

**P/16/1236/FP**

**WARSASH**

MR DONALD YAU

AGENT: ELLIS PARTNERSHIP

DEMOLITION OF THE EXISTING DETACHED GARAGE AND CONSTRUCTION OF A  
NEW 2 BEDROOM DETACHED BUNGALOW

230 WARSASH ROAD WARSASH FAREHAM SO31 9JF

***Report By***

Rachael Hebden. Direct Dial 01329 824424

***Introduction***

The applicant has submitted amended plans which decrease the footprint of the proposed dwelling by decreasing the number of bedrooms from 3 to 2 and removing the proposed car port which was originally attached to the dwelling. As a result the distance between the west elevation and no. 43 has increased to 15m at the closest point.

***Site Description***

230 Warsash Road is a residential site which currently contains a detached, two storey, dwelling with parking for 3 cars to the front and a detached, double garage to the rear.

The site is level, laid to lawn and contains some conifers. The south and west boundaries are demarcated by a perimeter fence. The east boundary is represented by a conifer hedge of approximately 3m in height.

***Description of Proposal***

The application proposes the demolition of the existing garage and the sub-division of the site with the erection of a detached, two bedroom bungalow to the rear. The bungalow would incorporate on site car parking to the front together with space for turning a car with a cycle store in the rear garden.

***Policies***

The following policies apply to this application:

The Fareham Borough Residential Car and Cycle Parking Standards Supplementary Planning Document

**Approved Fareham Borough Core Strategy**

CS2 - Housing Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 - Development in Western Wards and Whiteley

CS15 - Sustainable Development and Climate Change

CS17 - High Quality Design

**Design Guidance Supplementary Planning Document (Dec 2015)**

EXD - Fareham Borough Design Guidance Supplementary Planning Document

## **Development Sites and Policies**

DSP1 - Sustainable Development

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

## ***Representations***

Only one representation (from no. 43) has been received in response to the amended plans. The representation confirmed that the issues originally raised remained of concern.

Five representations were received in response to the plans originally submitted raising the following concerns:

One representation states no objection in principle, but raises the following points:

-The future installation of windows above ground level should be prevented to prevent a loss of privacy to neighbouring properties.

-Details of the acoustic fence along the west boundary should be provided as part of the planning consent.

The remaining four representations are in objection to the proposal and raise the following points:

-Overdevelopment and cramped design

-Contrived vehicular access onto Warsash Road

-Proximity of vehicular access to adjacent properties

-No precedent for infilling in this area

-The additional cars using the existing drive will increase navigational difficulty for school children who walk along Warsash Road

-Loss of privacy to no. 4 Fleet End Road

-Overshadowing of no. 4 Fleet End Road

-Proximity of building to no. 4 Fleet End Road

-The proposed building would be overlooked by opposite houses

-The existing garage is used for storage not parking

-Noise and activity associated with a new dwelling will impact no. 43 Corvette Avenue

-Loss of existing planting

-Loss of outlook to no. 45 Corvette Avenue

-Loss of light to no. 45 Corvette Avenue

-Pollution from exhaust fumes

-Narrow vehicular entrance is not safe

## ***Consultations***

INTERNAL CONSULTTEES

Trees - No objection

## ***Planning Considerations - Key Issues***

Principle of development

The site is within the urban area, therefore Policies CS2 and CS6 are applicable. In addition Policy CS9 which seeks to provide for residential development within the urban

area provided that the setting of the area is protected, is also applicable.

The site comprises garden land which is no longer identified as previously developed land. Whilst this in itself is not a reason to resist development, proposals on residential garden sites must be considered against the criteria within Policy CS17 which requires all development to respond positively to and be respectful of the key characteristics of the area including scale, form and spaciousness. The proposed addition of a bungalow is therefore acceptable in principle subject to satisfying the criteria of the Planning Policies summarised earlier in this report.

#### Effect on the character of the area

Concerns have been raised about the impact the proposed dwelling would have on the character of the area. The proposed dwelling would be accessed via the existing vehicular drive that leads to the detached garage and its position to the rear of no. 230 Warsash Road (a two storey dwelling) is such that it would only be visible from extremely limited viewpoints within Warsash Road. The impact on the character of the area would therefore be minimal and in accordance with Policy CS17 which requires development to respect the character of the area.

Concerns have also been raised about the 'cramped' form of development. The proposed sub-division of the plot, would by its nature result in two smaller plots, however there are a variety of plot sizes in the area and the resulting plots sizes would not be uncharacteristically small. The proposed gardens are also large enough to satisfy the space standards recommended in the Fareham Borough Residential Design Guidance SPD.

#### Living conditions

The proposed dwelling satisfies the national minimum technical internal space standards as recommended by the Fareham Borough Residential Design Guidance SPD. The garden for no. 230 would be a depth of 11m in line with the minimum depth recommended by the Fareham Borough Residential Design Guidance SPD. The garden to the rear of the proposed dwelling would be between 8 and 10m in depth, which falls slightly below the 11m depth recommended by the Fareham Borough Residential Design Guidance SPD, however the proposed garden would be 14m wide and is therefore considered to be large enough to serve the future occupiers of the proposed 2 bedroom dwelling. In addition, the garden would edge onto the rear of a neighbour's garden and would therefore benefit from an open outlook.

Access to the proposed dwelling would pass along the west elevation of no. 230. Currently the west elevation contains a door providing access to the utility room, however the application is supported by plans which demonstrate that the back door would be replaced with a window to prevent any obstruction of the proposed driveway.

#### Effect on neighbouring properties amenities

When considering the impact of the proposed dwelling on the amenities of the neighbouring properties, it is of relevance to compare the impact of what is proposed to the impact that would result from the construction of a detached structure that could be constructed under 'permitted development rights', that is without the need for an express planning permission. In this case, the owners of no. 230 could erect a detached structure of up to 4m in height

(that is only 0.6m below the ridge of the proposed dwelling) in the rear garden without the need for planning permission, provided it was not within 2m of the boundary of the site. Although any structure built under permitted development could not be used as an independent dwelling, it would be of a similar scale and bulk and would have a similar impact on the neighbours' amenities in terms of scale, outlook, overshadowing and privacy.

Concerns have been raised regarding the proximity of the proposed dwelling to no. 4 Fleet End Road and potential overshadowing. The proposed dwelling would be visible from the rear of no. 4 Fleet End Road, however it has been designed with a shallow hipped roof which would slope away from no. 4 and have a ridge height of only 4.6m. It is considered that the form of the proposed roof, together with the position of the bungalow 15 metres west of no. 4 Fleet End Road, would prevent any significant overshadowing.

Concerns have also been raised regarding the loss of privacy to no. 4 Fleet End Road. The proposed bungalow would contain windows within the east elevation that would face no. 4 Fleet End Road, however they are all at ground level and therefore would not result in a loss of privacy given that the west boundary (at this point) is represented by a 1.8m wooden fence. Any subsequent perceived loss of privacy by the occupiers of no. 4 Fleet End Road could be mitigated by the addition of supplementary soft landscaping along the boundary (however this is not considered to be a necessary requirement of the application).

Concerns have also been raised regarding the impact that the proposal would have on the amenities of no's 43 and 45 Corvette Avenue. The proposed dwelling would be visible from the rear of no. 45, however it would be visible from an oblique angle and separated by over 15m. The incorporation of a hipped roof on the bungalow would also prevent the dwelling from having a significant adverse impact on their outlook or amount of available sunlight.

The proposed bungalow would be positioned almost directly opposite no. 43, however the hipped roof of the bungalow together with the separation distance of 15m (at the closest point) would prevent it from appearing overtly overbearing or having a significant adverse impact on the amount of available sunlight. It is also of relevance to note that while the proposed dwelling would be positioned opposite the rear of no. 43 the outlook on either side of no. 43's rear garden would remain open.

The proposed dwelling would contain two windows within the west elevation, however they would not result in a loss of privacy to no's 43 or 45 as they are located at ground floor level and the west boundary is represented by a 1.8m close boarded fence. As with no. 4 Fleet End Road, any subsequent perceived loss of privacy by the occupiers of no. 43 or 45 Corvette Avenue could be mitigated by the addition of supplementary soft landscaping along the boundary (however this is not considered to be a necessary requirement of the application).

Neighbours have also raised concerns regarding disturbance from the additional noise and activity that would be associated with the proposed dwelling. The proposed development would replace the existing garage therefore noise and activity associated with the occupiers of no. 230 accessing the existing garage would be relocated to the front of no. 230 where their parking is now proposed. Any noise and activity resulting from the future occupiers accessing the proposed dwelling would therefore not be greater than that which already exists.

Both no. 230 and the proposed dwelling would have acceptable garden sizes which would prevent the noise and activity associated with the use of the garden from being

concentrated in any one area. The overall levels of noise and activity which would result from the proposed development would therefore not be above a level considered to be acceptable in an urban area.

Concerns have also been raised about pollution from the exhaust fumes of cars entering and exiting the site. While cars entering and exiting the site would emit fumes, the increased numbers of vehicle movements would not be significant enough to have an adverse impact on the neighbouring properties.

#### Parking and highways

The proposed dwelling would share the existing vehicular access. Both the existing and proposed dwelling would have on-site car parking and turning in line with the required standards. The development also incorporates cycle storage facilities. The parking spaces and cycle storage can be secured for future use via condition.

#### Ecology

The applicant has provided the necessary financial contribution towards the Solent Recreation Mitigation Partnership interim strategy, such that the proposed development is considered to mitigate its impact and would, in combination with other developments, not increase the recreational pressure and habitat disturbance to the Solent Coastal Protection Areas.

#### Conclusion

The proposed development is considered to be an acceptable form of development that would not cause material harm to the visual amenities of the area, the safety of the highway or living conditions of the occupiers of the neighbouring properties in accordance with the requirements of the relevant planning policies.

#### ***Recommendation***

PERMISSION, subject to conditions:

1. The development hereby permitted shall be started before the expiry of three years from the date of this decision notice.

REASON: To comply with the procedures set out in Section 91 of the Town and Country Planning Act 1990.

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

-Proposed elevations Drawing no. 1730-03 Rev A

-Proposed elevation (existing house) Drawing no. 1730-04

-Site layout Drawing no. 1730-01 Rev B

-Proposed floor and roof plans Drawing no. 1730-02 Rev A

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

3. No development shall take place until the Local Planning Authority have approved details in writing of how provision is to be made on site for the parking and turning of operatives vehicles, the areas to be used for the storage of building materials, plant, excavated materials and huts

associated with the implementation of the permitted development and measures to be taken to prevent spoil and mud being deposited on the public highway by vehicles leaving the site

during the construction works. The areas, facilities and approved measures approved in pursuance to this condition shall be made available before construction works commence on site (other than construction of the site access) and shall thereafter be kept available at all times during the construction period, unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of highway safety and to ensure that the residential amenities of the occupiers of nearby residential properties is maintained during the construction period.

4.No development shall take place above damp proof course until samples of all materials to be used in the construction of external surfaces of the dwelling hereby approved have been submitted to and approved in writing by the Local Planning Authority. The approved materials shall thereafter be used in the construction of the approved dwelling.

REASON: To secure the satisfactory appearance of the development.

5. No work relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised bank and public holidays.

REASON: To protect the amenities of the occupiers of nearby residential properties.

6. The dwelling shall not be occupied until the approved parking and turning areas have been constructed in accordance with the approved details and made available for use. These areas shall thereafter be kept available for the parking and turning of vehicles at all times.

REASON: In the interests of highway safety.

7.The dwelling hereby approved shall not be occupied until the bin collection point and cycle store has been made available in accordance with the approved plans. The designated area shall thereafter be kept available and retained at all times for the purpose of bin and cycle storage.

REASON: In the interests of visual amenity; in order to facilitate alternatives to the motorcar.

8.No materials obtained from site clearance or from construction works shall be burnt on the site.

REASON: To protect the amenities of the nearby residents.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended or any Order amending or revoking this Order, no development permitted by Part 1, Classes A, B, C D or E of Town and Country Planning (General Permitted Development) Order 2015 (and any subsequent amendments) shall be erected unless otherwise agreed in writing by the Local Planning Authority following the submission of a planning application for this purpose.

REASON: To protect the amenities of the neighbouring properties.

10. The development hereby permitted shall be constructed strictly in accordance with the measures contained within the Tree Method Statement dated 15th July 2016.

REASON: To ensure the health of the trees.

11. The door in the west elevation of no. 230 shall be replaced with a window in accordance with Drawing no. 1730 - 04 prior to the occupation of the dwelling hereby approved.

REASON: In the interests of the amenity of the occupants of the existing and proposed

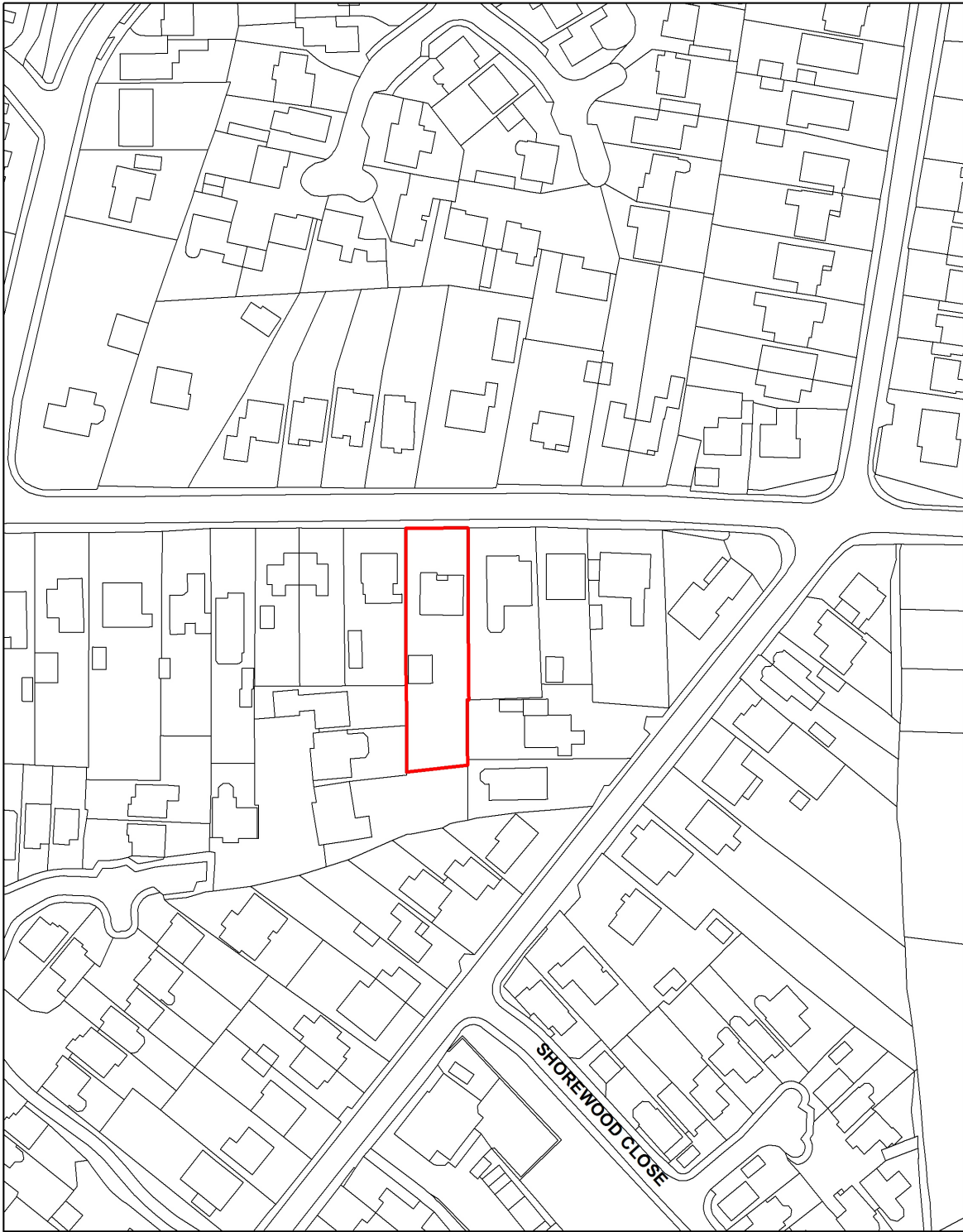
dwellings.

***Background Papers***

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# FAREHAM

BOROUGH COUNCIL



230 Warsash Road  
Scale 1:1250



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