

Application Number: 22/10237 Full Planning Permission

Site: 1 MALWOOD ROAD, HYTHE SO45 5FB

Development: Detached garage

Applicant: Mr Collins

Agent: RS Studio

Target Date: 10/05/2022

Case Officer: Julie Parry

1 SUMMARY OF THE MAIN ISSUES

The key issues are:

- 1) Impact on the street scene and character of the area
- 2) Impact on neighbour amenity in terms of outlook and loss of light.

This application is to be considered by Committee because of a contrary view from Hythe and Dibden Parish Council.

SITE DESCRIPTION

The property is a semi detached bungalow in a corner location within the built up area of Hythe. The pair of low level properties are angled towards the corner and are clearly visible when turning into Hollybank Crescent from the main Southampton Road. Number 1 has recently been extended with a two storey extension and a single storey addition following planning permission in 2020. Within the area there are a mixture of sizes and styles of properties including two storey houses to the north west along Malwood Road.

3 PROPOSED DEVELOPMENT

The application seeks planning permission for a detached garage within the front garden of the property.

4 PLANNING HISTORY

Proposal	Decision Date	Decision Description	Status
21/11501 Single-storey garage (Lawful Development Certificate that permission is not required for proposal)	29/11/2021	Was Not Lawful	Decided
20/11112 Porch; double storey side extension; single-storey rear extension; fenestration alterations: new driveway access	02/02/2021	Granted Subject to Conditions	Decided
XX/NFR/04363/1 Conservatory and garage.	29/02/1972	Granted Subject to Conditions	Decided

5 PLANNING POLICY AND GUIDANCE

Local Plan 2016-2036 Part 1: Planning Strategy

Policy ENV3: Design quality and local distinctiveness

Local Plan Part 2: Sites and Development Management 2014

DM2: Nature conservation, biodiversity and geodiversity

Plan Policy Designations

Built-up Area

Neighbourhood Plan

Hythe and Dibden

6 PARISH / TOWN COUNCIL COMMENTS

Hythe & Dibden Parish Council

Comment: PAR 4 Recommend REFUSAL. The proposal is over-development of the site and out of keeping with the street.

7 COUNCILLOR COMMENTS

Councillor Alex Wade supports the application as the impact on the street scene would be minimal and would have no impact on neighbouring properties, access or visibility. This location of the garage would be more sympathetic than the other side of the plot.

8 CONSULTEE COMMENTS

No comments received

9 REPRESENTATIONS RECEIVED

The following is a summary of the representations received.

For: 3

Against: 4

Two letters of support have been received from 1 Kelvin Close, owner of 67 Hollybank Crescent and 70 Hollybank Crescent for the following reasons:-

- More appropriate position for a garage than the alternative position (where there is currently a container).

Four letters of objection from 4, 9 & 12 Malwood Road and 69 Hollybank Crescent for the following reasons:-

- Outside of the building line
- Overdevelopment of the site
- Not in keeping in this area
- Would cause traffic problems
- Set a precedent for other garages to the front on Malwood Road

10 PLANNING ASSESSMENT

Principle of Development

Policy ENV3 requires new development to achieve high quality design that contributes positively to local distinctiveness, quality of life and the character and identity of the locality. The principle of the development is considered to be acceptable subject to compliance with these policy criteria and the relevant material considerations relating to its impact on the character and appearance of the area and residential amenity.

Design, site layout and impact on local character and appearance of area

Number 1 Malwood Road was built in the 1950's and being positioned on a corner the main entrance porch and front door fronted Malwood Road at an angle. This north east elevation is therefore considered to be the principle elevation and this was determined under a recent Lawful Development Certificate to erect a garage within the garden to the north east of the property which was considered to be not lawful under the Permitted Development Order 2015. The reason for this decision was that it would be to the front of the original principle elevation of the property and would not comply with the requirements for an outbuilding under Class E of the Permitted Development Order. By default this results in the south east elevation (which contains the new front door and porch) as being a side elevation and therefore positioning an outbuilding to the front of this wall would be permitted development.

The proposed garage would have an eaves height of 2.1 metres and is of a low overall height of 2.75 metres. It is appreciated that this built form would be to the front of the perceived building line along Malwood Road however number 1 is built at an angle and therefore does not fit in with the general character of development in Malwood Road. When considering the position of the garage given its low height and relatively small footprint it would have limited impact on the street scene as a whole and would not be considered an overdevelopment of the plot.. A garage in this location would not set a precedent as any further applications for outbuildings to the front of properties in this area would each need to be considered separately under their own merits.

The materials to be used would match the existing property in that they would be brick walls with a tiled roof. A condition will be applied to any approval to this effect to ensure an acceptable appearance of the resulting building.

As the property has already been extended with both single storey and two storey additions and should a garage be introduced within the front garden it would not be unreasonable to place a condition on any approval for permitted development rights to be removed for further extensions or outbuildings to ensure the property remains of an appropriate size in relation to the size of the plot and its location.

Whilst it is accepted that a garage in this location would be clearly visible within the street scene it would be of limited overall size and taking into consideration the "fall back" position under Permitted Development, which would allow a garage within the garden to the south east, a balanced view has been taken in determining this application. As such it is considered that the impact on the local area would not be to such a degree to be considered sufficiently harmful to warrant a refusal.

Highway safety, access and parking

There is already vehicle access onto the site and whilst this would be moved to a more central position. As Malwood Road is an unclassified road and the access would be more than 10 metres from the junction there would not be an adverse impact on highway safety. Any alteration to the dropped kerb would need to comply with the requirements of Hampshire County Council Highway department and informal advice will be added to any planning approval to this effect.

Parking would be available within the new garage and within the garden to the front and side of the property along with on street parking.

Residential amenity

The neighbour to the north west number 2 Malwood Road is a two storey detached dwelling set back on the plot in comparison to number 1. The proposed garage because of its low height and limited size, along with the degree of separation from the front of number 2 Malwood Road, would not have a significant impact on their outlook. Any shading caused by the additional built form would be limited to this neighbour's front garden and therefore would not cause an unacceptable adverse impact on their amenity.

Ecology

Householder developments are not exempt from the requirement to deliver biodiversity net gain as part of development. However, in proportion to the scale of the development, they can deliver features that will be valuable to wildlife and enhance local biodiversity. Additional planting of native species of shrubs and trees and the addition of bird boxes should be considered as a proportionate measure to address biodiversity net gain.

11 CONCLUSION

For the reasons given above, it is considered that the proposed development is acceptable and accords with the Government advice contained within the National Planning Policy Framework (2021) and other Local Plan policies. Permission is therefore recommended

12 RECOMMENDATION

Grant Subject to Conditions

Proposed Conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with 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 permitted shall be carried out in accordance with the following approved plans received 9th February 2022

2239-10 Existing plans and elevations
2239-11A Proposed plans and elevations
2239-12 Site location and block plan

Reason: To ensure satisfactory provision of the development.

3. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any re-enactment of that Order) no extension (or alterations) otherwise approved by Classes A or B of Part 1 of Schedule 2 to the Order, garage or other outbuilding otherwise approved by Class E of Part 1 of Schedule 2 to the Order shall be erected or carried out without express planning permission first having been granted.

Reason: To ensure the dwelling remains of a size which is appropriate to its plot size and location to comply with Policy ENV3: Design quality and local distinctiveness of the Local Plan Part 1.

4. The external facing materials shall match those used on the existing building.

Reason: To ensure an acceptable appearance of the building in accordance with Policy ENV3 of the Local Plan 2016-2036 Part One: Planning Strategy for the New Forest District outside of the National Park.

Further Information:

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New Forest

DISTRICT COUNCIL

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PLANNING COMMITTEE

May 2022

1 MALWOOD ROAD
HYTHE
SO45 5FB
22/10237

Scale 1:1250

N.B. If printing this plan from
the internet, it will not be to
scale.

