
	GBS Designs		
Ward:	Waterloo		
Site Visit Date:			

Recommendation: **GRANT PLANNING PERMISSION IN RETROSPECT**

1 Site Description

- 1.1 The application site is a semi detached bungalow, constructed with red multi brick and cream pebble dash render and a hung tiled roof. The application site has a laid to lawn front boundary with half of the front boundary tarmac with a dropped kerb for off road parking. The boundary treatment to the south elevation is an approximately 1.8 metre close boarded fence with gates installed to the end of the boundary of the site next to No. 32.

2 Planning History

APP/17/00525 - Prior notification for single storey development extending 4.3 metres beyond the rear wall of the original dwelling, incorporating an eaves height of 2.6 metres and a maximum height of 3 metres. GPDC 20/06/2017

3 Proposal

Retention of car port and new side gates.

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

Havant Borough Local Plan (Allocations) July 2014

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

5 Statutory and Non Statutory Consultations

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: 10

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 proposal is visible from the public realm due to its location at the front and side of the application site, the car port is set back 3 metres from the front boundary and will be partially screened by the retrospective 1.85 (approximate) metre high fence and the addition of gates to the south elevation of approximately 1.85 metres in height. The roof of the car port has a maximum height of 2.3 metres. It is noted several other properties in the surrounding area benefit from similar types of car port development, in particular the neighbouring dwellings to the north and east and south, it would be inappropriate to now resist the proposal for its impact in street scene terms.

7.4 The design and appearance of the proposal is deemed appropriate in context to the main building with the timber structure providing an attractive visual element to the side of the dwelling, the works do not appear bulky or obtrusive. Therefore, the development is considered to be acceptable as the works do not result in an adverse impact on the visual amenity of the locality and therefore meet with the requirements of Policy CS16 of the HBLP (Core strategy).

(iii) Effect on neighbouring properties

7.5 The proposed car port is situated approximately 4.1 metres from the highway, approximately 13 metres from the boundary of the neighbouring properties along the southern boundary, approximately 22 metres from the neighbouring boundaries to the east and approximately 16 metres from the boundary of No.32 to the west, therefore, it is considered any impact would be negligible

7.6 The proposed 1.85 metre close boarded fence and 2m concrete fence posts replaces an existing 1.8m close boarded fence and 1.15m gates to the southern elevation, the boundaries of the properties opposite are of an approximate distance of 12.1 metres it is therefore considered any impact would be minimal.

7.7 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 is therefore considered to be appropriate and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PLANNING PERMISSION IN RETROSPECT** for application APP/18/00993 subject to the following conditions

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

Application form - Received 03 October 2018
Design and Access Statement - Received 03 October 2018
Location Plan Drawing No. HAWBUL 07 - Received 03 October 2018
Proposed Block Plan Drawing No. HAWBUL 04 - Received 03 October 2018
Proposed Block Plan with Measurements Drawing No. HAWBUL 05 -
Received 03 October 2018
Existing Elevations Drawing No. HAWBUL 02 - Received 03 October 2018
Proposed Elevations Drawing No. HAWBUL 03 - Received 03 October 2018
Proposed Roof Plan Drawing No. HAWBUL 01 - Received 03 October 2018

Reason: - To ensure provision of a satisfactory development.