

P/17/0398/FP

TITCHFIELD

DRIFTSTONE DEVELOPMENTS
LTD

AGENT: DRIFTSTONE
DEVELOPMENTS LTD

DETACHED, TWO-STOREY, 4-BED DWELLING WITH DETACHED CAR PORT
2 THE TIMBERS FAREHAM HAMPSHIRE PO15 5NB

Report By

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Site Description

The application site is located within the existing defined urban area of Fareham (Catisfield), and presently forms part of the garden area of 2 The Timbers, a corner plot located on the junction of The Timbers and Cherrygarth Road. This residential area of western Fareham is characterised by mixed styles and types of property, although all are detached and the majority are two storeys. The properties are constructed with traditional materials including bricked, rendered and tile hung elevations under pitched tiled roofs. The streets comprise maintained front gardens with each property benefitting from its own private access and driveway.

The site itself predominantly fronts onto Cherrygarth Road, and is bounded by a 2m (approximately) high mature hedgerow. The site is largely laid to grass with a number of mature shrubberies within the site. There are a number of fruit trees located to the east of the site, within the remaining side garden area of 2 The Timbers, close to the junction with The Timbers. These trees are unaffected by the development proposal.

Description of Proposal

This application seeks planning permission for the construction of 1no. four bedroomed detached contemporary dwelling within the rear/side garden of 2 The Timbers. The scheme, which has been subject to pre-application discussions would see the dwelling erected on the north-western corner of the site, adjacent to existing residential properties fronting Cherrygarth Road. The proposed dwelling would comprise an open plan living/kitchen/dining area, and separate lounge/dining room at ground floor level with 4no. bedrooms, one en-suite and a family bath room at first floor level. The property has been sited in line with the existing, detached two-storey properties fronting Cherrygarth Road, with No.16 Cherrygarth Road located 8m away to the west of the site.

The dwelling has been designed with no first floor windows on the rear elevation other than 3no. rooflights which serve the en-suite bathroom, family bathroom and the stairwell. The proposed rear garden measures 9m in length and 17m wide resulting in an overall garden size comparable with others in the local area. The property would be accessed from Cherrygarth Road, a quiet residential street, with 4no. car parking spaces provided, two within the proposed detached double car port, and two on the proposed driveway. The majority of the hedgerow along the frontage of the site with Cherrygarth Road would be retained, with the exception of a 5m length at the proposed driveway entrance.

The host dwelling would maintain its main private rear garden area, whilst also retaining the area of fruit trees to the east of the application site, immediately on the corner of The Timbers and Cherrygarth Road, measuring 17m by 10m (approximately).

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS6 - The Development Strategy

CS7 - Development in Fareham

CS17 - High Quality Design

Approved SPG/SPD

RCPSPG - Residential Car Parking Guide (replaced 11/2009)

Design Guidance Supplementary Planning Document (Dec 2015)

EXD - Fareham Borough Design Guidance Supplementary Planning Document

Development Sites and Policies

DSP1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

Representations

Ten respondents have objected to the proposed development. The key matters of concern raised are:

- Development in the garden area/designated open space;
- Design out of keeping with street scene;
- Scale of development out of keeping;
- Loss of privacy;
- Loss of amenity;
- Loss of habitat
- Highway safety/parking provision; and,
- Dirt and dust during construction.

Consultations

INTERNAL

Ecology: No objection raised - Bats: In view of the survey findings the development is unlikely to result in a breach of the law protecting bats and no concerns are raised.

Birds: The habitats within the site are considered to support low potential for breeding birds. Whilst the habitats are suitable, they are limited in extent within the site. Habitat mitigation required in respect of the Solent sites Special Protection Areas.

Highways: The Council's Transport Planner was consulted at the pre-application stage, and no objection was raised to the scheme subject to the provision of suitable bin and cycle storage, sufficient off-street car parking for 2no. cars was provided and that Hampshire County Council were contacted regarding the provision of the crossover.

Planning Considerations - Key Issues

The following matters represent the key material planning considerations which would need

to be assessed to determine the suitability of the development proposal. The key issues comprise:

- Principle of the development;
- Impact on living conditions to neighbouring occupiers;
- Private Amenity Space for Future Users
- Design and Appearance of the proposal
- Highway safety and car parking; and,
- Ecology.

Principle of the development:

The site is located within the defined urban area of Fareham, where there is a presumption in favour of new development, in principle.

Many of the third party objections raised concern that this area of land was open space as part of the development of The Timbers when constructed in the late 1970s. Having reviewed the original planning permission for the site (our Reference: FBC.4951/40), the area of land, together with all of the front gardens for the properties in The Timbers were identified as open land (rather than open space) associated with the development.

There is no evidence that the application site was intended to be publically accessible open space and discussions with local residents suggest that the site has been enclosed by a hedgerow since the early 1980s.

Planning permission was refused three times in the late 1970s for a dwelling on this land. The reasons for refusal related to the loss of open space and the considered harm to the character of the area. Circumstances have materially altered since that time and Officers do not consider these previous refusals prevent the site being considered for an additional residential unit now.

Significant changes to the planning system have taken place in the last 40 years, including the presumption in favour of sustainable development, and to need to make effective and efficient use of land within the defined urban area, including the use of garden land, where appropriate, where the development of such land was not considered to cause harm to the local area.

Officers consider that building an additional residential unit on this land is acceptable in principle.

Impact on Living Conditions:

This planning application proposes the construction of 1no. detached, two storey dwelling, although the first floor accommodation is set within the roof space. The dwelling would be sited within the side garden of 2 The Timbers, although the future access would be via Cherrygarth Road. The proposed dwelling would front Cherrygarth Road, and would be set within this context. The host dwelling would maintain a private rear garden comparable in size to 4 The Timbers, as well as an area of land immediately to the north.

The proposed dwelling would be set in line with the neighbouring property to the west (16 Cherrygarth Road), which would be located some 8m away. Number 16 Cherrygarth Road benefits from a wide side garden (measuring approximately 6.5m wide). The main garden

length of 16 Cherrygarth Road measures approximately 11m, reducing to 5m (approximately) at its shallowest. the garden is wider than most other properties being almost 19m wide (at its widest point). The property also benefits from a slightly southwest orientation, ensuring the main garden area to the rear received a considerable amount of sunlight throughout the year.

It is therefore considered that the provision of a new dwelling 8m away to the side of the property would not have a significant adverse impact on the occupiers living conditions, with the majority of the side garden still receiving a considerable amount of light due to its southerly orientation. The neighbour at 16 Cherrygarth Road has raised concern regarding overlooking from the two ground floor side windows serving the lounge/dining room. The ground floor windows would predominantly have a view of the existing boundary fence, which would be maintained at 1.8m high. Given the provision of the fencing on the boundary, the level of overlooking would not be significant, with any view over the fence likely to be limited.

To the south of the site lies the 6 and 8 The Timbers. Both properties are 2-storeys with 6 The Timber lying directly south of the proposed dwelling. Number 6 The Timbers benefits from a 12m long rear garden (approximately), and therefore the rear elevation of the proposed dwelling would be located approximately 20m away. Whilst this Council often seeks a minimum separation distance of 22m between first floor facing windows, the first floor rear facing windows of the proposed dwelling comprise obscure glazed rooflights serving bathrooms and a stairwell, which would be set at least 1.7m above internal finished floor level. This would prevent any overlooking from the first floor rear elevation of the proposed dwelling, and the level of separation is therefore considered acceptable.

Based on the above assessment, it is considered that the proposed dwelling will not have an unacceptable adverse impact on the living conditions of neighbouring occupiers. It is acknowledged that some noise and disturbance is likely to occur during the construction period, and conditions are recommended to minimise this impact.

Private Amenity Space

The application proposal includes a private rear garden with a length varying between 7m and 9m from the rear elevation and a width in the order of 17m. The Adopted Design Guidance SPD seeks that a 'garden length of at least 11m long should be provided'. Whilst the proposal does not satisfy the requirement in terms of depth, with the width of the garden measuring 17m the proposed dwelling would still benefit from a generous sized, south facing garden. The length of the garden is comparable in size to that of 16 Cherrygarth Road and 7 and 9 The Timbers.

Design and Appearance

The application seeks the erection of a contemporary, two storey dwellinghouse, constructed with bricked, rendered and weatherboarded elevations under a traditional tiled roof.

Whilst the design does not seek to directly copy the design of dwellings along Cherrygarth Road, whose architectural styling is of limited merit, the introduction of a large glazed feature window on the front elevation has been considered by neighbours to be wholly out of keeping with the character and appearance of the street scene.

The property does follow the standard detailing and proportions common in the local area, with the pitched roof dormers on the front elevation characteristic of properties on Catisfield Road and on Cherrygarth Road. The introduction of the timber weatherboarding and timber framing is also characteristic of other properties in The Timbers, with the new properties towards the end of the cul-de-sac constructed in a 'mock Tudor' style, incorporating exposed timber beams, feature windows and weatherboarding.

Many third parties commented that the height and scale of the property is significantly larger than those on Cherrygarth Road or The Timbers. The height of the building is around 20cm higher than 16 Cherrygarth Road, and given the lowered eaves of the proposed property, the overall scale of the property is not considered to be harmful to the street scene.

Furthermore, the NPPF and Policy CS17 of the Development Plan highlights the importance of good quality design in new proposals, and that it is not the responsibility of Local Planning Authorities to stifle design. It is therefore considered that the introduction of more modern design features on the proposed property is not so out of keeping to be harmful to the character and appearance of the area. Indeed, many of the design aspects incorporated into the proposal are reflective of the other properties in the locale.

Highway Safety and Car Parking

The site is located on a quiet residential street. No objection to the proposals has been raised by the Council's Transport Planner. The proposal would result in the provision of 4no. off street car parking spaces (in excess of the Council's Adopted Car Parking Standards). Provision of bin and cycle storage is subject to condition.

Ecology

The application has been supported by a detailed Phase 1 Ecological Survey. The Survey highlighted negligible to low potential for the presence of bats or breeding birds. No objection was received from Hampshire County Ecological Service.

The Solent coastline provides feeding grounds for internationally protected populations of overwintering birds and is used extensively for recreation. Natural England has concluded that the likelihood of a significant effect in combination arising from new housing around the Solent cannot be ruled out. Applications for residential development within the Borough therefore need to propose measures to mitigate the direct impacts of their development on the Solent SPA. This can be done by the provision of a financial contribution of £181.00 per dwelling. The applicant has made this payment and therefore is considered to have satisfactorily addressed the mitigation concerns.

Conclusion:

In summary, it is considered that the proposed construction of 1no. four bedroomed detached dwelling accords with the principles of the adopted Design Guidance and Parking Standards. The levels of separation, siting, design and layout of the property is considered appropriate for the existing, built-up residential environment, and would not have an unacceptable adverse impact on the living conditions of neighbouring occupiers. The proposal would not have a detrimental impact on highway safety or the ecology of the local area.

Based on the above it is considered the proposal complies with development plan policies

and therefore the application is recommended for approval.

Recommendation

PERMISSION

Conditions

1. The development shall begin before the expiration of three years following the date of this decision.

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:

- a) Existing Site Plan and Location Plan (Drawing: N256 PL01);
- b) Proposed Site Plan (Drawing: N256 PL02);
- c) Proposed Floor Plans (Drawing: N256 PL03);
- d) Proposed Elevations (Drawing: N256 PL04);
- e) Proposed Car Port (Drawing: N256 PL05);
- f) Proposed Boundary Fences (Drawing: N256 PL06);
- g) Proposed Front Elevation (Artistic Impression) (Drawing: N256 PL07);
- h) Landscape Proposals (Drawing: LSP/063/001); and,
- i) Site Survey (Site Plan).

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

3. No development above the damp proof course shall take place until samples of all materials to be used in the construction of the dwelling hereby permitted, have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development, in the interests of visual amenity.

4. The dwelling hereby approved shall not be occupied until the parking and turning areas for that property, including the car port, have been constructed in accordance with the approved details and 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.

5. The dwelling hereby approved shall not be occupied until the refuse bin store and secure cycle storage have provided in accordance with the approved plans. The refuse bin and secure cycle storage shall thereafter be retained for those uses at all times.

REASON: In the interests of visual amenity and in order to facilitate modes of transport alternative to the private car.

6. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) loading and unloading of plant and materials;
- (iii) storage of plant and materials used in constructing the development;

- (iv) wheel washing facilities;
- (v) measures to control the emission of dust and dirt during construction;
- (vi) turning on site of vehicles;
- (vii) the location of any site huts/cabins/offices.

REASON: To ensure safe and neighbourly construction.

7. The construction of the development and associated works shall not take place on Sundays or Public Holidays or any time otherwise than between the hours of 0800 hours and 1800 hours Monday to Friday and 0800 hours and 1300 hours on Saturday.

REASON: In the interests of residential amenity.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 2015 (or any Order revoking and re-enacting or amending that Order) no extensions or outbuildings (other than those expressly approved pursuant to this planning permission), shall be erected or constructed without the grant of a separate planning permission from the Local Planning Authority.

REASON: To enable the Local Planning Authority to retain control over the enlargements/alterations of the building(s) in the interests of the proper planning and amenities of the area.

9. The rooflight windows at first floor level in the south elevation shall first be glazed with obscure glass to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3, or similar equivalent and shall be of a non-opening design to a height of at least 1.7 metres above internal finished floor level. The rooflight windows shall thereafter be retained in this condition at all times.

REASON: To protect the amenities of adjoining residential properties.

10. The landscaping scheme as set out on the approved plans must be implemented in the first planting and seeding season following the occupation of the dwelling hereby permitted. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of amenity and of the environment of the development.

11. With the exception of the proposed entrance, the existing hedgerow along the site frontage with Cherrygarth Road shall be retained at a height of not less than 1.8 metres at all times. Any part of the hedge which is removed without consent or dies or becomes severely damaged or diseased during a period of five years from the date of the completion of the development, shall be replaced in the next planting season with a hedge of a similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of preserving the visual amenities of the area.

12. The measures as detailed in section 5.3 of Phase 1 Ecological Survey (Ecosupport, December 2016) and the Landscape Proposals Plan (MN Landscape, March 2017) shall be implemented in full, unless otherwise approved in writing by the Local Planning Authority. Thereafter, the enhancement measures shall be permanently maintained and retained in accordance with the approved details.

REASON: To avoid impacts on breeding birds and to enhance biodiversity in accordance with NPPF and the Natural Environment and Rural Communities Act 2006.

Informatives:

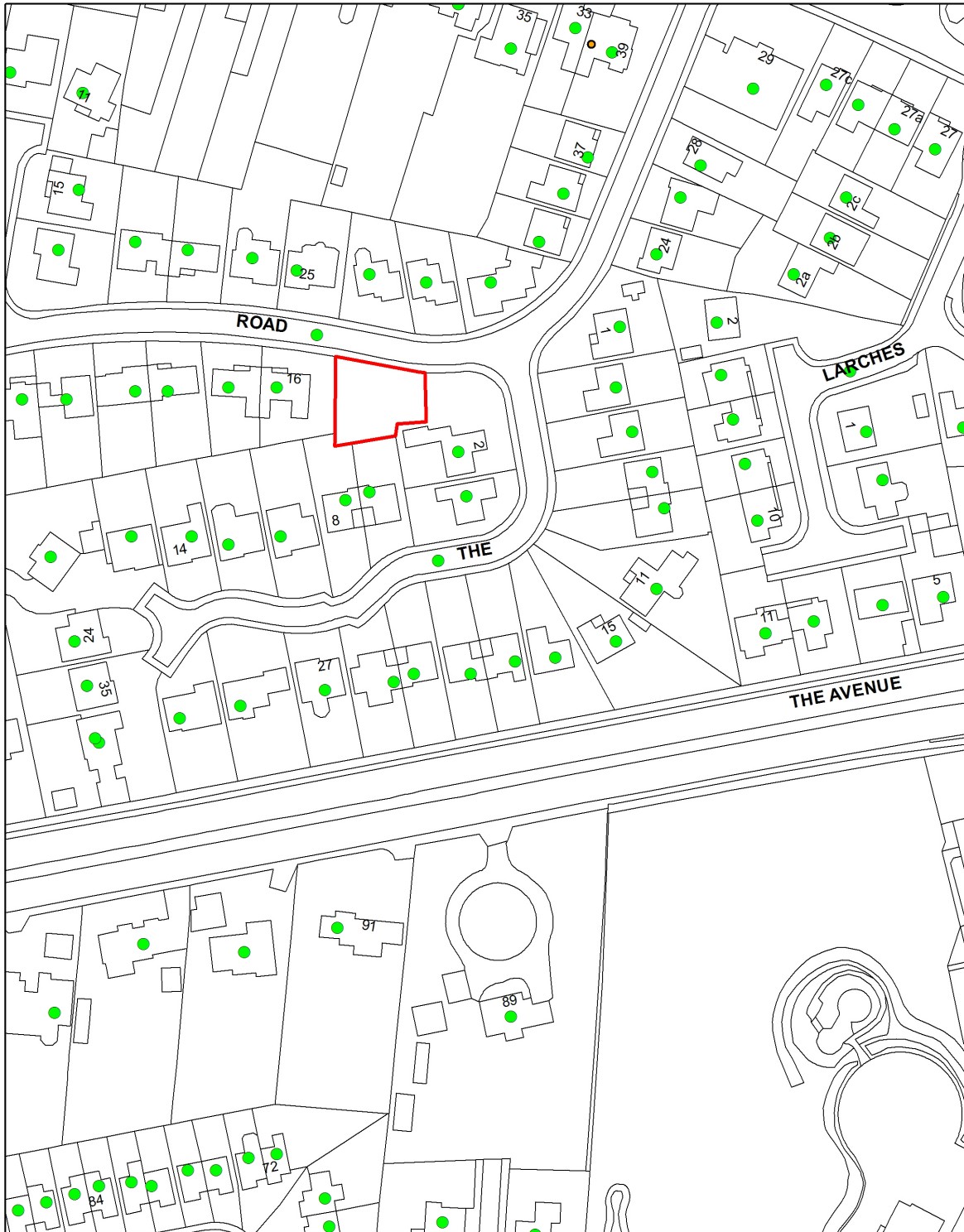
a) Applicants should be aware that, prior to the commencement of development, contact must be made with Hampshire County Council, the Highway Authority. Approval of this planning application does not give approval for the construction of a vehicular access, which can only be given by the Highway Authority. Further details regarding the application process can be read online via <http://www3.hants.gov.uk/roads/applydroppedkerb.htm>. Contact can be made either via the website or telephone 0300 555 1388.

Background Papers

P/17/0398

FAREHAM

BOROUGH COUNCIL



2 The Timbers, Fareham

Scale 1: 1250



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