GRK Architecture

Design, Access and Planning Statement

Erection of a detached single-storey garage in the front garden with associated permeable hardstanding and landscaping

Site Address:	**166 West Street, Portchester, Fareham, PO16 9XF**
Applicants:	**Mr Jake Carter and Ms Rybeka Parsons**
Related permission:	**P/26/0950/FP (approved 15 October 2026)**
Issue:	**Planning application, November 2026**

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1 Introduction and summary

1.1 This Design, Access and Planning Statement has been prepared by GRK Architecture on behalf of the applicants in support of a householder application for the erection of a detached single-storey garage in the front garden, with associated permeable hardstanding and landscaping, at 166 West Street, Portchester, Fareham, PO16 9XF.

1.2 Planning permission **P/26/0950/FP** was granted on 15 October 2026 for a loft conversion with side and rear dormers, a flat-roofed rear extension with roof-mounted solar panels, replacement rear outbuildings (including demolition of the existing garage in the rear garden), a front porch and internal reconfiguration. A larger detached double garage in the front garden formed part of that application as submitted. At the case officer's request it was removed so that the remaining works could be approved without delay, and the applicants indicated that a garage would be pursued through a separate application.

1.3 The garage now proposed has been redesigned in direct response to the Council's comments. It is a single-bay building with a ridge 0.96m lower than the omitted scheme and a roof rise almost halved, set further back from the front boundary behind the existing wall and planting (Table 1 and Figure 1). It should be assessed as a materially smaller and lower building than the one the Council previously commented on.

Table 1 Comparison with the garage omitted from P/26/0950/FP

	Omitted scheme (as submitted)	This application
Type	Double garage, two bays	Single-bay garage
Footprint (external, GEA)	47m² (about 6.75m x 7.0m)	About 42m² (6.6m x 6.6m less the chamfered corner); internal floor area 34.5m²
Eaves height	2.44m	2.40m
Ridge height	4.46m	**3.50m (0.96m lower)**
Roof	Hipped, rise of 2.02m	Hipped, rise of 1.10m at 17.5° to 18°
Distance from front boundary wall	0.5m	0.85m (east corner) to 1.9m (west corner), with the existing mature planting retained between
Vehicular access	Existing 2.6m gateway, unchanged	Existing 2.6m gateway and front wall unchanged

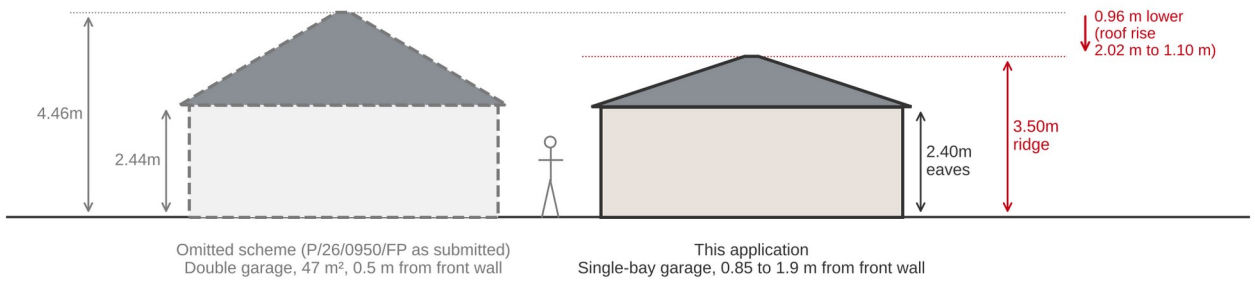


***Figure 1* Scale comparison.** *Street-facing elevations of the omitted scheme (dashed) and the proposed garage, drawn to the same scale. Source: GRK Architecture.*

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Summary of the case

- A **subordinate** domestic building: 2.4m eaves and 3.5m ridge, roughly a third of the height of the house, with a hipped roof falling away on every side.
- **Set back and screened**: 0.85m to 1.9m behind the front wall, behind an existing group of mature planting about 4m high. The trunks stand between the garage and the wall, on the applicants' land, and **all of it is retained**, with the applicants committed to replacing anything lost with an evergreen hedge of similar height.
- The eastern half of the front garden is **already enclosed in street views**: photographs from May and November 2026 show the planting screening the lawn and most of the ground floor of the house.
- A **large front garden** of around 175m² (15m to 17m deep): the garage occupies about a quarter, leaving the access, the entrance porch and a 6.7m gap to the house open.
- The **building line is not uniform**: Corner House stands forward of No. 166, and the front boundary runs at an angle to the house.
- The **position protects the bay window**, which was the Council's concern about a position nearer the house. The BRE 25° test is met with a wide margin.
- Front-garden garages behind boundary walls are found along the A27 through Portchester, and **the Council has itself approved them** at 16, 18 and 126 Portchester Road.
- **More on-plot parking**: the frontage can at present take only one practical parking space. The proposal provides three, two open and one in the garage, meeting the Council's standard for a house of this size.
- Remaining effects can be controlled by **planning conditions**, as the NPPF (August 2026) requires decision makers to consider (DM3, DM6).

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2 The Council's comments and how this application responds

2.1 Following a site visit, the case officer for P/26/0950/FP advised on 1 October 2026 that the Council was supportive of most of the works but asked for the front garage to be removed. The key points were:

> *"there are no free standing garages or carports within the immediate area of 166 West Street, which contributes to the spacious and open character of the area."*
>
> *"From the plans submitted it is considered that the scale of the proposed may not be excessive in relation to the plot, subject to details. However, the positioning within the front garden would be particularly prominent and erode the spaciousness appearance of the street, as set in front of a clear building line on your section of the street."*
>
> *"Whilst it is noted that there is some vegetation to the front which may help screen slightly, the Council can not control its retention."*

2.2 In later correspondence the officer noted that a garage could be placed next to the house, behind the building line, but that this "would block all light into the front room, so not ideal". The officer also advised that the Council "wouldn't look to secure planting under a legal agreement", and in subsequent discussion considered that the Portchester Road examples drawn to the Council's attention lie in a different character area, further from the site and on larger plots.

2.3 We have taken each point seriously. Table 2 sets out how this application responds and where the evidence can be found.

Table 2 Response to the Council's comments

Council comment	Response	Section
Prominent position that erodes the spaciousness of the street	Ridge lowered by 0.96m, single bay, set back behind the wall and the retained 4m planting, which already encloses this part of the frontage in street views	3.1, 4.3, 6.2
Set in front of a clear building line	The building line here is not uniform (Corner House stands forward; the frontage is angled). Siting assessed against the actual street pattern	3.2, 6.2
No other garages in the immediate area	None found on this part of West Street. The SPD applies "normally", and the wider A27 corridor contains such garages, including ones approved by the Council. Its purpose (protecting openness) is met here because the planting already encloses this part of the frontage. Supported by recent appeal decisions	6.4, 6.5
Scale may not be excessive, subject to details	Scale reduced further and fully detailed in this application	4
Council cannot control vegetation	All the planting (about 4m high) is on the applicants' land, with its trunks between the garage and the wall, and is retained at its current size. The applicants will replace anything lost with the same or a denser evergreen hedge of similar height. A planning condition (not a legal agreement) can secure both	4.3, 6.6, 8
A position next to the house would block light to the front room	The chosen position is about 6.7m from the bay window and meets the BRE 25° test with a wide margin	6.3

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3 Site and context

3.1 The site

3.1.1 No. 166 is a detached two-storey house on the south side of West Street (A27), between No. 164 to the east and Corner House to the west, which occupies the corner with Westlands Grove. The house presents a half-timbered gable, a two-storey bay and an arched entrance porch to the street.



Figure 2 ***No. 166 from within the front garden.*** *The principal elevation, with the lawn and shrub planting in the foreground. Source: Applicant.*

3.1.2 The front garden is about 10.9m wide and between 15m and 17m deep, an area of around 175m². A block-paved drive runs along the western side to a forecourt in front of the house, alongside a tall, dense hedge on the boundary with Corner House. The eastern half is a lawn.

3.1.3 The street boundary is a brick wall with a scalloped coping, about 1.2m high, between brick piers 1.8m high to the top of their caps. Behind it, a group of mature planting runs along the wall across the eastern half of the frontage: lilac, a blue spruce, cordyline palms and evergreen shrubs, about 4m high and extending about 7m from the boundary with No. 164. All of it is within the applicants' land. In front of the wall is a grass verge about 2.5m deep, then a footway of about 1.6m and a further verge of about 0.8m before the cycle lane, so the wall stands almost 5m back from the edge of the A27 carriageway (drawing 294/108). The existing gateway is 2.6m wide, with iron gates. The ground falls gently from the street towards the house.

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Figure 3 ***The frontage from West Street, May and November 2026.*** *The planting behind the wall screens the eastern half of the front garden and most of the ground floor of the house in both seasons. Source: Google Street View, May 2026 (left); applicant (right).*



Figure 4 ***The frontage looking west along West Street towards Westlands Grove.*** *The wide grass verge and footway separate the wall from the carriageway; the planting rises well above the wall. Source: Applicant.*

3.2 Street character and building line

3.2.1 West Street is the A27, a principal route carrying heavy traffic, with cycle lanes, wide grass verges and a bus stop outside the site. On the south side, interwar detached houses sit behind low brick walls with piers, railings, gates and substantial planting. The north side is lined with post-war two-storey terraces. Frontages are a mix of lawns, shrubs, driveways and parking: the frontage of No. 164 is largely open hardstanding with several cars parked on it.

3.2.2 A survey of the south side of West Street close to the site (Figure 5) shows that front gardens here are not uniformly open. Many are enclosed by dense planting, tall close-boarded fences and brick walls with piers. At Seafield (No. 168), on the opposite corner of Westlands Grove, trees and shrubs

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almost entirely hide the house from the street, and further along houses sit behind tall fences and conifer hedges. Other frontages are largely given over to driveways and parking. House types and their distance from the road also vary, from bungalows set well back to two-storey houses closer to the street.



Figure 5 ***Street survey, south side of West Street, west of the site.*** *Seafield (No. 168) and neighbouring frontages, enclosed by planting, fences and walls or used for parking, with houses at varying distances from the road. Source: Google Street View, May 2026.*

3.2.3 The building line along this part of the street is not uniform. Corner House stands forward of No. 166, with a large group of trees at its front corner, and the front boundary of No. 166 runs at an angle to the house, so the depth of the front garden varies across the plot (see the aerial view below and the submitted block plan). The officer's reference to a "clear building line" should be read against this varied pattern.



Figure 6 ***No. 166 between No. 164 and Corner House.*** *No. 164's frontage is largely hardstanding; Corner House stands forward of No. 166 behind mature trees. The garage would occupy part of the lawn, behind the planting along the front wall, leaving about 1.5m to 2m of lawn beside it. Source: Google Earth 3D view, annotated.*

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Figure 7 ***Aerial view of the site and its neighbours.*** *Corner House stands forward of No. 166 on the corner with Westlands Grove; No. 164's frontage is open parking. The garage site is the planted eastern half of the front garden.* *Source: Google Maps, annotated.*

3.3 Designations

3.3.1 The site is not within a conservation area (Portchester's only conservation area is Castle Street) and is not a listed building.

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4 The proposal

4.1 Description

- **Use:** a detached garage incidental to the enjoyment of the dwellinghouse, for parking a car with an electric vehicle (EV) charging point, and for cycle and household storage.
- **Size:** 6.0m by 6.0m internally (approximately 6.6m by 6.6m externally).
- **Height:** 2.4m to the eaves and 3.5m to the ridge, with a fully hipped roof at 17.5° to 18°.
- **Openings:** all openings face into the site. There are no openings in the elevation facing the street.
- **Siting:** 0.35m from the boundary with No. 164, 0.85m to 1.9m behind the front wall, and about 6.7m in front of the bay window. The garage floor will sit about 100mm to 150mm below the level at the front of the site, as the ground falls towards the house.
- **Access:** the existing 2.6m gateway, gates, front wall and dropped kerb are unchanged.

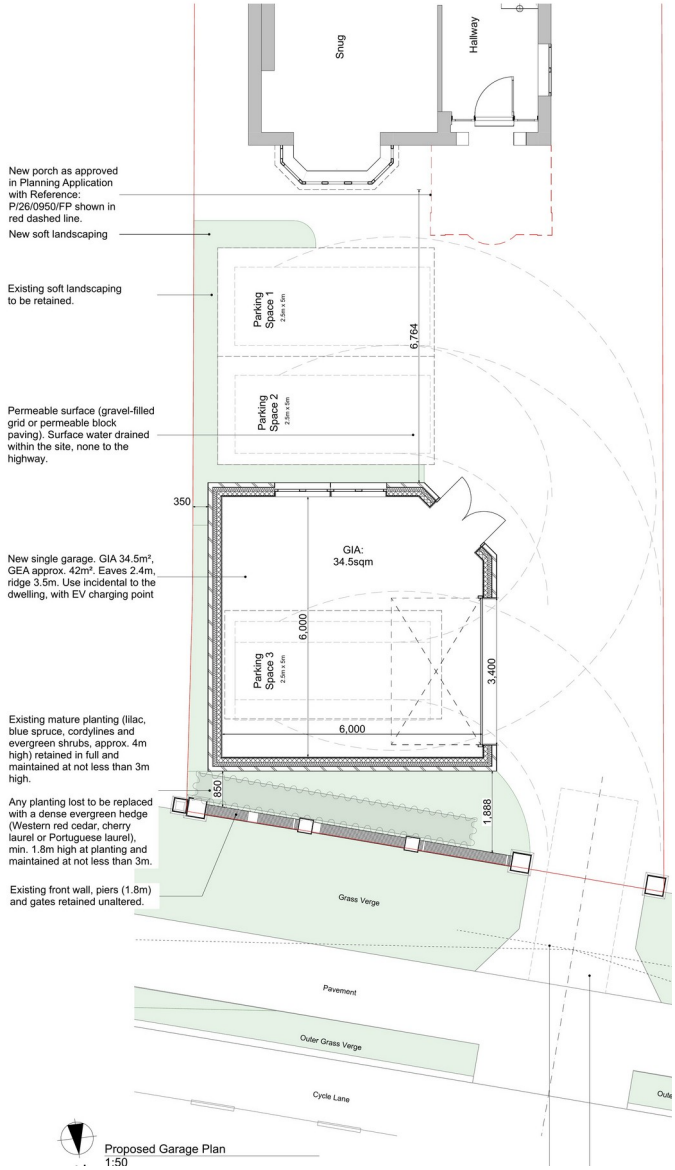


Figure 8 ***Proposed garage plan.*** *Extract from drawing 294/109, showing the garage in relation to the house, the front wall, the retained planting, the verge and the footway, with parking spaces 1 and 2 on new permeable hardstanding and space 3 in the garage. Dimensions in millimetres. Source: GRK Architecture.*

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4.2 Appearance and materials

4.2.1 Facing brickwork is to match the house. The house is roofed in dark brown plain tiles, which cannot be laid at the garage's low pitch of 17.5° to 18°. The garage roof is therefore to be finished in a smooth, flat interlocking concrete tile suitable for that pitch, in a dark brown to match the main roof: Marley Modern in Smooth Brown, laid with a 100mm headlap, or similar. The Council approved Marley Modern tiles for the detached garage/workshop at 21 Westlands Grove, in the same street block, in November 2026 (P/26/1131/FP). Fascias and soffits are to match the house. A materials condition is suggested in Section 8.

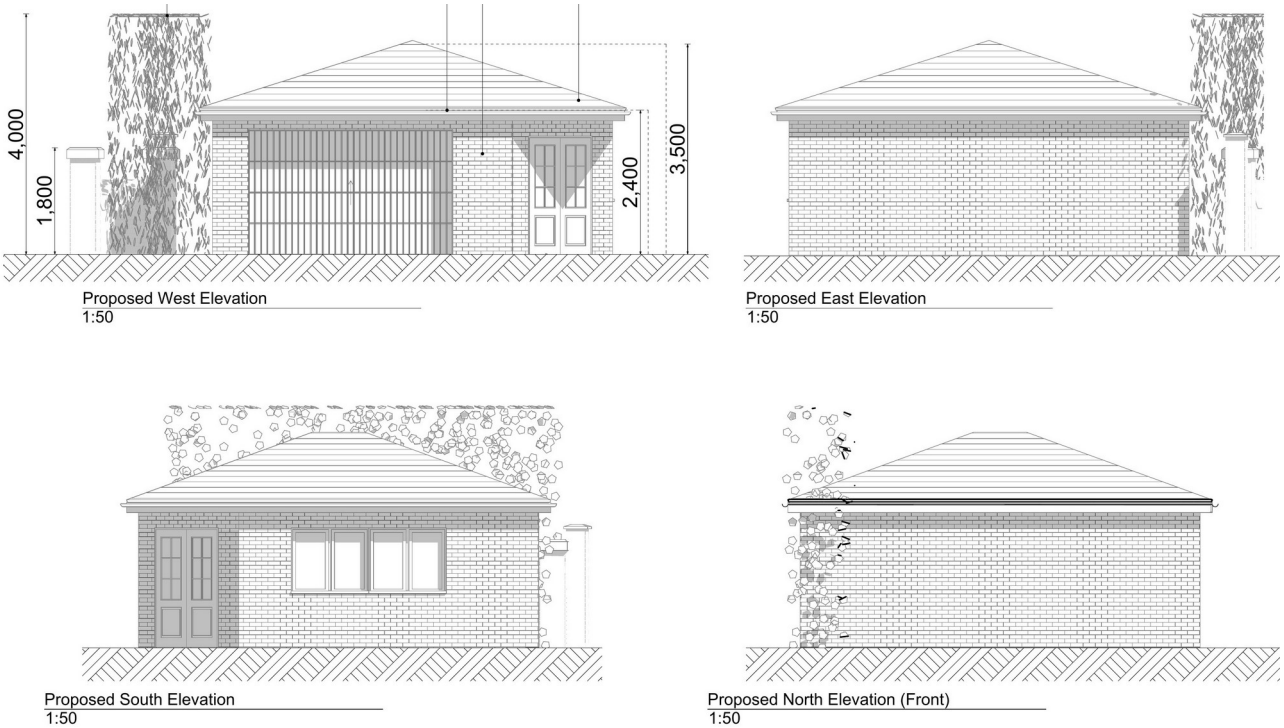


Figure 9 ***Proposed garage elevations.*** *Extract from drawing 294/109. Eaves 2.4m, ridge 3.5m; the front (north) elevation has no openings. Source: GRK Architecture.*

4.3 Landscaping

4.3.1 **All the existing planting along the front boundary is retained**, as shown on drawings 294/108 and 294/109. Its trunks stand in the strip between the garage and the wall, and only branches on the garage side would need to be cut back. In the photograph below, a bin marks the front edge of the garage, showing the planting remaining in front of it.

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Figure 10 ***Planting retained in front of the garage.*** *View from the gateway. The bin marks the front (north-west) edge of the proposed garage; the planting stands between it and the wall.* *Source: Applicant.*

4.3.2 **The applicants' intentions for the planting.** The applicants intend to keep all of the existing planting along the front boundary at its current size. If any of it ever has to come out, for example to repair the front wall, they will replace it with the same or a denser evergreen hedge of similar height, such as Western red cedar (*Thuja plicata*), cherry laurel (*Prunus laurocerasus*) or Portuguese laurel (*Prunus lusitanica*). The screening is therefore permanent: the existing planting stays, and any replacement would be evergreen, giving year-round cover. Lawn is retained along the boundary with No. 164 and new areas of lawn are formed beside the porch and between the garage and the gateway, as shown on drawing 294/108. New hardstanding for the parking spaces and turning area will be permeable (gravel-filled grid or permeable block paving), with surface water drained within the site, in line with the Design Guidance SPD.

4.4 Access and parking

4.4.1 The existing vehicular access, 2.6m gateway, gates, front wall and dropped kerb are all unchanged. The front boundary is retained exactly as it is.

4.4.2 There is no change to visibility at the access.

4.4.3 **Existing parking.** The front garden can at present accommodate only one parking space of a practical size, on the forecourt in front of the house. The strip between the house and the western boundary, about 2.5m wide, has been used informally for parking, but it leaves no room beside a car to open its doors. A space next to a wall or building normally needs about 0.5m of extra width on that side for this, and the strip is too narrow to provide it. It is therefore not counted as a parking space and is not shown as one on the proposed drawings. The existing garage in the rear garden is too small to take a modern car and is used only for storage. Its removal was accepted by the Council in approving P/26/0950/FP, where it is replaced by outbuildings, so it does not provide a parking space either.

4.4.4 **Proposed parking.** The proposal adds two spaces, giving three in total, as shown on drawing 294/109:

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- **Spaces 1 and 2:** two open spaces, each 2.5m by 5m, side by side on new permeable hardstanding between the garage and the house, each reached directly from the existing drive.
- **Space 3:** inside the garage, with an EV charging point. At 6m by 6m internally, the garage comfortably exceeds the 6m by 3m minimum that the Council's parking SPD sets for a garage to be counted as a parking space.

4.4.5 The property therefore moves from one practical parking space to three, which meets the Council's standard for a house of this size (Section 5.2).

4.5 Alternative locations considered

4.5.1 The position has been chosen after considering the alternatives:

- **Next to the house, behind the building line:** as the officer noted, this would block light to the front room.
- **To the side of the house:** the strip between the house and the western boundary is about 2.5m wide, too narrow for a garage and, once room to open car doors is allowed, for a practical parking space (Section 4.4). The eastern side is about 1.2m wide (drawing 294/102). Neither could accommodate a garage.
- **To the rear:** the existing rear garage is too small to take a modern car and is used only for storage. Its removal, together with the outbuilding beside it, was accepted by the Council under P/26/0950/FP, which replaces them with outbuildings (a home office, gym, bike store and storage), which the household needs for home working. Reaching the rear by car would mean driving the full length of the house along the 2.5m strip beside it and past the windows in the side elevation, and would bring car movements into the rear garden alongside neighbouring gardens.
- **In the centre of the front garden:** this would sit in the middle of the open frontage, divide the garden and screen more of the house than a position against the boundary with No. 164.

4.5.2 The proposed position, against the eastern boundary and set back from the wall, is therefore the one that best balances the street scene, the light to the house and the practical use of the plot.

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5 Planning policy

5.1 Development plan

5.1.1 The development plan is the Fareham Local Plan 2037 (adopted April 2023). The relevant policies are **Policy D1, High Quality Design and Place Making**, which seeks high-quality development that responds positively to the character of its area, together with **Policy D2, Ensuring Good Environmental Conditions**. These are the policies against which the Council assessed the detached garage and workshop approved at 21 Westlands Grove in November 2026 (P/26/1131/FP).

5.2 Supplementary planning documents

5.2.1 The Council's **Design Guidance SPD (excluding Welborne), December 2015**, states under "New buildings in front gardens" (page 3):

> *"The addition of garages or other buildings in front gardens will normally only be allowed in streets where others are already found."*

5.2.2 The same section explains that front gardens must be large enough to accommodate such buildings, that "Retaining and providing planting in the front garden is a good idea", and that front gardens should be surfaced in porous material. The SPD is guidance rather than development plan policy, and its use of "normally" signals a presumption to be applied with judgement to the circumstances of each site, not an absolute bar.

5.2.3 The **Residential Car and Cycle Parking Standards SPD (November 2009)** is written for new residential development rather than householder proposals, but it is a useful benchmark. For a house of four or more bedrooms it expects three allocated spaces. The SPD does not normally count garages towards parking provision, but sets a clear internal size of 6m by 3m as the minimum for a garage that is counted, and expects such garages to be kept available for parking by condition (Key Requirement 5 and paragraphs 5.17 to 5.19). At present the plot has only one practical space, as the existing rear garage is too small for a modern car and is used only for storage. The proposal provides three: two open spaces and a garage of 6m by 6m internally, which the applicants are content to see kept available for parking by condition (Section 8). The proposal therefore brings the property up to the standard the SPD sets for a house of this size.

5.3 National Planning Policy Framework (August 2026)

5.3.1 The revised NPPF published on 17 August 2026 applies with immediate effect. The most relevant decision-making policies are:

- **S4(1):** "Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies." The site lies within the built-up area of Portchester.
- **DP3:** development should respond to its context so that it integrates with and enhances its surroundings.
- **DM3(1)(e) and (f):** decision makers should "Consider whether otherwise unacceptable development proposals could be made acceptable" through conditions or obligations, and should "Not refuse applications for development which should clearly be approved".
- **DM6(1):** conditions should be necessary, relevant, sufficiently precise and reasonable.

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6 Assessment

6.1 Principle

6.1.1 The proposal is a domestic garage within the curtilage of an existing dwelling, inside the settlement of Portchester. NPPF policy S4 therefore applies, and permission should be granted unless any adverse effects would substantially outweigh the benefits. The main issue is the effect on the character and appearance of the street scene.

6.2 Scale, siting and the street scene

6.2.1 **Height and form.** The garage has 2.4m eaves and a 3.5m ridge. The house has a ridge of about 9.45m and eaves of about 5.8m (drawing 294/104), so the garage is just over a third of its height. The roof rises only 1.1m and is hipped on all four sides, so the slopes fall away from the street and the building presents low eaves to the footway.

6.2.2 **Set back and screening.** The garage sits 0.85m to 1.9m behind the front wall, with the retained planting, about 4m high, between them. Seen from the footway at eye level, both the 2.4m eaves and the 3.5m ridge sit below the top of that planting, so the walls and roof would be largely concealed from the street. The garage floor sits about 100mm to 150mm below the front of the site, which lowers the building further in relation to the street.

6.2.3 The photographs in Section 3 show that this part of the front garden is not experienced as open from the street today. In both May and November, the planting already conceals the lawn and most of the ground floor of the house. The garage would therefore add little to what is seen from West Street. The principal views of it would be oblique glimpses through the gateway, where it would be seen beside the drive with the house, porch and gable beyond.





Figure 11 ***Views through the gateway.*** *Looking down the drive from the footway (left) and along the frontage from the west (right). The garage would sit on part of the lawn to the left of the drive, behind the planting. Photographs taken 8 November 2026.* *Source: Applicant.*

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Figure 12 ***Front elevation including the wall and planting, existing (left) and proposed (right).*** *Extract from drawing 294/109. With the planting retained, the garage sits behind it and the view of the frontage from West Street is essentially unchanged. Source: GRK Architecture.*

6.2.4 **Openness.** The front garden is around 175m² and the garage footprint of about 42m² occupies about a quarter of it. The western side of the frontage, including the drive and the view to the entrance porch, remains open, and a gap of about 6.7m is kept between the garage and the house so the two read as separate buildings. The garage would screen the lower part of the bay in views through the gateway, but the bay is already largely hidden by the planting in views from the street, and the gable, upper floor and porch remain visible. The SPD's requirement that the front garden is large enough to accommodate the building is met.

6.2.5 **Building line.** As described in Section 3.2, the building line here is not uniform. The garage is placed against the boundary with No. 164, whose frontage is largely hardstanding used for parking, divided from No. 166 by a low brick wall. It would be seen alongside that parking area rather than in an open garden setting.

6.2.6 **Design.** With matching brick, a hipped tiled roof echoing the main house and no openings facing the street, the garage reads as a well-mannered ancillary building of the kind commonly found behind front walls on main roads.

6.3 Daylight and outlook

6.3.1 The officer was right that a garage immediately beside the bay window would harm light to the front room. That is why the garage is positioned about 6.7m from the bay. The section below applies the BRE 25° test (BR 209): seen from the centre of the ground-floor bay window, the eaves subtend about 8° and the ridge about 11°, well below the 25° threshold at which daylight may be affected.

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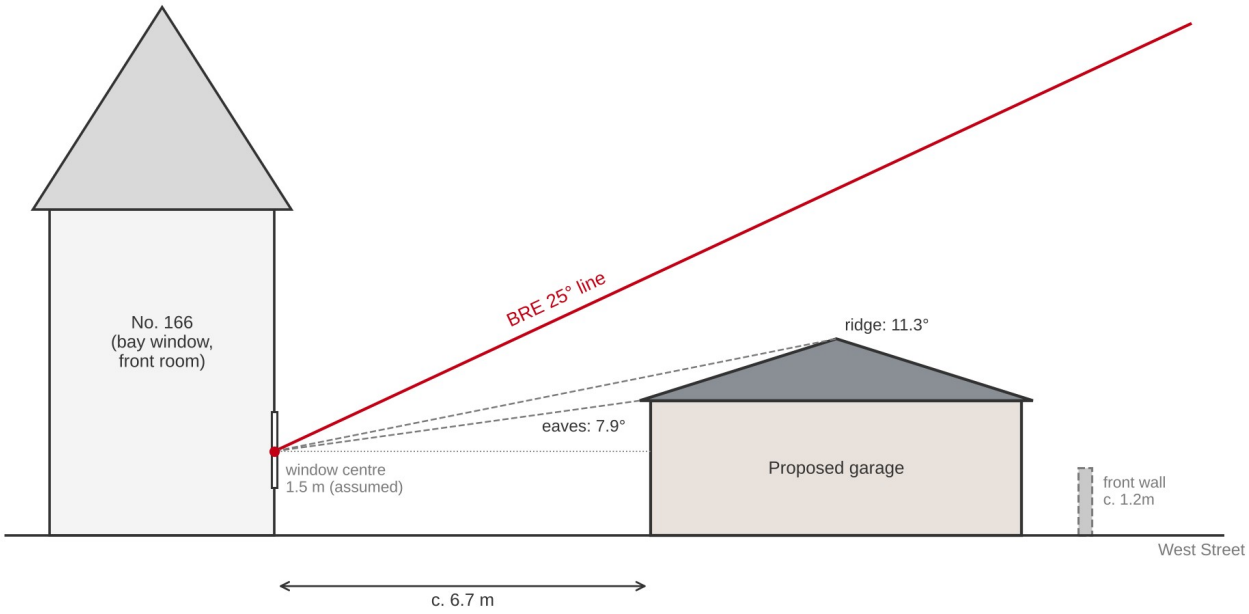


Figure 13 ***BRE 25° daylight test.*** *Section through the bay window and the proposed garage. Window centre taken at 1.5m above ground level.* *Source: GRK Architecture.*

6.3.2 For neighbours, the garage is 0.35m from the boundary with No. 164, with 2.4m eaves and a roof that slopes away from the boundary. It sits beside No. 164's parking area, about 6.7m forward of the front of the houses, which are broadly in line (aerial view, Section 3.2). Even for a front window of No. 164 directly behind it, the 2.4m eaves at that distance would subtend only about 8°, far below the BRE 25° test. Corner House is separated by the width of the drive and its own front garden. There would be no harmful loss of light, outlook or privacy.

6.4 Garages in front gardens: the "already found" test

6.4.1 The SPD expects front-garden buildings "normally" to be found in streets where others already exist. We have checked the planning history of this part of West Street and Westlands Grove. The detached garages approved nearby, such as at 184 West Street (P/07/0785/FP) and 21 Westlands Grove (P/26/1131/FP, approved November 2026), stand beside or behind their houses, and we have not found a detached garage forward of the house in the immediate street scene. On this part of West Street, therefore, the SPD's expectation is not met in its literal form. The position on the wider A27 corridor, of which West Street forms part, is set out below.

6.4.2 The SPD does not, however, set an absolute rule. Its word "normally" allows for sites where a front-garden building would not cause the harm the guidance exists to prevent: the loss of the open, spacious character of front gardens in the street. No. 166 is such a site, for four reasons:

- **The openness is already enclosed.** Enclosure of front gardens by planting, fences and walls is common on this part of West Street (Section 3.2), and the garage sits behind mature planting about 4m high that runs across its full width and is retained. This part of the frontage is not open in views from West Street today (Section 3), so the garage would not remove openness that the street currently enjoys.
- **The building is subordinate.** At 2.4m to the eaves and 3.5m to the ridge, it is lower than the planting in front of it and lower than the front-garden garages the Council has approved at 16 and 18 Portchester Road (Table 3).
- **The front garden is large enough.** At about 175m², the second limb of the SPD test is met, with the drive, the gateway and the approach to the porch left open.

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- **The wider context supports it.** The site fronts the A27, where the Council itself has recognised front-garden garages as part of the corridor's character, as set out below.

6.4.3 Three strands of evidence support this.

6.4.4 **The A27 corridor.** The accompanying Front Garage Precedent Study (October 2026) records garages and outbuildings forward of the building line along the same A27 route, between about 0.6 and 1.0 mile from the site, including detached garages directly behind front walls at 73, 80 and 82 Portchester Road (see below).



Figure 14 ***Front-garden garages on the A27, Portchester Road.*** *73, 82, 80 and 18/20 Portchester Road (see the Precedent Study for locations). Source: Google Street View.*

6.4.5 We recognise that these examples lie beyond the immediate street scene and that inspectors give most weight to examples with a direct visual relationship to a site. They are presented to show that garages behind boundary walls are an established feature of the A27 frontage through Portchester, not as a substitute for the site-specific assessment above.

6.4.6 **How a screened front garage reads.** At 49 Portchester Road, a garage stands close to the front boundary behind a brick wall and a dense hedge (see below). From the street the building is largely concealed and the frontage keeps a green, open appearance. It shows how a garage set behind established planting is experienced from the A27, which is how the garage at No. 166 would read behind its retained planting.



Figure 15 ***49 Portchester Road.*** *A garage close to the front boundary, largely concealed behind the boundary wall and hedge. Source: Google Street View.*

6.4.7 **The Council's own decisions.** The Council has repeatedly approved detached garages in front gardens on this corridor, and its own officers have recognised them as part of its character. In

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assessing 18 Portchester Road in 2022 and 2023, the officer noted that "The character of Portchester Road changes as it is travelled along", and that "There are other examples of detached double garages erected in front gardens to the east of The Thicket along Portchester Road".

- **16 Portchester Road:** a detached double garage on the frontage has been permitted three times (P/14/1024/FP, 2015; P/17/0161/FP, 2017; and P/18/1060/FP, 20 November 2018, described as a "Double Garage on Frontage"). In 2018 the Council found it would not have "any adverse impact on the appearance or character of the area". It has been built: a single-storey garage about 6.8m wide, with 2m eaves and a roof rising to 4.1m.
- **18 Portchester Road:** a four-car garage about 15m long, up to 4.65m high and spanning "almost two thirds of the front boundary", using the front boundary wall as its south elevation, was refused (P/22/0971/FP, 8 September 2022) for its "width, height and overall scale" and "prominent position". A resubmission for a two-car garage with storage, 6m by 10m (about 60m²), with 2.4m eaves and a 4.5m ridge, set behind a retained 2.175m front wall with shrub planting, was approved (P/22/1699/FP, 4 January 2023). The officer found that its "scale and position … is not considered to have a detrimental impact on the key characteristics of the area in particular the spacious and open character".
- **126 Portchester Road:** a detached double garage and carport was approved in 2019 (P/19/0117/FP, 5 March 2019). It has been built immediately behind the front boundary wall, forward of the house and beside the drive, where it is clearly visible from the A27 (see below).

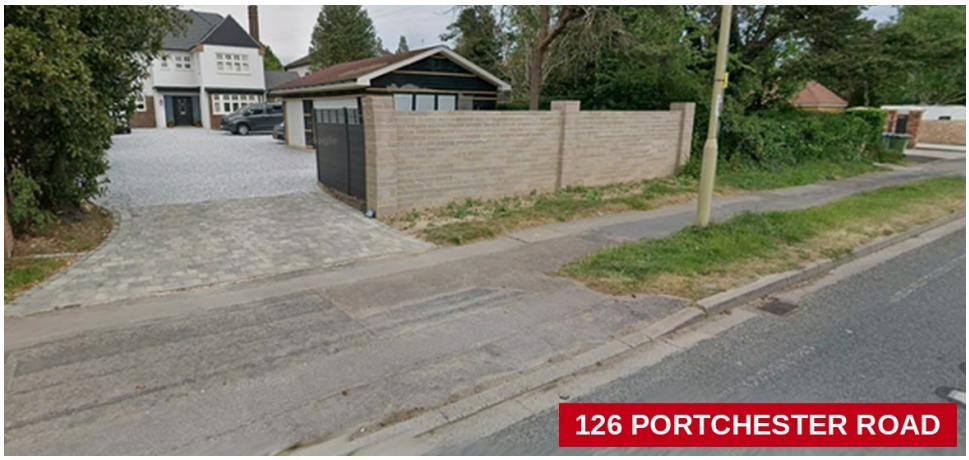


***Figure 16* 126 Portchester Road.** *Detached double garage and carport approved under P/19/0117/FP, built behind the front boundary wall and forward of the house. Source: Google Street View, May 2026.*

6.4.8 Table 3 compares the decisions at Nos 16 and 18 with the present proposal. The garage at No. 166 is smaller in footprint and lower in height than the approved garages at Nos 16 and 18, and nothing like the four-car building refused at No. 18. Unlike No. 18, it is closer to the front wall, but it sits behind an established 4m screen of planting rather than in an open garden, and No. 166's wall and planting together already enclose this part of the frontage.

Table 3 Front-garden garages decided by the Council on the A27 corridor

Site and reference	Decision	Footprint	Eaves	Ridge	Position and screening
16 Portchester Road P/18/1060/FP	Approved 2018 (also 2015, 2017)	Double garage, 6.8m wide	2.0m	4.1m	On the frontage
18 Portchester Road P/22/0971/FP	Refused 2022	Four-car, c. 15m long	2.4 to 2.95m	4.3 to 4.65m	Front wall formed its south elevation; almost two thirds of the frontage

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Site and reference	Decision	Footprint	Eaves	Ridge	Position and screening
18 Portchester Road P/22/1699/FP	Approved 2023	6m x 10m (c. 60m²)	2.4m	4.5m	5.5m behind a 2.175m wall, with shrub planting
166 West Street (this application)	Proposed	6.6m x 6.6m (c. 42m²)	2.4m	**3.5m**	0.85m to 1.9m behind the wall, behind retained planting c. 4m high

6.4.9 **Width of the frontage.** The refusal at No. 18 referred to a garage spanning "almost two thirds of the front boundary". The garage at No. 166 is about 6.6m wide on a frontage of about 10.9m, but the comparison with that scheme does not hold. The refused building at No. 18 was 15m long, up to 4.65m high and used the front boundary wall as its south elevation, so it presented a continuous built edge to the street. At No. 166 the front wall and gateway are unchanged; the garage stands 0.85m to 1.9m behind them with its ridge at 3.5m, below the planting, which runs across its full width; and the western part of the frontage, with the drive and the gateway, remains open. Seen from West Street, the frontage would continue to read as a low wall with mature planting behind it.

6.5 Appeal decisions

6.5.1 Recent appeal decisions show that a garage forward of the building line can be acceptable where it is subordinate, well designed and well screened, even where such buildings are not common in the street. They are summarised in Appendix A. The most comparable is **8 Redwood Drive, Haxby, York (ref. 6014937, 8 October 2026)**, decided under the August 2026 NPPF. There, a detached double garage of about 6.0m by 6.0m with a 3.8m ridge, set behind a 1.5m front wall with a blank wall to the road, was allowed. The Inspector found that "there is no discernible common building line of any length" and that the garage would "assimilate suitably into the character and appearance of the area". The garage proposed here is similar in footprint and lower, with a 3.5m ridge.

6.5.2 In Crawley (APP/Q3820/D/25/3360540), the Inspector accepted that a front-garden double garage would be prominent and "an uncharacteristic feature in the immediate area", but found it "an appropriate and attractive town scape feature". In Chapel-en-le-Frith (APP/H1033/D/24/3356089), a garage beside a main road was allowed because it "would be subordinate in size and height" and was screened from the road. At Surlingham (APP/L2630/D/25/3358688), a modest carport behind a hedge was allowed on a street where none were already found.

6.5.3 We are aware of three Fareham decisions in which front-garden garages were dismissed. Each turned on circumstances that differ from this site:

- **100 Mays Lane, Stubbington (2021):** the Inspector found a "broadly uniform building line" set well back from the road, and that new planting would take years to screen the building. Here the building line is varied, and the existing planting is mature (about 4m high) and gives screening from the outset, with no need to wait for new planting to establish.
- **34 Warsash Road, Warsash (2021):** a corner plot at a T-junction, where the garage would "occupy most of the nub" of the front garden. No. 166 is not a corner plot, and the garage occupies about a quarter of its front garden.
- **106 Funtley Road (2021 and 2023):** the screening relied on a neighbour's hedge that "no control can be exercised to retain". Here the screening is within the applicants' land, with its trunks between the garage and the wall, and can be secured by condition.

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6.6 Securing the landscaping

6.6.1 The officer noted that the Council cannot control the retention of the front vegetation and would not secure planting through a legal agreement. A planning condition is the normal and proportionate mechanism. The planting is on the applicants' land and they intend to keep all of it at its current size. If any of it ever has to be removed, for example to repair the front wall, they will replace it with the same or a denser evergreen hedge of similar height (Western red cedar, cherry laurel or Portuguese laurel). A condition requiring its retention and maintenance at a minimum height, and its replacement in this way if any of it is lost, would meet the DM6 tests: it is necessary to the acceptability of the scheme, relevant, precise and enforceable, and reasonable on land within the applicants' control. In the Mays Lane appeal the Inspector accepted that landscaping "could be secured by a condition". A suggested condition is set out in Section 8. The lilac within the existing planting loses its leaves in winter, although the blue spruce, cordylines and evergreen shrubs do not. If the Council considers that year-round screening should be reinforced from the outset, the applicants would accept a condition requiring supplementary evergreen planting behind the front wall.

6.7 Drainage and sustainability

6.7.1 Roof water will discharge to a soakaway at least 5m from any foundations, and new hardstanding will be permeable. The garage provides secure cycle storage and an EV charging point, supporting the move to electric vehicles. As a householder application, the proposal is exempt from mandatory biodiversity net gain; the front planting is nonetheless retained in full.

6.8 Benefits

6.8.1 The proposal increases on-plot parking from one practical space to three, meeting the Council's standard for a house of this size. The existing rear garage is too small for a modern car, so without this proposal the house would have no garage able to take one. The new garage provides secure, enclosed parking and storage for the household on a busy A27 frontage, with an EV charging point in a covered, secure space, and brings cycles and household storage into a purpose-built building. It would also give a modest degree of additional shelter from road noise to the front of the house. Under policy S4, permission should be granted unless these benefits are substantially outweighed by adverse effects.

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7 Planning balance and conclusion

7.1 The garage has been reduced in height and scale from the scheme the Council previously commented on, and positioned to respond to each of the officer's points: it is set back behind mature planting that already encloses this part of the frontage, all of which is retained with a commitment to evergreen replacement, it keeps the western side of the front garden open, and it avoids the harm to the bay window that a position closer to the house would cause. It also increases on-plot parking from one practical space to three.

7.2 We have found no front-garden garages on this part of West Street. But the SPD's "already found" test is a guideline applied "normally", and its purpose, protecting the openness of front gardens, is met here because the garage sits behind planting that already encloses this part of the frontage. Front-garden garages behind walls are a recognised feature of the A27 through Portchester, the Council has approved them on this corridor, and recent appeal decisions confirm that a subordinate, well-screened garage can sit comfortably forward of a varied building line.

7.3 Any residual effect on the street scene would be limited and can be controlled by the conditions set out below. It would fall well short of the substantial adverse effects that NPPF policy S4 requires before permission is refused within a settlement. The proposal accords with Policies D1 and D2 of the Fareham Local Plan 2037 and with the National Planning Policy Framework, and we respectfully ask that permission is granted.

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8 Suggested conditions

8.1 The applicants would accept the following conditions:

1. **Time limit.** The development shall begin within three years of the date of this permission.
2. **Approved plans.** The development shall be carried out in accordance with approved drawings 294/100 to 294/109 inclusive.
3. **Materials.** The external walls of the garage shall be faced in brick to match the existing dwelling. No development above slab level shall take place until details of the roof tile have been submitted to and approved in writing by the local planning authority.
4. **Landscaping.** The existing planting along the front boundary, shown as retained on drawings 294/108 and 294/109, shall be retained and maintained at a height of not less than 3m. Any part of it that dies, is removed or becomes seriously diseased shall be replaced in the next planting season with a dense evergreen hedge of Western red cedar, cherry laurel or Portuguese laurel, or another species agreed in writing with the local planning authority, at a planted height of not less than 1.8m, allowed to grow to a height of not less than 3m, and maintained at not less than 3m thereafter.
5. **Use.** The garage shall be used only for purposes incidental to the enjoyment of the dwellinghouse and not as habitable accommodation or for any business use.
6. **Surfacing.** New hardstanding shall be of permeable construction or drain to a permeable area within the site.
7. **Parking.** The three parking spaces shown on drawing 294/109, including the space within the garage, shall be made available for use before the garage is first brought into use and shall thereafter be kept available for the parking of vehicles.

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A Appendix A: Appeal decisions referred to

Site	Reference	Outcome	Relevance
8 Redwood Drive, Haxby, York	6014937 (8 Oct 2026)	Allowed	About 6m x 6m double garage, 3.8m ridge, behind 1.5m front wall; no discernible building line; decided under NPPF August 2026
11 Woolborough Road, Crawley	APP/Q3820/D/25/3360540 (8 May 2025)	Allowed	Prominent and uncharacteristic front-garden double garage found an attractive townscape feature
Moorings, 111 Manchester Road, Chapel-en-le-Frith	APP/H1033/D/24/3356089 (11 Apr 2025)	Allowed	Garage forward of building line beside a main road; subordinate and screened
47 The Street, Surlingham	APP/L2630/D/25/3358688 (14 Mar 2025)	Allowed	Modest carport behind a hedge on a street without others
100 Mays Lane, Stubbington	APP/A1720/D/20/3261938 (2 Mar 2021)	Dismissed	Uniform building line; new planting slow to establish; examples 150m away
34 Warsash Road, Warsash	APP/A1720/D/21/3267609 (28 Sep 2021)	Dismissed	Corner plot; garage occupying most of the front garden
106 Funtley Road, Funtley	APP/A1720/D/21/3276769 (1 Oct 2021); APP/A1720/C/22/3311466 (7 Nov 2023)	Dismissed	Relied on neighbour's hedge outside the applicant's control

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