
Site Address:	194A Sea Front, Hayling Island, PO11 9HR		
Proposal:	Erection of detached 4 bay car port.		
Application No:	APP/14/00704	Expiry Date:	15/09/2014
Applicant:	Mr Snell	Team:	Team 2
Agent:	Mr Galloway	Case Officer:	Daphney Haywood
	Peter Galloway Partnership		
Ward:	Hayling West		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site is located at the south of Hayling Island, and comprises of an attached dwelling which is one of 4 dwellings converted from a large character property facing the seafront. With the exception of the Seacourt Tennis Club which lies to the north the area is primarily residential.

2 Planning History

APP/14/00295 Loft conversion to allow for living accommodation at second floor level.
Approved June 2014

3 Proposal

Erection of detached 4 bay car port. the car port would measure 4.8m by 12.65m and would be of timber construction with an eternit slate roof and porous gravel base

4 Policy Considerations

National Policies

National Planning Policy Framework 2012

Core Strategies 2011 forming part of the HBLDF

CS16 (High Quality Design)

DM13 (Car and Cycle Parking on Residential Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Development Engineer No adverse comments

Arboriculturalist

In respect of the above application I have the following comments:

The information within the tree report provided by Barrell gives a good overview of what work and precautions need to be undertaken to complete the works with as little impact to the trees.

With the minor excavation needed to install the car port within T3's RPA, this should be done by hand to cause as little disruption to the roots as possible.

Some low level branches must be pruned to facilitate the proposed car port, the car port rises to around 2.1m excluding the roof, this crown raising should facilitate the development without detriment to either the tree or the public amenity value offered.

The tree report informs that no CEZ is needed in order to aid the protection of the trees due to an existing fence. Part of a low level fencing panel is not in place due to the buttress of T3 growing beyond the existing boundary. Due to this hole being within the construction zone the installation of CEZ barriers will be needed in order to safeguard the wellbeing of the tree. With the existing fencing being used as the CEZ barrier much care must be taken in order not to damage this fencing.

When on site it was noted that a large dead branch was visible on T2 partly over hanging the construction zone. With such works being undertaken so close to the tree this could cause a health and safety hazard.

Provided that the tree report is strictly followed I would expect the development not to have a negative impact on the trees and continue to grow on in the future.

Officers note:- The tree report has been amended to provide for full protective fencing.

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: 6

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 0

Summary:

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) Appropriateness of the Design and Effect on the Street scene
- (iii) Effect on the neighbouring properties
- (iv) Impact on TPOed trees
- (v) Access

(i) Principle of development

- 7.2 The site lies within the urban area where the principle of development is acceptable, subject to detailed development control criteria.

(ii) Appropriateness of the Design and Effect on the Street scene

- 7.3 The proposed car port would be of an open timber frame construction with a blue black eternit roof. It would be set back from the road behind the existing frontage dwellings, and is considered to be of appropriate design and not to have an adverse impact on the street scene or the character of the area.

(iii) Effect on the neighbouring properties

- 7.4 The main impacts relate to 192 Sea Front which lies to the front and 190 Sea Front which lies to the eastern side. In respect to both of these properties the car port would be sited adjacent the boundary, but at only 2.1m to eaves and with a hipped roof the development is not considered to be intrusive or block light. The proposed structure is large, providing parking/coverage for up to 4 vehicles, however, these are for domestic purposes and providing there is no commercial usage the development should not result in detriment. Currently the boundary with 190 Sea Front is unfenced, and the plans have been amended to provide for 1.8m fencing and this should be specified by condition.

(iv) Impact on TPOed trees

- 7.5 The application is supported by a Arboricultural Impact Appraisal and Method Statement and the Arboricultural officer raises no objection subject to strict compliance with the report.

(v) Access

- 7.6 The car port is shown to provide for 4 vehicles. Access to two of these spaces will require careful maneuvering past an existing garage, if the garage is to remain. One space (the furthest from the access) will require a particularly acute angle of entry. A condition to ensure that the structure is used for domestic parking only is needed, to ensure that if access to this end of the car port limits its practical use, that other uses (such as conversion), cannot take place without approval.

8 Conclusion

- 8.1 The proposal is considered to be acceptable and should be recommended for approval.

9 **RECOMMENDATION:**

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/00704, 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 development shall be constructed strictly in accordance with the Arboricultural Impact Appraisal and Method Statement ref 14113-AIA-MW dated 25 April 2014 as amended 28 August 2014.
Reason: To ensure that trees are adequately protected from damage to health and stability throughout the construction period in the interests of amenity and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 The development hereby permitted shall not be occupied until the 1.8m high close boarded fencing along the eastern boundary with 190 Sea Front shall have been provided in accordance with approved plans. The fencing shall thereafter be maintained in accordance with approved details.
Reason: In the interests of the amenity of the neighbouring property 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 car port hereby approved shall be used for domestic parking only and for no other purpose without the prior written approval of the Local Planning Authority.
Reason: In the interests of clarity, to control the use of the car port and avoid an inappropriate form of use, which may adversely affect neighbouring amenities and the character of the area, having due regard to policy CS16 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:

OS location plan
OS block plan
Arboricultural Impact Appraisal and Method Statement ref 14113-AIA-MW dated 25 April 2014 as amended 28 August 2014
Tree protection proposals plan 14/30/T01
Site Plan and garage elevation 14/30/P01

Reason: - To ensure provision of a satisfactory development.