

P/16/0638/FP

WARSASH

MR WALDEN & MS IRELAND

AGENT: ARCHITECTRESS

RAISE ROOF HEIGHT OF DWELLING TO TWO STOREY, TWO STOREY/SINGLE STOREY EXTENSIONS TO FRONT SIDE AND REAR ELEVATIONS, REPLACEMENT DETACHED DOUBLE CARPORT AND RELOCATE VEHICULAR ACCESS

66 GREENAWAY LANE WARSASH SOUTHAMPTON SO31 9HS

Report By

Susannah Emery - Direct dial 01329 824526

Site Description

The application relates to a detached chalet bungalow which stands to the northern side of Greenaway Lane and is accessed via Brook Lane. The site lies within the countryside and there is a large undeveloped field immediately to the rear and east of the application site.

Description of Proposal

Planning permission is sought to;

- Raise the height of the dwelling by 1.7m to provide additional first and second floor accommodation
- Erect a two storey front extension measuring 1.1 metres in depth by 4.3m in width
- Erect a two storey rear extension measuring 1.2 metres in depth and 4.8m in width
- Erect a single storey extension to the western side of the dwelling measuring 4.2 metres in width and 15.2 metres in depth
- Erect a detached double car port on the frontage to replace an existing detached garage

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS17 - High Quality Design

Development Sites and Policies

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

Relevant Planning History

Pre-application advice (Q/0114/16) was sought in April 2016 regarding a proposal to increase the height of the dwelling to increase the level of first floor accommodation and also introduce accommodation within the roofspace. Minor extensions were sought to the footprint of the dwelling at the front and rear and the replacement of an existing side conservatory with a single storey extension. Officers raised concerns regarding the height and bulk of the resultant dwelling and the subsequent impact on the rural character of the area. Concerns were also raised concerning the erection of a triple car port on the frontage which was not seen to be characteristic with the area.

Representations

Seven letters has been received objecting on the following grounds;

- The dwelling would be too high and too wide for the plot
- Not in keeping with the road
- When No.79 was constructed it was stated by the Council that it must be chalet style and not two storey
- Rural locations have naturally greater distances and spaces between houses
- The dwelling would over shadow garden and primary living space of neighbouring property
- The proposed 'cat slide' roof to the north-west elevation would have the appearance of a 'ski-slope' and would not be sympathetic to the area or neighbouring property
- The location of the car port would be forward of the building line and in close proximity to neighbouring property
- The second floor accommodation should be scaled down
- The dwelling has more bedrooms than is suggested
- Insufficient parking and turning space to enable vehicles to enter highway in forward gear
- There should be more planting provided to boundaries
- Garage would destroy the rural look of the front garden and should be in line with dwelling or to the rear

Two letters of support has also been received

Consultations

INTERNAL

Trees - No objection.

Highways - Whilst there is no highway objection to the principle of the access relocation, there is a concern that the visibility splay to the west is only some 2m by 27m because of the significant overgrowth of the frontage boundary of the adjacent dwelling. Unless the overgrowth can be cleared back to provide a 2m by 49m splay to the west, a highway objection would be raised to the access relocation. Subject to provision of the splay, conditions requiring the provision and maintenance of 2m by 49m visibility splays and suitable construction of the access/reinstatement of the verge at the existing access would be required.

Ecology - The application site contains a brick-built detached house (1950s) with a voluminous steep pitched roof containing potential roost access points such as missing clay tiles. The context of the structure elevates its potential as a roost - adjacent what was recently high value foraging grassland bounded by Priority Habitat woodland. The bat survey information has been reviewed and the further evidence requested which is now sufficient to confirm that bats are not present. No concerns raised.

Planning Considerations - Key Issues

Impact on the Character of the Area

The plans submitted with the pre-application enquiry indicated the dwelling being increased from 6.7 to 9.3 metres in height and the erection of a triple car port on the site frontage. Following the concerns raised by officers the proposal was amended prior to submission of the planning application reducing the height of the dwelling to 8.7m and replacing the triple car port with a double car port to be located closer to the dwelling away from the road frontage.

On receipt of the planning application officers were still concerned about the increased height and massing of the dwelling and this was raised with the applicant' agent. Following

discussions, further amended plans were received reducing the height of the building to 8.4m. The design of the roof over the proposed single storey side extension was amended to remove an unsightly cat slide roof and break up the bulk of the building. The overall appearance of the dwelling was also reviewed introducing a more traditional sash window design and feature bay windows on the front elevation to soften the appearance of the dwelling and reflect the rural character of the area. In officers opinion the amended design and reduced height addressed the concerns raised and the proposal would accord with Policy CS17 of the Core Strategy which states that all development should respond positively and be respectful of the key characteristics of the area.

The height of the dwelling would be comparable to the adjacent property (No.74) which has recently been converted from a bungalow to a two storey dwelling and stands at 8m in height and the dwelling opposite (No.79) which is a recently constructed replacement dwelling with a chalet style design that stands at 8.2m in height. It is not considered that the proposed extensions to the dwelling would have a detrimental impact on the character of the area or the visual amenity of the streetscene.

The proposed car port on the site frontage would be constructed with an oak frame with softwood timber cladding and would be sited close to the dwelling in excess of 10 metres from the road frontage. The design would be appropriate to the area and the car port would not be visually intrusive within the streetscene.

Impact on Living Conditions of Neighbouring Properties

The application dwelling only has one close neighbouring property and that is No.74 to the west. The occupants of the neighbouring property initially raised concerns regarding the proposal and these have been taken into account. The design of the 'cat slide' roof over the single storey extension to the north-west elevation of the dwelling has been amended to reduce bulk and the car port has been relocated to the opposite side of the plot as requested.

A gap of 12m would be retained between the side elevation of the neighbouring property and the proposed single storey side extension with 16m retained between the two storey elements of each property. In light of this level of separation officers do not consider that the proposal would have a detrimental impact on the living conditions of the occupants of the neighbouring property in terms of loss of light or outlook.

Highways

Concerns have been raised that insufficient parking and turning would be provided to serve the dwelling. The dwelling currently has five bedrooms and it is not proposed that the number of bedrooms would be increased albeit there are other rooms which could be used as bedrooms if required (ie playroom, study). The Council's Residential Car & Cycle Parking SPD sets out the car parking provision requirements for a dwelling with 4 bedrooms or more as being three car parking spaces. Garages will not be counted towards car parking provision as they are often not used for the storage of vehicles however car ports will be counted. In this case there would be ample space for the parking and turning of a minimum of three vehicles in accordance with the Council's requirements.

It is proposed that the existing access to the site adjacent to the eastern boundary is blocked up and access to the property is relocated more centrally on the plot. The Council's Highways Engineer has raised concerns regarding visibility to the west as the neighbouring

property has a hedgerow on the frontage which overhangs the front boundary. It is advised that subject to the provision of visibility splays of 2m by 49m no highway objection would be raised. The applicant's have discussed this with their neighbour's who are in agreement to the front hedge being cut back which they have allowed to grow whilst it is establishing itself. A condition would be imposed to ensure that the required visibility splay is provided prior to the commencement of development.

Ecology

The application site is in an area which would typically provide roosting and foraging habitat for bats. The Hampshire Biodiversity Information Centre (HBIC) have no records of bats roosting at the application site or anywhere within close proximity. An internal inspection of the property has been carried out by a suitably qualified ecologist and no presence of bats was found. A number of activity surveys were also undertaken at dusk and dawn and whilst bat activity was witnessed within the vicinity of the site it was concluded that the dwelling on the activity site was not being used for bat roosting. The Local Planning Authority are satisfied that the proposal would not have a significant negative impact on protected species of bats.

Recommendation

PERMISSION; subject to conditions

1. The development shall begin within 3 years of the date of this planning permission.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development shall be carried out in accordance with the following approved documents:

- i) Existing Elevations - drwg No. 21515/04
- ii) Existing Floor Plans - drwg No. 21515/03
- iii) Proposed Site Plan - drwg No. 21515/40A
- iv) Proposed Ground Floor Plan - drwg No. 21515/41A
- v) Proposed First Floor Plan - drwg No. 21515/42A
- vi) Proposed Second Floor Plan - drwg No. 21515/43A
- vii) Proposed Elevations - drwg No. 21515/44B
- viii) Proposed Car Port - drwg No. 21515/45A

REASON: To avoid any doubt over what has been permitted.

3. The development shall be carried out in accordance with the materials schedule received 1 August 2016 unless otherwise agreed in writing with the Local Planning Authority.

REASON: To secure the satisfactory appearance of the development in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

4. The first floor windows proposed to be inserted into the north-west elevation shall be glazed with obscure glass and be of a non opening design and construction to a height of 1.7 metres above internal finished floor and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property.

5. The rooflight windows as shown on the north-west elevation of the dwelling hereby

approved shall be constructed so as to have a sill height of not less than 1.7 metres above internal finished floor level. The window shall thereafter be retained in this condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property.

6. The dwelling shall not be occupied until the means of vehicular access has been constructed in accordance with the approved plans and the existing access has been blocked up and the grass verge reinstated unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of highway safety; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

7. No development shall commence until visibility splays of 2m X 49m have been provided and cleared of obstruction at the junction of the proposed driveway with Greenaway Lane unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of highway safety; in accordance with Policies CS5 and CS17 of the Adopted Fareham Borough Core Strategy.

Background Papers

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FAREHAM

BOROUGH COUNCIL



66 Greenaway Lane
1:1,250



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