
Site Address:	172 Sea Front, Hayling Island, PO11 9HP		
Proposal:	Demolish existing garage and workshop. Construction of new garage and 1No. self contained bedroom annexe.		
Application No:	APP/14/00649	Expiry Date:	07/10/2014
Applicant:	Mr Pearson	Team:	Team 2
Agent:		Case Officer:	Tina Pickup
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

172 Sea Front is a substantial detached two storey property facing the sea-front opposite the public car park. It has a steeply pitched plain tile roof, with white painted stipple render elevations. It is set back from the highway having a grassed front garden behind a low boundary wall, with long side drive adjacent the western boundary with No 174. Set back behind the rear elevation of the main house was a detached garage/store which was part flat roofed and part steeply pitched to match the main house. This has recently been demolished in anticipation of this application whilst works have commenced on the recent permission APP/14/00634 for a 6m deep single storey rear extension. The foundations have also been dug for the proposed garage/annexe, and the applicant has been advised that to do so is at his own risk without planning permission.

The curtilage of the property is staggered such that the eastern half, a paved courtyard style garden, is truncated and only 10m in depth, but the western half, open lawn with a couple of significant trees, extends back a further 40m. (Note the red line was revised on 12/8/14 to reflect the true garden depth - the agent had incorrectly originally submitted the red line round land beyond the applicants control).

To the west, No 174, is a detached older-style chalet dwelling having a barn-hipped gable end with two ground floor and one first floor window facing the application site. This property has a steeply pitched roof detached garage with velux window serving a room in the loft area, set to the rear of the main dwelling, hard up to the boundary with the application site and aligned approximately with the front of the applicants former flat roof out building/garage. The garden of No 174 wraps around the back of their own garage and the area of grass behind is used to sit in the sun both morning and afternoon- adjacent a boundary wall with the application site which is 1.75m high. Abutting the northern boundary of No 174 is the garage of a property in Tudor Close.

2 Planning History

APP/14/00403 - single storey rear extension with pitch roof - Withdrawn 20/5/14
- this was withdrawn by applicant as he had changed his mind on size/location of extension.

APP/14/00634 - single storey rear extension - permitted 14/8/14
- this was the resubmitted scheme having a full width extension of 6m in depth

3 Proposal

The proposal is for the demolition of the existing garage and workshop (already done) followed by the construction of a replacement single storey building containing a double garage and 1 bedroom annexe.

The original garage/workshop had a footprint width of 8.5m at the front and 9.96m at the rear, and depth of 12.7m. The flat roof workshop came off the tapered boundary wall with No 174 and was not quite so deep on this boundary. The maximum height of the pitched roof element was 4.18m, but this was set in approximately 6.5m at the front from the eastern boundary, and some 8.3m at the rear.

The proposed garage and annexe would have the same footprint width of 8.5m and depth of 12.7m, but squared off so overall slightly larger. It is also set further back by 0.8m by virtue of the already approved extension to the house but does not follow the angled boundary wall, rather leaves a tapered gap to the boundary with No 174. To the front a porch links the door of the annexe to the side door of the main house. The plans include an ensuite bathroom for the annexe but do not show any kitchen.

Following concern over height and overshadowing from the neighbour at 174, the final amended plans have reduced the height of the eaves to the lowest possible - 2.3m, which, with a 22 degree roof enabling the use of concrete tiles, would result in an overall height of 4.24m.

4 Policy Considerations

National Policies
NPPF

Core Strategies 2011 forming part of the HBLDF
CS16 (High Quality Design)
DM13 (Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations), adopted July 2014
Policy AL1 - Presumption in favour of sustainable development

and Residential Parking and Cycle Provision SPD, March 2010

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

5 Statutory and Non Statutory Consultations

Hampshire Biodiversity Information Centre -

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: 12

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Summary: Following a telephone call from the neighbour at 174 concerned about the apparent size of the foundations under way possible height and over-shadowing, I went on site to meet him on 2/10/14. He is concerned at loss of sunlight where he sits out enjoying sun behind his own garage and the resultant hemming in effect, esp as already has garage on the northern boundary. Whilst there also went to the application site to measure and check dimensions - all correct, but further discussed ways of lowering and reducing impact - amended plans submitted lowering eaves to 2.3m and adding a significant hip to rear elevation - sent these to the neighbour on 2/10/14. He formally responded noting his acceptance of these but subject to the annexe not being let out.

Comment:

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) Use of Garage/Annexe
- (iii) Impact on residential amenity
- (iv) Visual appearance in street scene

(i) Principle of development including annexe accommodation

7.2 The site lies within the urban area where the principle of development is acceptable, subject to policy and other detailed material considerations.

(ii) Use of Garage/Annexe

7.3 The proposed plans do not show a kitchen and therefore the annexe does not include all the facilities necessary to enable it to be occupied as a separate dwellinghouse independent of the main house. Furthermore the annexe is physically linked to the main house with the proposed porch which provides a covered link between the annexe and main house. It is currently intended for the elderly and infirm parents of the applicant and they would be occupying the annexe as ancillary accommodation ie they would be reliant on the main house for meals. Being occupied by relatives, linkage to the main house would be expected with a degree of sharing trips/visitors/care etc and as proposed is considered to represent ancillary accommodation.

7.4 However, being a detached outbuilding within the curtilage of the application site,

there is the potential that it could be used as a separate dwellinghouse in the future. This would be unacceptable as the comings and goings associated with an additional dwelling could cause a loss of amenity to occupiers at 174 and in the main house 172; as well as being out of keeping with the character of the area which is predominantly substantial dwellings set in reasonable sized plots. Therefore this proposal is only acceptable on the basis that this outbuilding provides ancillary living accommodation only - which can be conditioned.

- 7.5 The plans indicate a double garage as part of the outbuilding. The number of bedrooms in the house is unknown, but it is a substantial dwelling, plus the annexe, so it is likely that 3 on site parking spaces would be required to meet current standards. The drive can accommodate several cars but the area of the building shown as a garage needs to be kept available for the parking of vehicles at all times and not be further converted to additional living accommodation. This can be conditioned.

(iii) Impact on residential amenity

- 7.6 Whilst this is a substantial outbuilding, it is only marginally larger in footprint than the original buildings on site. The site itself is of sufficient size to accommodate such a building and still have plenty of amenity space for occupiers. The difference is the fact that it is located some 0.8m further back in the site, with a pitched roof. This does result in the west elevation extending the whole length of the rear garden of 174 and beyond. Therefore the outlook from the rear corner of No 174's garden would be above the existing 1.75m high dividing wall as well as the tapered gap between, to the eaves and sloping roof of the proposal. The ridge, at a height of 4.24m would be set approximately 6m from this common boundary and the eaves would be 2.3m tall. Whilst this would have a greater mass and bulk than the previous roof, the amended plans have lowered the eaves and provided a significant hip on the rear elevation. This will help to maximise the amount of daylight visible above the roof when viewed from 174. Due to the orientation, any overshadowing would only be in the early morning and this area of the garden would still receive late afternoon sun. Furthermore, Permitted Development rights allow for a building of 2.5m eaves height along the boundary for an unspecified maximum distance without planning permission. A building of 4m height could also be constructed under Permitted Development if it were 2m from the boundary. taking all of these points into account, on balance, it is considered that the impact of the building and its roof would not cause any significant loss of sunlight or be unduly overbearing to the occupiers of No 174.
- 7.7 There are some significant trees within the rear garden area but these are sufficiently far from the rear of the outbuilding that they are unaffected by the proposal.

(iv) Visual appearance in street scene

- 7.8 The garage and annexe building is set back behind the rear facade of the main dwelling some 30m from the highway. It is therefore not visually prominent from the street scene, and with the 22 degree pitch now proposed will have appropriate concrete tiles rather than the lower 17 degree pitch that was to be roofed with a sheeting material (a previous superseded amendment). The concrete tile solution and 22 degree roof results in a better visual appearance.

8 Conclusion

- 8.1 As incidental / ancillary accommodation the proposed garage and annexe is not

considered harmful to either the visual appearance of the street scene or neighbouring residential amenity; it is therefore considered to comply with policy CS16 of the Havant Borough Core Strategy, 2011.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00649, 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 The ancillary annexe accommodation the subject of this permission shall be occupied solely for purposes incidental to the occupation and enjoyment of the existing dwelling no. 172 Sea Front and shall not be used as a separate unit of accommodation, nor shall the building be enlarged or extended without the prior written approval of the Local Planning Authority and this condition shall apply notwithstanding the provisions of any Town and Contry Planning (General Permitted Development) Order.
Reason: The separate occupation of the outbuilding or its enlargement is likely to be out of keeping with and harmful to the character of the area and be detrimental to neighbouring residential amenity, 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 garden areas of the existing dwellinghouse shall be permanently retained for use by the occupiers of both the dwellinghouse and ancillary building hereby approved.
Reason: To ensure that adequate space is retained for occupiers of the house and annexe and to avoid the formation of separate garden areas or curtilages, in the order to safeguard the character of the site and its surroundings and neighbouring amenities in accordance with policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 4 The garage area within the building hereby permitted shall be retained and kept available for the parking of cars at all times and shall not be converted to further living accommodation.
Reason: To control the scale of accomodation and to ensure the retention of adequate on-site car parking in accordance with the standards adopted in the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and having due regard to policies DM13 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 5 The external materials to be used shall match in type, colour and texture those on the existing dwelling at 172 Sea Front.
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.

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

Location Plan 1:1250 (Amended)

Existing footprint of garage & elevations Drawing No DH-004 Issue B

Proposed Plans for Annexe/garage Drawing No DHA-001 Issue E

Proposed Elevations for Annexe/garage Drawing No DHA-002 Issue F

Reason: - To ensure provision of a satisfactory development.