

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

PLANNING, DESIGN AND ACCESS STATEMENT

ON BEHALF OF

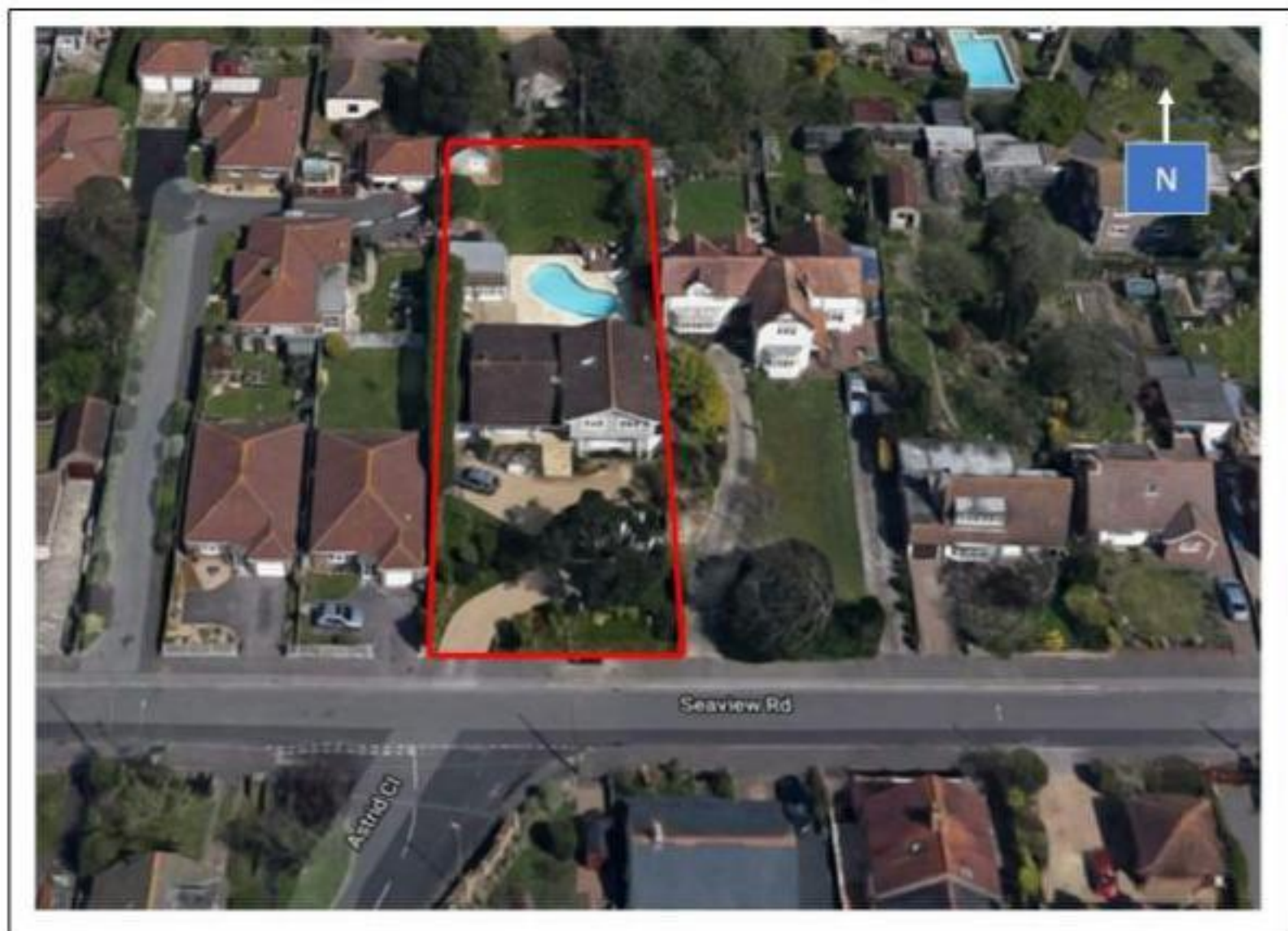
Mr B BEEL

RELATING TO -

Retention of detached double garage and attached car port

AT

VILLA VERDE 11a SEA VIEW ROAD HAYLING ISLAND HAMPSHIRE PO11 9PD



1.0 Context and site description

- 1.1 This is a substantial detached house located on the north side of the street opposite the junction to Astrid Close. The front of the plot is landscaped with a mature holm oak (*Quercus ilex*) standing close to the southern, street boundary marked by a tall close-boarded timber fence. The permeable driveway is entered via the south-west corner of the plot and meanders around a large planted margin on the left and the holm oak to the right. There is no set building line within the street, which contains a variety of styles of dwelling and architecture.

- 1.2 This dwelling is set back some way from the street, compared to the neighbouring house to the west (No. 11) sitting forward of it. Conversely, the neighbouring house to the east (No. 15) is set further back than Villa Verde. Some photographs of the site are seen below. It can be seen that the garage/car port that has been constructed is largely screened from view apart from views looking north, into the driveway of 15 Sea View Road and north-east into Villa Verde's driveway.



- 1.3 It is notable, close by that two other detached houses have been constructed with a detached garage stood between the house and the street at No.'s 16 (98/63186/002) and 26 Sea View Road (99/64593/000), seen below.



2.0 **Relevant planning history**

- 2.1 The applicant constructed the double garage in May 2018 believing it to be within the criteria for permitted development relating to domestic outbuildings. This was an unfortunate misunderstanding for which the applicant apologises. The car port was added later in June 2019. It would seem that the combined structure was drawn to the attention of the Council, who confirmed that the development carried out required planning permission and invited this application to retain the works carried out.

3.0 **Relevant Planning Policy**

- 3.1 Aside from the National Planning Policy Framework (NPPF – 2019, especially paragraphs 127 and 130) and National Planning Practice Guidance – NPPG 2014, especially ID's 8 and 26), the following adopted policy and guidance are relevant from the Development Plan for Havant Borough:-

Development Plan

Havant Borough Council's Adopted Core Strategy (2011)

CS16 – High quality design

DM8 – Conservation, protection and enhancement of existing natural features

DM13 – Car and cycle parking on residential development

Havant Borough Council's Adopted Local Plan (Allocations DPD) (2014)

AL1 – Presumption in favour of sustainable development

Guidance (SPD)

Borough Design Guide (2011)

Parking (2016)

4.0 **PROPOSED DEVELOPMENT**



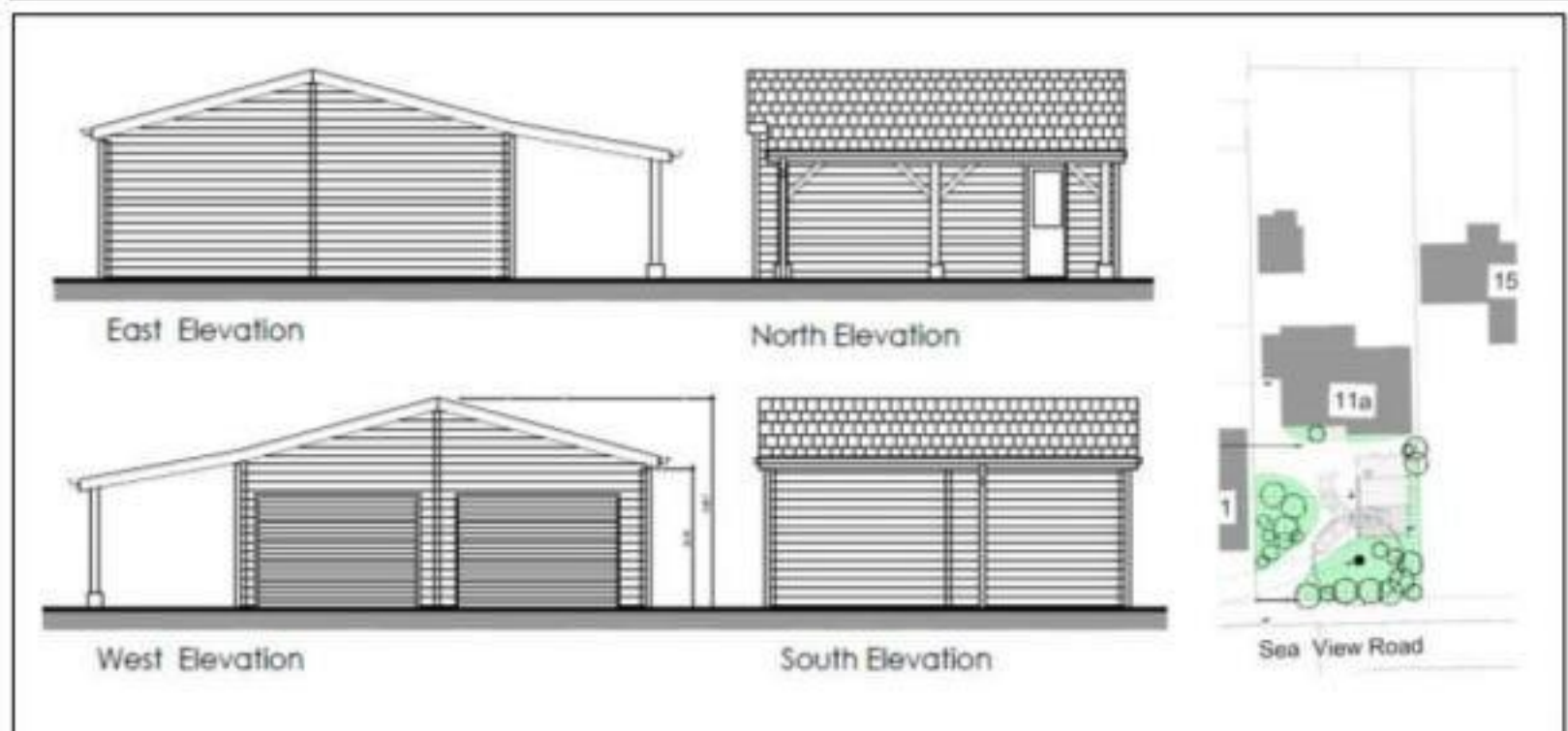
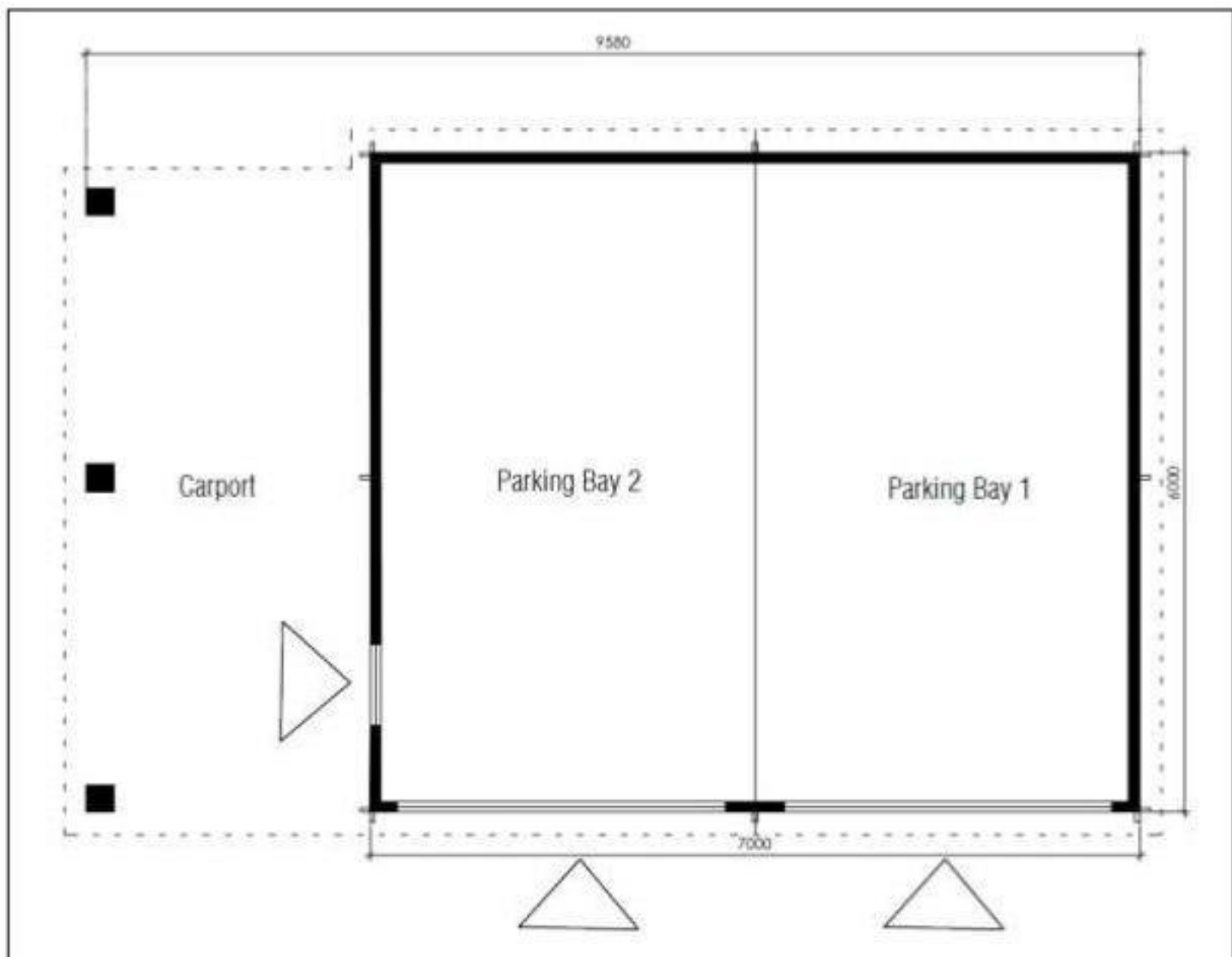
4.1 **Use and amount**

- 4.1.1 The applicant wishes to retain the single storey detached double garage with its attached open sided car port. The combined footprint is 57.48 sq.m gross internal floor area.

- 4.1.2 The garage/car port is used for wholly domestic purposes for the parking of motor vehicles and other domestic paraphernalia and also contains a workbench. The structure is not used as part of any commercial business.

4.2 Layout

- 4.2.1 As indicated on the MCA drawing number 2107 01.01 RevP1, the structure stands forward of the front of the house on a formerly gravelled parking area, set 1 m off the fenced eastern boundary.



4.3 Scale

4.3.1 Single storey. The roof ridge height is 3.642m and the eaves 2.398 m.

4.4 Appearance

4.4.1 The structure has been formed of Norwegian pine with an external preservative staining. The garage doors are of a roller-shutter design, finished in teal/duck-egg blue powder-coated treatment, to match the coloration on the dwelling front elevation.

4.5 Landscaping

4.5.1 Not relevant to these proposals.

4.6 Access

4.6.1 Access to the property already exists and is not being altered. Adequate turning still exists on site to allow a vehicle to turn and leave the site in a forward gear.

5.0 **PLANNING CONSIDERATIONS**

5.1 It is asserted that the completed development constitutes high quality design and is compliant with CS16, DM8, DM13 of the Core Strategy and constitutes sustainable development both in terms of the NPPF paragraph 11 and Policy AL1 from the site allocations DPD. The applicant carefully considered the local context and site characteristics before deciding to position the garage/car port where it has been placed. It was also noted that other detached garages at 16 and 26 Sea View Road had been approved by the Council, standing forward of the front building line of their respective dwellings and that there was no set, uniform building line on the north side of the street.



- 5.2 Furthermore, advice was taken from an arborist as to the acceptability of placing the footprint of the structure partly within the canopy spread of the mature holm oak at the front of the plot, taking into account the root structure of that type of species. The ground was excavated 100mm down to form the concrete raft on which the garage sits. That is to say a conventional strip foundation was not used and during excavation little to no root matter was observed. The tree is not protected, but the owner wanted to retain it and it also formed a useful screening function along with other vegetation to retain privacy. Some works were undertaken by a qualified tree surgeon to lop boughs that might have otherwise overhung the garage. As a site visit will confirm, the tree is in vigorous health and has not been affected overall by placing the garage under part of its canopy.
- 5.3 The structure does not impact on the amenity of neighbours, either by way of shading or overlooking or appearing overbearing. It has also been so placed as to not interfere with the outlook of habitable room windows in the host property and appears wholly sub-ordinate to the massing and greater scale of the host property.
- 5.4 Overall it is concluded that a positive relationship between buildings, the street and spaces has been maintained by the development having been carried out.
- 5.5 Being single storey, it promotes access for all and its secure garage door system will deter criminal activity.
- 5.6 Sustainably sourced timber has been used to construct this structure.
- 6.0 CONCLUSIONS –**
- 6.1 The works carried out are sympathetic to the existing dwelling, and largely screened in the street scene, not adversely impacting the mature holm oak. As such, the proposals are compliant with the Development Plan and adopted guidance and ought to be approved.
- 6.2 If any Council Officer or elected Member has any queries, I will be pleased to speak with them.

Steve Lawrence, BSc (Hons.) Dip TP Dip UD MRTPI

Director, ACHIEVE – Town Planning and Urban Design Ltd

323 Havant Road, Farlington, Portsmouth, Hants, PO6 1DD

Tel. 077 0973 0681

E-mail – steve@achieveplanning.co.uk