

DELEGATED OFFICER REPORT

PROPOSAL	Replacement single garage after demolition of existing garage structure.
LOCATION:	33 St John's Avenue, Waterloooville, PO7 5QY.
REFERENCE NO:	APP/26/00217
APPLICANT:	Mr & Mrs Martyn Small
APPLICATION TYPE:	Householder planning permission
CONSULTATION EXPIRY DATE:	07/05/2026
APPLICATION EXPIRY DATE:	26/05/2026
WARD:	Purbrook
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 No.33 St John's Avenue is a detached single storey 1970s bungalow, positioned to the north-east of the St John's Avenue. The main dwelling is slightly set back from the road, set behind low hedging, with a driveway and an existing single detached sectional concrete garage, which provides off-site parking, to the northern boundary of the site. The pedestrian access to the entrance door and garden, is located towards the southern boundary of the site. The host dwelling is positioned on an ill regular shaped mature garden plot, which is on a side of a hill, with the northern area being the lowest point on the plot. The site is open to the front and can be clearly seen from the road, but the rear garden is surrounded by 1.8m high timber boundary fencing, mature planted and is more secluded from public view. The site is also additionally screened, to the north-west by some small trees/bushes adjacent to the side elevation of the bungalow.
- 1.2 The area immediately surrounding the application site is residential, comprised of bungalows and chalet bungalow to the south and a mixture of one and two storey dwellings in a variety of styles and materials. The northern neighbouring property at No.31, is a period chalet bungalow, much altered, with open driveway to front and side, within a regular size plot. To the south contains a 1970's buff brick-built bungalow, with a detached single garage, within an ill-regular shaped garden plot. All of the properties along St John's Avenue are located within good sized garden plots, many of which contain outbuildings and garages.

2. Planning History

No relevant planning history.

3. Proposal

Construction of a replacement single garage, after demolition of existing garage structure.

4. **Policy Considerations**

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011
CS15 – Flood and Coastal Erosion Risk
CS16 - High Quality Design
DM13 - Car and Cycle Parking on Residential Development

Havant Borough Local Plan (Allocations) July 2014
AL1 – Presumption in favour of Sustainable Development

Emsworth Neighbourhood Plan Post Examination Version 2020
N/A

Listed Building Grade: N/A.
Conservation Area: N/A

5. **Statutory and Non-Statutory Consultations**

Councillor Caren Diamond No comments received.
Councillor Antonia Harrison No comments received.
Councillor Paul Tansom No comments received.

6. **Publicity and 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: 7

Number of site notices: One.

Statutory advertisement: N/A.

Number of representations received: 0

Comment	Officer Comment
No comments have been received	N/A

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) Parking provision
- (v) Flood Risk
- (vi) Biodiversity Net Gain (BNG)

(i) Principle of development

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

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

7.3 The proposals involve construction of a replacement single garage, after demolition of existing garage structure. Also, with adjustments to the existing block paving and fencing on existing driveway to the front.

7.4 The existing sectional concrete-built garage measures approximately 5m in length, by 4m in width, with an eave's height of 2m and a maximum height to ridge of 2.6m. It has an up and over door to the front western elevation, 3 windows and a door to the side southern elevation and 4 windows to the rear eastern elevation. The northern elevation contains no openings or fenestrations. The proposed garage would externally measure 6.53m in length, 4.05m in width, with an eave's height of 2.8m and with a maximum height to ridge of 3.75m. The internal measurements would allow for a space measuring 6m by 3m. It would be finished in facing orange/red brickwork walls, under interlocking grey/brown tiled pitched roof, with white uPVC window to the eastern rear elevation and glazed door to the southern side elevation and a roller shutter door to the front vehicular access. These material and finishes would either match or be similar to the existing host dwelling. The proposed garage would be located in a similar position to the existing structure, being only 1.5m further forward to the front due to the extra length of the proposal, and close to the northern shared boundary with the neighbouring property at No. 31. This northern boundary contains an approximately 1.8m high close boarded timber fence, for most of the length of the existing and proposed garage. With only a low wall to the front drive of neighbour and site's driveway. The existing driveway would be adjusted to suit levels on the new garage floor. The proposed structure would be considered to be subservient in size and design to the main dwelling, with the use of matching or similar materials, ensuring that the garage would assimilate within the existing site. Whilst the proposed replacement garage would result in an increase in mass and bulk, given that it would be well set back from the street, it is overall considered to be acceptable in design and appearance.

- 7.5 The design and appearance of the proposal is deemed appropriate in context to the main building and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Effect on neighbouring properties

- 7.6 To the north is the neighbouring property at No.31, which is a larger period bungalow, much altered, located within a large rectangular garden plot, facing the St John's Avenue. This neighbouring property has 3 southern facing windows on the southern elevation. These windows would face directly at the proposed garage and the site's garden. However, in mitigation the garage would not be significantly bigger than already existing structure, there would be no windows inserted into the northern elevation of the garage, there would be a gap of approximately 4.7m between side elevations over the side driveway and that No.31 is sat higher on its foundations than the proposal. In light of the above, it is considered that there would be no significant loss of light or impact to their amenity than already exists from the site and that impact to No.31 St John's Avenue is therefore considered to be limited and acceptable overall. It is noted no letters of objection were received with respect to the scheme.
- 7.7 The other nearest neighbouring properties are to the east at No. 5 Capel Ley and south at No.35 St John's Avenue. The neighbouring bungalow at No. 5 Capel Ley is positioned to the north-east, and is over 41m away, across the large rear garden of this neighbour, from the rear elevation of the proposal. With the proposal being considered minor in terms of height and size, set well away from the rear elevation and amenity space of No.5, especially with 1.8m high close boarded fence on the boundaries, there would be relatively little impact on the amenity of this neighbouring dwelling. Consequently, the impact to No.5 is considered to be limited and acceptable. No.35 St John's Avenue would be located to the south of the site, with a distance of approximately 33m from the proposal. This neighbouring property is mostly obscured from views of the proposal by the bulk of the host dwelling and is therefore considered to have a limited and acceptable impact on No.35.
- 7.8 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Parking provision

- 7.9 The proposed replacement garage would be approximately 6.53m length and 4.05m width externally. Internally, it measures 6m by 3m, providing sufficient covered parking for one vehicle. The existing driveway has a dropped kerb for access onto the access road and has room for at least two x 4.8m by 2.4 parking spaces, plus another one in the garage, thereby exceeding the requirements specified in the Havant Borough Council Parking SPD (2016) for a three-bedroom bungalow and is in accordance with Policy DM13.

(v) Flood Risk

- 7.10 The location of the proposed garage on the northern part of the site, is at the lowest point on the garden plot and hillside. Although, this site does not seem to be within Flood Zones 2 and 3, this area would appear to be at risk of surface water flooding, as shown on Havant Borough Council's Risk of Flooding from Surface Water Map (Sheet 3). As stated within the Design and Access Statement, a search was carried out with the Environment Agency's website and the results showed that the site was a very low risk from rivers, sea and surface water flooding. The proposal is considered to be minor development and would replace an existing garage with a slightly larger garage in the same location. As the scheme would also not form any part of the existing bungalow's residential accommodation, the replacement garage would be unlikely to cause significant impact to the flow of flood waters or increase the risk of flooding to the host dwelling, and adjacent neighbouring properties than already exists on site and unlikely to have significant risk from flooding, to users of the garage.

(vi) Biodiversity Net Gain (BNG)

- 7.11 It is noted that this householder application is exempt from the requirements relating to Biodiversity Net Gain.

8 Conclusions

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, flood risk and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.

9. **RECOMMENDATION:**

That the **INTERIM DEVELOPMENT MANAGER** be authorised to **GRANT PERMISSION** for application APP/26/00217 subject to the following conditions

Conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Location and Block Plan 1035 5
Proposed Detached Garage Layout 1035 3
Proposed Garage Elevations Plan 1035 4

Reason: To ensure provision of a satisfactory development.

- 3 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

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.

- 4 The garage building hereby approved shall be used solely for the housing of private vehicles and for purposes incidental or ancillary to the enjoyment of the dwelling known as No.33 St John's Avenue.

Reason: To ensure that the use of the building remains appropriate to the location of the site and to safeguard the character and amenity of the area in accordance with Policies CS16 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

- 1 In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:
 - Offering a pre-application advice service, and
 - Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

- Your application was acceptable as submitted and no further assistance was required.