

## **Application for new Double Garage at Rear of 101 Havant Road, Hayling Island PO11 0LE**

### **Design and Access Statement**

#### Introduction

This document is in support of a planning application for a new double garage at the rear of 101 Havant Road, Hayling Island, PO11 0LE.

#### Context + Planning History

101 Havant Road is one of 4no. terraced houses that forms Clarence Terrace on Havant Road, dating from 1885. The terrace has seen various forms of alteration and change throughout its lifetime and while maintaining the character of the front elevation, the rear of the buildings have varied significantly with previous extensions and new outbuildings.

The known Planning History for 101 Havant Road is that the ground floor bathroom was developed around the 1950's, whilst an extension to the first floor over the bathrooms was approved in the 2000s, which consolidated the overall form of the terrace without historical indents.

During their lifetime, the neighbouring properties at 97, 99 and 105 have also been developed with extensions and large garages served off of West Lane to the rear of the properties. It is this precedent that we seek to follow with this application.

#### Site description and topography

The site is predominantly flat with the ground level rising then sloping sharply down to the West Lane across the existing driveway away. The site is generally rectangular, with the garden broadening 5m from the rear of the house and tapering to a point in the south west corner. The site area is 0.044 hectares.

#### Garage Design

The garage has been sited on the rear edge of the driveway (allowing for cars to leave the carriageway fully and wait while the door is opened) and between the existing south boundary line and the existing footpath to the property, with the intention to retain both the existing fence and path. In comparison to the neighbours, this location is closer to West Lane than the garage at 99 and set back compared to no. 105. It is considered that this location does not over burden the site with hard landscape and allows for the greatest area of lawn and planting to be retained.

The garage has been designed with a hipped roof, which is slightly longer than it is wide to allow for a short ridge to be employed. This form has been decided upon in order to minimise the visual disruption and view from the terrace across towards the Billy Line.

The materials are traditional in their choice with a multi stock brick to blend with the surrounding buildings, a slate roof with half round hips and exposed rafter feet. Garage doors are to be of

steel construction, windows will be uPVC to match the house and a pair of timber doors will be painted to match the adjacent shed.

Eaves height is to tie in with the head of the garage door, for which a 7 foot door has been chosen to allow suitable access for a van. The eaves is significantly lower than the adjacent garage at No. 99 and slightly taller than the outbuilding shared by both No. 101 + 99, although this is quite short in stature.

### Landscape Design

The garden is quite mature along its northern boundary with a few trees located within the main body of the garden. Of note there are three small trees that are to be removed as part of the works :

Greengage Tree – this has suffered due to its location and exposure to prevailing westerly weather. As such, one of two principal branches has died, leaving and imbalanced tree.

Peach Tree – This is also a poor quality tree that is not native to the climate. It suffers excessively with fungal leaf curl.

Elder – A very young, self-seeded elder is located by the driveway. Consideration may be given to a replacement plant elsewhere in the garden.

The existing driveway is tarmac and slopes steeply from West Lane before dropping down a little towards the fence. The irregular slope is unsuitable for a number of modern cars which scrape front and rear bumpers on entry and exit. It is proposed that the driveway would be reshaped slightly by removing material from site to form a gentler, consistent gradient from the boundary to the Garage.

The proposed layout of the driveway shall not change with the ability to park 2no. cars in front of the garage with direct access to West Lane and the potential to park a third car alongside the gate, which can be blocked by the other cars.

### Havant Borough Design SPG + Permitted Development

Whilst the Havant Borough Design SPG focuses more on extensions rather than out buildings, the proposed design does respect some of the key points. Material choice is intentionally in keeping with the terrace and the neighbouring out buildings and the roof pitches also reflect the main house and outbuildings.

The SPG also notes that some developments may be Permitted Development, however in order to match the roof pitch of the house, the garage overall height is greater than four metres with a

dual pitched roof. In addition, the garage is sited on the boundary to make efficient use of the remaining garden.

This supporting statement was formulated in accordance with:  
CABE's Guide to 'Design and Access Statements How to write, read and use them.'