

APP/12/00913 to create better accommodation and provide adequate parking.

3 Proposal

- 3.1 It is proposed to erect a detached single garage to the front of the property. This would be located to the rear of the closest pair of the new dwellings being constructed to the north of the application site pursuant to APP/12/00913; it would lie directly adjacent to the rear boundary of the southernmost of that pair (see Block plan at Appendix B).
- 3.2 The proposed garage would be 3.2m in width and 5m in depth. It would be 2.5m at eaves level and 3.5m at ridge level with the ridge running north to south and the eaves adjoining part of the rear boundary of the new dwelling under construction. Materials would be brick and render to match existing and tiles to match existing. The design has also been revised since first submission in order to hip back the roof at the front and rear and to reduce the ridge level by 0.5m in height from the original 4m proposed.
- 3.3 The siting of the proposed garage allows for access to land outside of the application site should this be required and preserves the right of access to the adjacent properties under construction to the north.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

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)

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

5 Statutory and Non Statutory Consultations

No consultees required.

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: 10

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 1

Comment	Officer Comment
<p>The owner of the 2 new dwellings to the north of the application site commented that on the originally submitted scheme that on the information provided it states that no access is required to the new properties. Although this access is not going to be the primary access, access rights will remain and need to be in place at all times.</p> <p>I do support the building of the garage but a revised scheme is needed to prevent loss of access rights and also blocking out of light to the rear garden of the new property 63b Bedhampton Road .</p>	<p>The application has been revised to facilitate retention of the right of access referred to. The proposed garage has been relocated and reduced in size and bulk. Neighbours have been re-consulted and no further representations have been received.</p>

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) Access and parking

(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 proposed single garage would be visible from the surrounding dwellings and from the shared accessway leading to it. It would however match the appearance of the application dwelling with which it would be associated and its design and scale would be such that it would not be particularly prominent nor visually intrusive in general. It would also be seen against the backdrop of existing development and would not be a discordant element visually. The proposal is not therefore considered to be harmful to the appearance of the site or the locality and is also not considered to be harmful to the visual amenity of adjoining and nearby occupiers.

7.4 The design and appearance of the proposal is therefore deemed appropriate in context to the existing dwelling and its surroundings and not to be harmful to visual amenity. The proposal is therefore considered to be acceptable in this respect, meeting the requirements of Policy CS16 of the HBLP (Core Strategy) and also consistent with the Council's Design Guide SPD 2011.

(iii) Effect on neighbouring properties

- 7.5 The proposed garage enjoys good separation from dwellings to the south and west and would not give rise to loss of light or privacy or be unduly dominant in outlook from these properties. It would also not be set directly in front of the application dwelling and would not therefore be dominant in outlook nor result in amenity loss to that dwelling either.
- 7.6 The main potential for impact would be on the new dwelling under construction to the east of the proposed garage and to the rear of which it would be located. The rear garden depth of the dwelling adjoining the site of the proposed garage to the east is 5.2m and therefore the garage would be in close proximity to the rear of that dwelling. The rooms affected in the dwelling under construction would be the rear ground floor living room and 2 first floor rear bedrooms, as well as the rear garden area. The garage would introduce a 5m length of 2.5m high wall to the rear of the new dwelling and this would therefore be at least 0.5m higher than new fencing which would be likely to be 1.8m - 2m high. The new garage wall would therefore be visible from both the garden of the new dwelling and from within that dwelling.
- 7.7 In addition to the side wall of the garage, the roof of the garage would be visible at 3.5m high (at least 1.5m higher than a rear fence) although the roof of the garage has been revised and hipped back in order to endeavour to mitigate this impact. The length of the ridge would now be approximately 1.6m rather than 5m and the ridge level 3.5m rather than 4.1m previously proposed.
- 7.8 The revisions to the proposed garage are considered to significantly reduce the massing of the garage and impact on outlook from within the dwelling and within the garden. The potential dominance of the garage has therefore been significantly reduced. Similarly, the potential impact on light has been significantly reduced by the reduction in height and mass of the garage and in any event there is other higher surrounding development in the immediate vicinity to already impact on outlook.
- 7.9 It is therefore considered that whilst the garage will result in some impact on the amenity of the new dwelling, this impact would not be significantly harmful to the amenity of the future occupiers of that dwelling, given the revisions and reduced impact arising. Occupiers of the new dwelling, when completed, would in effect be 'buying into' an existing situation and not suffering from loss of existing amenity.
- 7.10 In the light of the above, it is not therefore considered that a refusal of permission would be justified.

(iv) Access and parking

- 7.11 The proposed garage would be located at the northern end of an unadopted private drive which serves existing dwellings (not the new dwellings under construction). Sufficient provision has been made to accommodate a right of way to the rear of the new dwellings and sufficient space would remain to access the next bungalow to the west of the site. Manoeuvring would not be constrained in and out of dwellings and the shared accessway would not be unacceptably constrained. No loss of parking would result. The proposal is therefore in accord with HBLP (Core Strategy) Policy DM13.

8 Conclusion

- 8.1 The scale, siting and design of the proposal would have limited and acceptable impact on the neighbours and would not result in harmful impact on the use of the accessway. It is considered to be in accord with Policies CS16 and DM13 of the HBLP (Core Strategy) and consistent with the Design Guide SPD December 2011 and the Parking SPD July 2016. The proposal is therefore considered to be appropriate and recommended for approval.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/19/00657 subject to the following 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:

C3344-1/Rev.B - Site Location Plan - Dated 27.07.19

C3344-2/Rev.B - Garage Plan & Elevations - Dated 16.08.19

C3344-3/Rev.C - Block Plan - Dated 13.08.19

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials to be used shall match as closely as possible in type, colour and texture those on the existing dwelling.

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 2018.

Appendices:

- (A) Location Plan
- (B) Block Plan
- (C) Proposed Elevations and Floor Plan
- (D) Previously Approved Layout under APP/12/00913