

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Highways Engineer, Development Engineer

The Highway Authority has no adverse comment to this application.

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: 8

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary: No representations 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
- (iv) Highway Safety

(i) Principle of development

7.2 The application site is located within the defined urban area, therefore development is considered to be acceptable in principle subject to development management criteria.

(ii) Appropriateness of design and impact on the character of the area

7.3 This application comprises a variety of different elements and on this basis, this section of the report will address each aspect of the proposal separately in terms of the design and the impact of this on the character and appearance of the area.

7.4 The application site holds a prominent position within the existing streetscene, on the

corner of Durley Avenue and Linda Grove. As such, the car port which has been erected to the western (side) elevation of the property is considered to be readily visible from the public realm. Policy CS16 of the HBLP (Core Strategy) specifies that planning permission will be granted for development which identifies and responds positively to existing local character and uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing building lines, plot widths and depths, materials and proportions of windows and doors.

- 7.5 Whilst it is acknowledged that the application site currently benefits from a relatively vast proportion of space to the western elevation (approximately 5.5 metres from the side wall of the original dwelling to the public highway), it is considered that the car port as it currently exists is not inkeeping with the character and appearance of the area/existing streetscene particularly by virtue of its width which extends up to the western boundary (immediately adjacent to the public highway). The original submission for the car port is therefore not considered to meet the requirements of Policy CS16 of the HBLP (Core Strategy).
- 7.6 Having discussed these concerns with the applicant, a revised proposal has been submitted which seeks to reduce the car port in terms of its width to the north west corner. This would result in a reduction to 3.5 metres from the front of the existing structure down to the side access gate on the western elevation. Whilst the remainder of the car port would be retained at its existing width, there is currently established screening to the western boundary which does screen the structure from the public realm. The applicant proposes to add further screening along this boundary and a condition has been recommended on this basis. The reduction in width to the north west corner would not screen the structure entirely from the public realm, however it is considered that this would reduce the impact on the visual amenity and would retain a sense of openness which previously characterised the site.
- 7.7 The false garage gate has been erected to the western elevation and currently has the appearance (when viewed from Linda Grove) of forming a garage with vehicular access. Whilst it is acknowledged that the garages within the surrounding locality are predominantly set back from the main highway and this aspect of the development represents an unusual design which has the potential to impact visually on the character of the existing streetscene, it is not considered that this aspect of the development would be unacceptable to an extent which would warrant a refusal of planning permission on this basis.
- 7.8 The rear boundary of the site (south), adjoining the false garage door, currently comprises a corrugated metal which is considered to be visually intrusive and not inkeeping with the surrounding locality. Having discussed this with the applicant, a revised proposal has been submitted to provide timber close boarded fencing fixed to the existing dwarf wall. This would extend up to meet the roof of the car port, essentially enclosing the structure. This material and enclosure of the structure is considered to be more inkeeping with the surrounding locality and would further reduce the visual impact of the car port to the rear when viewed from Linda Grove.
- 7.8 The extension to the boundary wall in the form of pillars, railings and the gates to the side (western elevation) and sliding gate to the (north west) elevation replicates what was on site previously and as such are considered to be entirely appropriate, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).
- 7.10 Consequently, it is considered, subject to the addition of landscaping to the western boundary, alteration of material to a timber close boarded fence to the southern boundary and reduction in the car port to the north west corner, that the design and appearance of the proposal is deemed to be acceptable and would not result in a significant adverse impact on the visual amenity of the locality to such an extent which

would warrant a refusal of planning permission.

(iii) Effect on neighbouring properties

7.11 By virtue of the position of the development, it is not considered that the development would result in any loss of light, privacy, outlook or appear overbearing to any of the adjacent neighbouring properties. The property to the rear (No.1 Linda Grove) benefits from a garage to the rear which abuts the rear boundary of the application site. The erection of the proposed timber fence to the southern elevation would screen the development from this property and therefore would be unlikely to impact detrimentally on their neighbour amenity. The development would be sited in excess of 15 metres away from the residential properties to the west (with Linda Grove inbetween) and in excess of 20 metres from the properties immediately opposite (with Durley Road inbetween).

7.12 Consequently, it is considered that the development would have a limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite and to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

7.13 It is noted that no letters of objection were received in relation to this application.

(iv) Impact on Highway Safety

7.14 The development proposes a false garage gate to the western elevation which is positioned immediately adjacent to the public highway. On this basis, the Councils Development Engineer has been consulted as part of this application and has confirmed that the Highway Authority have no adverse comments in relation to this application as the proposed design is "roller shutter" and would therefore not cause an obstruction to the public highway or safety of pedestrians.

8 Conclusion

8.1 The scale, siting and design of the proposal would have a limited and acceptable impact on the neighbours, would be unlikely to result in any significant adverse impact on the character and appearance of the area 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/17/01198 subject to the following conditions;

- 1 Within one month of the date of the decision, a soft landscaping scheme shall be submitted to the Local Planning Authority for approval which specifies the distribution and species to be planted and retained along the western boundary and the timing provisions for completion of the implementation of all such landscaping.
The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of the approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available

planting season.

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 2012.

- 2 Within one month of the date of this decision, the timber close boarded fence hereby permitted to the southern boundary shall be erected in accordance with the approved plans (Email received from Mr Jarvis- reference point c- dated 1st February 2018). The structures shall thereafter be retained.

Reason: To safeguard the amenities of the locality occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

Site location plan- received 7th November 2018

Photographs submitted of the existing site- received 7th November 2017

Amended block plan- received 29th January 2018

Details of the proposed landscaping and southern boundary treatment (Email received from Mr Jarvis- Dated 1st February 2018).

Reason: - To ensure provision of a satisfactory development.