

P/16/1269/FP

FAREHAM EAST

MR LEE BING

AGENT: THORNS YOUNG LTD

SINGLE STOREY REAR EXTENSION AND CHANGE OF USE FROM C3 DWELLING HOUSE TO 1 X ONE BEDROOM AND 1 X TWO BEDROOM FLAT.

122 GOSPORT ROAD FAREHAM PO16 0QN

Report By

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Introduction

The application initially proposed a two storey rear extension, however this has been replaced with a single storey extension and a porch through the submission of amended plans.

Site Description

The site comprises a two storey, semi-detached dwelling located within Gosport Road, Fareham.

No. 122 is set back from the front of the plot by approximately 2 metres with a hard surfaced drive to the side and a garage to the rear. The property has a large rear garden which extends approximately 37m beyond the rear elevation.

There are residential properties on either side of the site, both of which incorporate large rear gardens of a similar depth to that of the site.

Description of Proposal

The application proposes the sub-division of the dwelling to create a 2 bedroom flat at ground floor level and a one bedroom flat at first floor level. The application also proposes a porch and a single storey rear extension.

The proposed rear extension would have a flat roof and would be set 0.5m below the level of the the existing single storey extension at the rear of the dwelling. It would also incorporate a staggered rear elevation resulting in a depth of between 4.1 and 5.1m.

Policies

The following policies apply to this application:

Fareham Borough Design Guidance (excluding Welborne) Supplementary Planning Document

Residential Car and Cycle Parking Standards Supplementary Planning Document

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS5 - Transport Strategy and Infrastructure

CS7 - Development in Fareham

CS17 - High Quality Design

Development Sites and Policies

DSP1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

DSP41 - Sub-Division of Residential Dwellings

Representations

Objections have been raised from 7 households raising the following concerns:

- Loss of a family house
- Extension would be large and intrusive and contrary to Policy CS17
- Creation of a parking area adjacent to gardens would be unacceptable and result in noise pollution and loss of garden land
- Contrary to Policy CS5 in that it would adversely affect the safety and operation of the road network
- Contrary to Policy CS21 in that it would result in the loss of open space
- The extension will impact no. 124's bedroom and kitchen in terms of loss of privacy and sunlight
- The proposed development is contrary to the spirit of covenants which exist to protect the area
- The proximity of the extension to no. 124 will devalue no. 124
- Insufficient space for the storage of construction materials
- Blocked access caused by the delivery of construction materials
- New access would impact the security of no. 124
- Proposed parking area will impact drainage and result in water flowing into neighbouring gardens
- Impact on 120's garden

Consultations

INTERNAL CONSULTATIONS

Highways - No objection subject to conditions.

Planning Considerations - Key Issues

Principle of development

Policy DSP41 states that the sub-division of residential units to smaller self-contained units of accommodation will be permitted provided that:

- i the proposal would not adversely affect the character of the area or have unacceptable environmental, amenity or traffic implications;
- ii the resultant sub-divided units conform to the minimum internal space standards and
- iii appropriate outdoor amenity space, bin storage and parking provision are provided.

The proposed sub-division of the dwelling to create 2 flats is therefore acceptable in principle subject to satisfying criteria i-iii together with the requirements of the policies summarised earlier in this report.

Criteria I

Effect on the character of the area

Policy CS17 requires development to respond positively to and be respectful of the key characteristics of the area including scale, form and spaciousness. The proposed extension is positioned at the rear of no. 122 and would not protrude beyond the side elevation of the dwelling. The extension would therefore respect the spacing between dwellings which is characteristic of the area. The scale and form of the extension would only be visible from very limited points within the public realm and would therefore have a limited impact on the character of the area.

Concerns have been raised regarding the use of some of the existing garden to provide parking. Two of the proposed car parking spaces would be located beyond the rear boundary of the proposed garden and would therefore not be visible from within the public realm. The parking space annotated as space no. 3 on the site plan would be visible however it would be set back from the front of the site by approximately 40m and would therefore be a discrete addition that would have a minimal impact on the character of the area.

The extension to the drive and the location of the proposed parking at the rear of the site would be a discrete way of increasing the amount of available parking and not have an adverse impact on the character of the area. Overall the proposal would accord with the requirements of Policy CS17 and criteria i of Policy DSP41.

Ecology

Criteria i of Policy DSP41 also requires development to not have any unacceptable environmental implications. The development would consist of a single storey rear extension within a garden area which has not been identified as having any significant habitat value. The proposal therefore complies with criteria i of Policy DSP41.

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 in accordance with Policy DSP15.

Effect on neighbouring properties

Criteria i of Policy DSP41 also requires development to not have any unacceptable implications in terms of amenity. Policies DSP2 and DSP3 also require development to not have a significant adverse impact on neighbouring sites in terms of noise, loss of sunlight, daylight, outlook and/or privacy.

The neighbours at no. 124 have raised concerns regarding the impact that the extension would have on their bedroom and kitchen in terms of loss of privacy and sunlight. The proposed extension would be positioned opposite no. 124's kitchen and bedroom windows and would be visible, however the single storey form of the extension would prevent it from causing a loss of privacy to 124. The extension would be positioned to the north of no. 124, would incorporate a flat roof and be separated by a distance of 5m therefore it would not have a significant impact on the amount of sunlight available to no. 124's kitchen or

bedroom. It would also be set 0.5m lower than the existing single storey rear extension which would further decrease the impact on no. 124's amenities.

The owners of no. 124 have also raised concerns regarding the proximity of the extension and the impact that the drive would have on their property in terms of security. The extension would be separated from no. 124 by a distance of 5m which is in line with the recommendations contained within the Fareham Borough Design Guidance (excluding Welborne) Supplementary Planning Document in terms of the impact on neighbouring amenity. The provision of a drive along the boundary between no's 122 and 124 would require the removal of the existing garage which currently forms part of the side boundary, however after it is removed the neighbour could erect a fence to link the rear of the house to the existing boundary fence at the rear of the garage. This would ensure the neighbour's garden remains enclosed and secure.

The neighbours at no. 120 have raised concerns regarding the impact that the extension would have on their garden. The extension has been designed with a staggered side elevation so that the first 4m of the side elevation would be set back from the boundary with no. 120 by over 1m with the remaining 1.2m of the extension being set back from 120's boundary by over 3m. The extension would also incorporate a flat roof and be set 0.5m below ground level meaning that the extension would only protrude approximately 0.4m above the existing boundary fence. The flat roofed design, lowered position of the extension and staggered form would prevent the extension from appearing overbearing when viewed from within no. 120's garden.

Concerns have also been raised regarding the proposed extension to the existing drive and the provision of parking within the rear garden and potential disturbance due to noise pollution. While the proposed sub-division may result in increased vehicle movements to the site, it is unlikely that the number of additional vehicle movements would be of a quantity that would have a significant adverse impact in terms of noise and disturbance. In a recent appeal decision (APP/A1720/A/14/2223314) the Inspector considered that noise disturbance resulting from a new access serving 4 dwellings that would run the length of the rear garden of a neighbouring property would "be limited". The additional noise generated by the proposed development is therefore not expected to be of an unacceptable level and is considered to accord with Policies DSP2 and 3 and criteria i of Policy DSP41.

Effect on the highway

Criteria i of Policy DSP41 also requires development to not have any unacceptable traffic implications. The proposed sub-division of the house into two flats could potentially result in increased traffic generation, however any increase would not be so significant as to have a noticeable impact on the adjacent road network. The proposal would therefore be in accordance with criteria i of Policy DSP41.

Criteria ii

Living conditions

Criteria ii of Policy DSP41 requires the resultant sub-divided units to conform to the minimum internal space standards.

The proposed flats would satisfy the national minimum internal space standards as required by Policy DSP41 and the Fareham Borough Design Guidance (excluding Welborne) SPD.

Criteria iii

Amenity space, bin storage and parking provision

Criteria iii of Policy DSP41 requires appropriate outdoor amenity space, bin storage and parking provision to be provided.

The proposed garden would be a depth of 16m which would accord with the recommendations contained within the Fareham Borough Design Guidance (excluding Welborne) SPD.

The site layout plan demonstrates that the proposed development would incorporate sufficient bin and secure cycle storage in accordance with the requirements of the Residential Car and Cycle Parking Standards SPD and the Fareham Planning Advice Note relating to the provision of refuse storage facilities in new residential developments.

The site layout plan also demonstrates that sufficient parking and turning space can be provided to the rear of the proposed garden area. The proposed parking and turning would be in line with the requirements of policies CS5 and CS17 and the standards contained within the Residential Car Parking SPD therefore no highway objection has been raised. The proposed development would also accord with the requirements of criteria iii of Policy DSP41.

Other Issues

One of the objections stated that the proposed development would be contrary to Policy CS21 in that it would result in the loss of open space. Policy CS21 is designed to protect open space that is publically accessible, rather than private gardens and is therefore not applicable in the consideration of this application.

Concerns have been raised regarding the impact the proposed drive and parking area would have on neighbouring properties in terms of surface water drainage. A condition can be used to ensure that the drive and parking area is constructed with permeable materials to ensure that surface water drains into the site rather than into neighbouring gardens. However details on this are expected from the applicant and will be provided by way of an update to the planning committee.

Concerns have also been raised regarding the lack of space for the delivery and storage of construction materials. The rear garden is of considerable depth and would provide sufficient space for the storage of materials. Details regarding the storage of materials could be secured by condition. The site is not large enough to accommodate a large construction vehicle, however this would not constitute a reason for refusal.

Concerns have also been raised regarding the aim of covenants that exist to protect the open character of the area, however private covenants are not within the scope of the planning application process and therefore cannot be taken into consideration.

Conclusion

The proposed sub-division of no. 122 would provide 2 high quality flats with access to on-site parking and a good sized garden. The proposed porch and extension would not have a significant adverse impact on the neighbour's amenities. Overall the proposed development

would be in accordance with the requirements of the Development Plan.

Recommendation

PERMISSION subject to conditions:

1. The development shall begin before the expiry of three years from the date of this decision notice.

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:

-Site plan

-Floor plans, section and elevations drawing no. PG 1069.16.1

-Elevations drawing no. PG 1069.16.2

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

3. None of the development hereby permitted shall be brought into use until the car parking spaces have been laid out and provided for use in accordance with the details on the site layout plan. The designated areas shall thereafter be kept available and retained at all times for the purpose of parking vehicles.

REASON: In the interests of highway safety.

4. None of the development hereby permitted shall be occupied until the bin and cycle storage has been provided in accordance with the approved details. The designated areas 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 and in order to facilitate an alternative to the motorcar.

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 public holidays.

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

6. 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.

7. The ground floor flat hereby approved shall not be occupied until the porch has been completed in accordance with the approved plans.

REASON: To ensure the provision of sufficient floor space for future occupiers.

8. No development shall take place until the local planning authority have approved details of how provision is to be made on site for the parking and turning of operatives vehicles and the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the permitted development. The areas and facilities approved in pursuance to this condition shall be made available before construction works commence on site (other than construction 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 the amenity of the area.

Background Papers

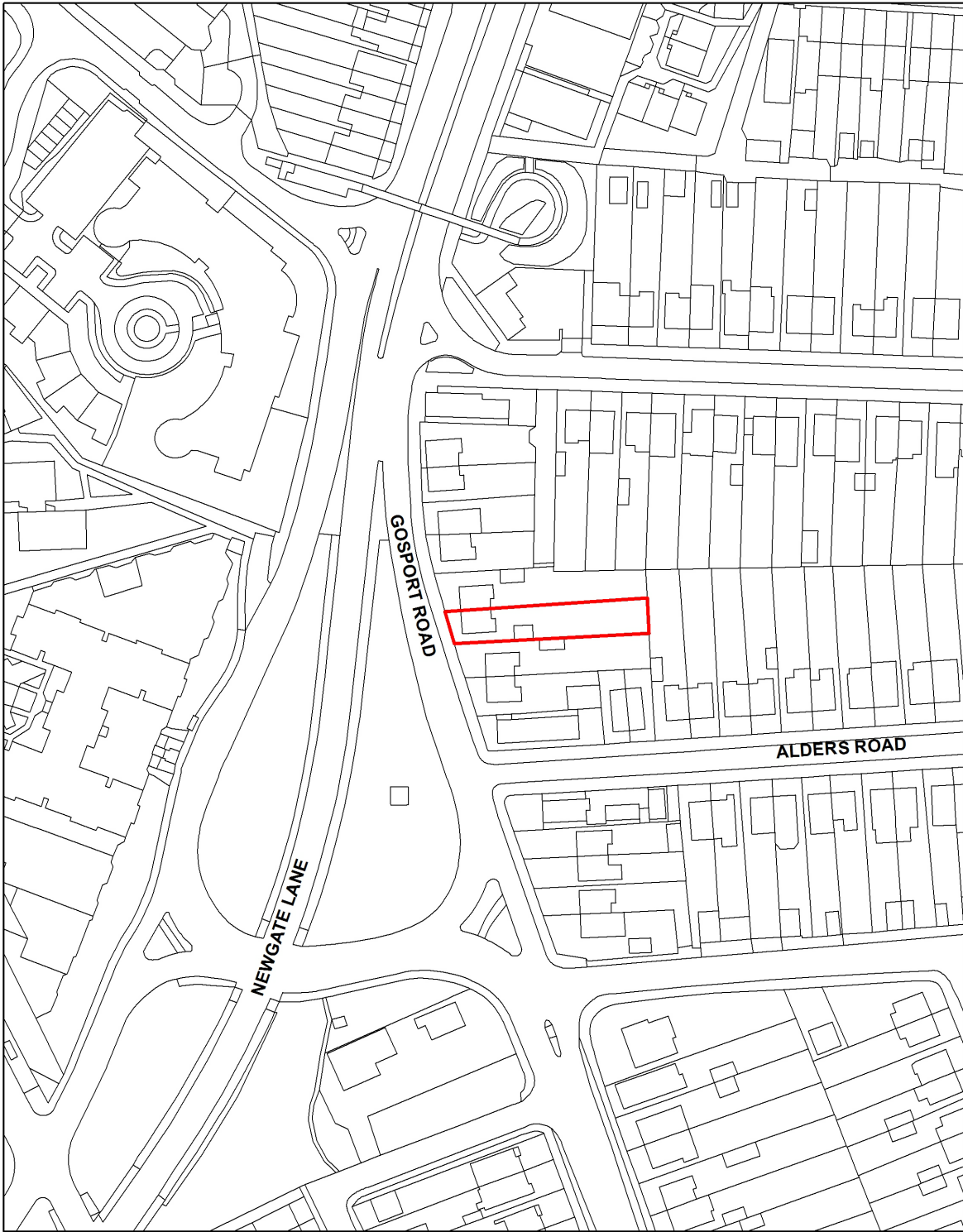
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Updates

Information regarding: colour of render, design of cycle store and materials for drive & parking to be provided

FAREHAM

BOROUGH COUNCIL



122 Gosport Road
Scale 1:1250



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