
Site Address:	183 Southwood Road, Hayling Island, PO11 9PZ		
Proposal:	Demolition of existing row of 3 garages and construction of row of 4 garages.		
Application No:	APP/14/00256	Expiry Date:	13/05/2014
Applicant:	Mr Gooch Climaur Properties (Southern) Ltd.	Team:	Team 1
Agent:	Mr Critchley Martin Critchley, Architect	Case Officer:	Steve Weaver
Ward:	Hayling East		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site forms part of a small block of 3 flats/maisonettes. The building is set slightly back in relation to the buildings either side and includes a driveway under the building leading to a parking court with three garages to the rear. The amenity space serving the flats to the rear is not segregated. The adjoining properties to the north in Wheatlands Avenue are bungalows; the property to the east of the application site is a two storey end of terrace house; whilst to the west lies a two storey block of 6 flats, again with car parking to the rear.
- 1.2 Boundary treatments to the rear part of the application site vary. The northern boundary is composed of mature and overgrown vegetation which appears to continue into the rear garden of No. 42 Wheatlands Avenue behind; the eastern boundary is partly formed by the existing side elevation of the three garage block, with dilapidated 1.5m high panel fencing continuing south along the common boundary with No. 185; the western boundary is defined by a 1.2m high ranch style fence.

2 Planning History

APP/14/00105

Extension into roof space to allow living accommodation at second floor level for first floor flat with front and rear dormers.
Permitted 27/3/14.

3 Proposal

- 3.1 Replacement of existing block of three garages with a block of four garages. The positioning of the garages is such that their rear and west side walls will lie directly adjacent to the northern and western boundaries of the site, with the eastern wall set approximately 2m in from the eastern boundary.
- 3.2 The existing garages are composed of rendered walls and a corrugated sheet roof falling to the north. The proposed replacements will comprise rendered elevations with a flat felt roof. In terms of dimensions, the existing three garages have average dimensions of 2.75m wide x 4.9m deep; those proposed will have average dimensions of 3.125m wide x 6.2m deep. The revised garage footprint is to be undertaken in association with modest amendments to the alignment of the drive leading to the rear

part of the site, together with a slightly larger turning area provision.

4 Policy Considerations

National Policies

National Planning Policy Framework 2012

Core Strategies 2011 forming part of the HBLDF

CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
DM13	(Car and Cycle Parking on Residential Development)

Residential Parking and Cycle Provision Supplementary Planning Document 2010

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Development Engineer:

In principle it is acceptable to increase the number of garages but a standard garage is 3 metres by 6 m so the garage block should be 15m by 6m. The existing three garages are to the old standard so it does not seem unreasonable to allow this application. However if the number of new garages is not an important criteria I would suggest that only 4 garages are built to the current standard (or larger at 3.6m wide) which would allow a driver to easily open the doors of a modern car within the garage.

Comment: This query has been raised with the applicant's agent, who has provided revised proposals for 4 garages which meet the 3m x 6m standard.

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: 22

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) Effect on the character and appearance of the area
- (iii) Effect on neighbouring properties
- (iv) Flood Risk
- (v) Highway issues

(i) Principle of development

- 7.2 The site lies within the built up area where extensions to existing residential properties are considered acceptable in principle.

(ii) Effect on the character and appearance of the area

- 7.3 The existing garage block is set in a recessed position on the site, and is largely screened by the frontage flats. The proposed garages, whilst wider, are of comparable height and will sit in much the same position - as a result only glimpses of the new work will be obtainable from the public domain, principally through the gap between No.183 and No. 181 and through the driveway under the host building. The built up frontage of Wheatlands Avenue and the mature vegetation on the northern boundary will serve to block views of the new garages from this road frontage.

- 7.4 In itself, the new development will appear very much subservient in scale to the host property and others in the vicinity. The existing garage block is in need of some maintenance and this, coupled with the overgrown vegetation about the building, lends the rear part of the site a somewhat rundown appearance at present. It is therefore considered that the proposed alterations would improve the appearance of the rear of the site and have an acceptable impact on the character and appearance of the area.

(iii) Effect on neighbouring properties

- 7.5 The main properties affected by the new development will be the flats at No.181 Southwood Road to the west, the dwelling at No.185 to the east, and the bungalow at No. 42 Wheatlands Avenue to the north. Also of consideration is the impact of the development on the amenity of existing residents at the application site.

- 7.6 With regard to No.181 to the west, the expansion of the garage block will only serve to bring the drive and turning area closer to the common boundary of the properties, beyond which (in the case of No.181) lies a substantial open car parking court served by an access running adjacent to the common boundary. The increased building bulk arising on the application site and modest potential increase in traffic movements to the rear are not considered likely to give rise to any harm to the amenity of the flats at No.181.

- 7.7 To the east, the existing dwelling at No.185 is set well forward on its plot and consequently the existing garage block and turning area lie some distance from the immediate rear outlook of this property (approximately 20m). The rebuilding of the garage block as proposed will maintain a similar degree of separation (approximately 18m), with no greater impact on the outlook from the private amenity space adjacent to the site (the absence of maintained boundary fencing along the common boundary fencing would indicate that amenity issues are not currently arising from the existing layout). No windows or other openings are proposed in the side elevation of the garage block. The proposed development is therefore unlikely to give rise to any harmful impacts upon this property.

- 7.8 To the north, No.42 Wheatlands Avenue is a bungalow with a rear garden depth of a

minimum of approximately 15m. Views of the existing and proposed garage blocks are obstructed by mature overgrown vegetation which appears to extend from the application site into this property's rear garden. In any event the height of the structure as viewed from No.42 would be broadly compatible with the normal height permissible in conventional residential properties under permitted development rights. No windows or other openings are proposed in the rear elevation of the garage block. Consequently the impact of the development on this property is considered limited and acceptable.

- 7.9 For occupants of the existing flats at the site, the new development will enhance their current parking and storage facilities at the site, with four larger garages replacing the three existing and somewhat tired garages. Whilst the turning area amendments will result in a modest loss of amenity space serving the flats (approximately 2m in depth of grassed area will be lost), the flats will still benefit from a 12m deep garden space which is considered acceptable for their needs.

(iv) Flood Risk

- 7.6 Whilst the site is situated within flood zone 3, the new development will not feature any habitable accommodation. This being the case there is considered to be no increase in flood risk as a result of the development. Notwithstanding this, the application is supported by a flood risk assessment which demonstrates that the construction of the new garage block can be undertaken in a way that makes the building more resilient in the event of a flooding incident.

(v) Highway issues

- 7.7 In relation to highway issues, there is ample space for parking, both existing and proposed, within the site to meet the normal standards for the three flats located at the site. The existing garages do not meet current day standards in terms of internal dimensions - the new garages will meet these standards and therefore represent an improvement in terms of the width and depth of each garage proposed compared to the existing situation. No objection to the proposal has been raised by the Development Engineer.

8 Conclusion

- 8.1 The proposed development is considered acceptable in principle and would have an acceptable impact on the character and appearance of the area and on neighbours amenities. Flood risk would not be increased as a result of the proposal and there are no significant highway implications. The proposal can therefore be recommended for planning permission.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00256 subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Unless otherwise agreed in writing with the Local Planning Authority, the external facing materials to be used shall match in type, colour and texture those on the existing building.

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 2012.

- 3 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no windows, doors or other openings shall be constructed within the northern elevation of the garages hereby approved without the prior written approval of the Local Planning Authority.

Reason: In the interests of the amenities of the occupiers of nearby properties and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 The garages hereby permitted shall be used only for purposes incidental to the enjoyment of the residential accommodation situated at 183 Southwood Road and shall not be used for any business, commercial or industrial purposes whatsoever.

Reason: In the interests of the amenity of the area and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Location Plan 1361-201

Block Plan 1361-202

Existing Plan 1361-211

Existing Elevation 1361-407

Proposal Plan 1361-204

Proposed Garage Elevations 1361-404

Flood Risk Assessment - New Garages - MHC/mw/1361

Reason: - To ensure provision of a satisfactory development.