Site Address:	101 Havant Road, Hayling Island, PO11 0LE		
Proposal:	Detached garage to rear		
Application No:	APP/17/00616	Expiry Date:	02/08/2017
Applicant:	Mr Young		
Agent:		Case Officer:	Emma Chisnall
Ward:	Hayling West		
Site Visit Date:			

Recommendation: **GRANT PERMISSION**

1 Site Description

1.1 101 Havant Road is a mid-terrace two storey dwelling situated centrally within Havant Road on level land in Hayling Island. The dwellinghouse is constructed of a mixture of multibrick with concrete tiles and has a limited amenity space to the front which is surrounded by a low brick wall and is adjacent to the highway. Due to the forward position of No 101 the amenity space to the rear is substantial in size and is lawn as lawn. The curtilage boundary consists of timber fencing 1.8m high and parking is available to the site to the rear on an area of hard-surfacing which can accommodate two cars.

1.2 Two large scale garages are present along the rear of No 101 serving neighbouring dwellings in Havant Road.

2 Planning History

07/61583/000 - First floor rear extension. , PERM,15/10/2007

3 Proposal

Detached garage to rear

4 Policy Considerations

National Planning Policy Framework 2012

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

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

None

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: 3

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) Trees

(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 area to the rear of No 101 Havant Road is currently hard-surfaced to accommodate two parking spaces and it would appear following a site visit that these rear areas along West Lane are used for the parking for the dwellinghouses along Havant Road. As such, two other large scale garages are already in position to the south of 101 and therefore the precedent has been set for this type of development and the works proposed to No 101 are considered to not look significantly out of place due to these other examples.

7.4 The proposed garage is considered to be of a good design and shall accommodate two vehicles using a mixture of materials including cement slate tiles, multistock brick and timber doors. The materials proposed are considered to suit the palette of the locality and the existing outbuilding in place within the rear amenity space of No 101. As such the proposed materials are considered to not result in a significant adverse amenity to the locality and can be considered acceptable.

7.5 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

7.6 The proposed garage is to be positioned along the south curtilage of the site and shall be forward of both the neighbouring garages to the south. As both these areas to the rear are currently used as parking areas by the neighbouring dwellings and not regular amenity space the development is considered to not significantly impact the outlook of these spaces. The screening between the development and neighbouring dwellings is considered to be sufficient as 1.8m timber fencing and with the roof proposed to be hipped away from No 99 and No 97 on balance the impact caused is considered to be limited and acceptable.

7.7 The garage although large in size shall be positioned off the shared boundary to the north by approximately 4.8m. The screening in place between the dwellinghouses is considered sufficient in the form of timber fencing approximately 1.8m with high level thick hedging and with the design proposing a hipped roof away from No 102 is it considered that the development would not result in an adverse impact from the outlook of No 102. It is noted that the proposed garage shall be alongside the private amenity space of No 102 yet due to the orientation of the works and distance between the developments is would ensure that the works do not create a significant adverse impact to light levels nor create shadowing as a result. A doorway is proposed with two small lights along the north elevation and due to the use of the development as a garage and that it will be positioned towards the end of the amenity space the impact of this is considered to be acceptable. It is also noted that no objections have been received in relation to this scheme.

7.8 Consequently, it is considered that the proposal is unlikely to 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.

(iv) Trees

7.9 The validation of this application has highlighted that TPO trees are within the curtilage of the application site however this has been reviewed and it noted that TPO trees run along the southern boundary of No 97 and are to the front of No 107 to the north. The trees to the south are considered to be set sufficiently away from the curtilage of No 101 by approximately 30m so that impact caused to them as a result of the development would be negligible. It is also noted that the area opposite the trees is already hard-surfaced at No 97 and No 99 and therefore coupled with the existing hard-surfacing at No 101 the impact caused is considered to be acceptable. The TPO tree to the north of No 101 is separated by a sufficient distance and as it is separated from No 101 by the highway and additional hard-surfacing and is therefore considered to remain unaffected by the proposed development. Therefore in conclusion the development at No 101 is considered to have an acceptable impact. It was not considered necessary to consult with the Council's Tree Officer due to the limited impact the structure would have.

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 PERMISSION** for application APP/17/00616 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 garage hereby permitted shall be retained and kept available for the parking of cars at all times and shall not be converted to living accommodation.
Reason: In the interests of the amenities of neighbouring properties and to ensure the retention of adequate on-site car parking in accordance with standards adopted in the Havant Borough Residential Parking and Cycle Provision SPD 2010 having due regard to policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

3 The development hereby permitted shall be carried out in accordance with the following approved plans:
Location and Site Plan: Drawing No P001/0.101
Proposed Elevations, Floor Plan and Block Plan: Drawing No P001/2.101
Design and Access Statement: Received 07.06.2017
Reason: - To ensure provision of a satisfactory development.