

P/17/0519/FP

PORTCHESTER EAST

MR DAVID PLOMER

AGENT: THORNS YOUNG LTD

CONSTRUCTION OF TWO PAIRS OF 2-STOREY SEMI-DETACHED HOUSES WITH ASSOCIATED CAR PARKING, CYCLE STORAGE, MEANS OF ENCLOSURE AND LANDSCAPING AFTER DEMOLITION OF EXISTING BUILDINGS.

54 CORNAWAY LANE FAREHAM PO16 9DD

Report By

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Site Description

The site is irregular in shape and loosely has an 'L' shaped footprint which wraps around the rear of no's 50-52a Cornaway Lane.

The site is level and partially hard surfaced with areas of gravel. The majority of the site is undeveloped, with the exception of a single storey building in the eastern corner and a two storey building at the front (west of the site) which formerly housed Lawnswood Limousines.

There are dwellings to the north, south and east of the site. There are also a number of garages to the east of the site which are accessed via a drive along the south of the site.

Description of Proposal

The application proposes the demolition of the existing structures and the erection of 2 pairs of two storey, semi-detached dwellings. Plot no's 1 and 2 would be accessed directly off Cornaway Lane and would incorporate car parking spaces to the front of the proposed dwellings. Plot no's 3 and 4 would be positioned to the rear of no's 52 and 52a Cornaway Lane and accessed via the drive which currently serves the garages to the east of the site. Parking for plot no's 3 and 4 would also be provided to the front of the proposed dwellings.

Policies

The following policies apply to this application:

National Planning Policy Framework 2012

Fareham Borough Design Guidance (excluding Welborne) Supplementary Planning Document

Residential Car and Cycle Parking Standards Supplementary Planning Document

Approved Fareham Borough Core Strategy

CS11 - Development in Portchester, Stubbington and Hill Head

CS15 - Sustainable Development and Climate Change

CS17 - High Quality Design

CS2 - Housing Provision

CS20 - Infrastructure and Development Contributions

CS5 - Transport Strategy and Infrastructure

Development Sites and Policies

DSP1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

Relevant Planning History

The following planning history is relevant:

<u>P/17/0110/FP</u>	Construction of a two-storey building comprising four 1-bed flats and a two-storey building comprising two 3-bed houses with associated access drive, car parking, means of enclosure and landscaping after demolition of existing building.
	WITHDRAWN 13/04/2017

Consultations

INTERNAL CONSULTEES

Refuse and Recycling - No objection.

Development Engineer - No objection subject to conditions.

Environmental Health (Contamination) - No objection subject to conditions.

Planning Considerations - Key Issues

Principle of development

The site, which formerly housed a limousine hire business, is located within the defined urban settlement boundary of Portchester. Policy DSP17 aims to protect existing employment sites, but does not include the site which is the subject of this application. There is therefore no requirement for the site to be retained for commercial purposes.

Policy CS11 states that small scale development will be permitted within the settlement boundaries of Portchester, Stubbington and Hill Head and Titchfield where it:

- protects the setting of the settlement;
- protects their natural, historic, biodiversity and cultural resources;
- contributes to the provision of green infrastructure;
- maintains and strengthens the character, vitality and viability of district and local centres;
- contributes to (in addition to development in other areas) around 60 dwellings in Portchester.

The proposed development of 4 dwellings is therefore acceptable in principle subject to satisfying the criteria of Policy CS11 together with the requirements of the policies listed earlier in this report.

Living conditions

The National Planning Policy Framework (NPPF) states that the Government attaches great importance of the design of the built environment and that Local Plans should develop

policies that address the integration of new development into the existing built environment. Furthermore paragraph 64 indicates that Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

The proposed dwellings would satisfy the minimum internal space standards as required by the Design Guidance SPD. The proposed dwellings would also have gardens of adequate size. The proposed car parking for the dwelling within plot no. 4 would however be directly adjacent to the proposed dwelling's living room window which is contrary to the recommendations contained in the Residential Design Guidance SPD which states that parking spaces should not be placed close to windows to habitable rooms.

Policy DSP2 (Environmental Impact) states that development proposals should not individually, or cumulatively have a significant adverse impact on neighbouring development by way of pollution (including odour). The proposed bin collection point for the dwellings within plot no's 3 and 4 would be located directly adjacent to the garden of the dwelling within plot no. 1. It is considered that the proximity of the bin collection point to the garden of the dwelling within plot no. 1 would be unneighbourly, particularly during the summer months when the use of the garden could potentially be impacted by odour from the bins.

Policy CS17 of the Core Strategy requires all development, buildings and spaces to be of a high quality of design and the Design Guidance SPD contains specific recommendations as to how high quality design can be achieved. The proximity of the parking to the living room within plot no. 4 and the proximity of the bin collection point for plot no's 3 and 4 to the dwelling within plot no. 1 is not considered to constitute high quality design and is therefore contrary to the NPPF, Policies CS17, DSP2 and the Residential Design Guidance SPD.

Impact on neighbouring properties

Plot no. 2 would be directly south of no. 52a. The dwelling within plot no. 2 would be in line with no. 52a and would therefore not have an adverse impact on the amenities of no. 52a. The owner of no. 52a has however expressed concerns about the impact of the proposed dwelling within plot no. 3 on her garden in terms of outlook and light.

Plot no. 3 would be positioned directly east of no. 52a. The dwelling within plot no. 3 would be separated from no. 52a's original rear elevation by a distance of 12m. Whilst there is a building to building separation distance of 12.5m referred to within the Design Guide SPD, this is relating to the advice on extensions rather than new dwellings. A 12.5m separation distance is considered to be the minimum distance between two buildings, when one is extended, in order to retain a degree of acceptable separation. Minimum separation distances are not prescribed in the design guide for the relationship of a new dwelling to an existing property.

Policy DSP3, however, states that: "Development proposals should ensure that there will be no unacceptable adverse impact upon living conditions on the site or neighbouring development, by way of the loss of sunlight, daylight, outlook and/or privacy." The supporting text to Policy DSP3 explains that the impact of proposed development on neighbouring sites includes both existing properties and importantly in this case, gardens.

The proposed dwelling within plot no. 3 would be 10.5m in depth and would be positioned 2m to the east of no. 52a's rear garden. The dwelling would be a full two storeys in height with a hipped roof. No. 52a has a small but well maintained garden which incorporates a

patio. The proposed dwelling within plot 3 would span beyond the full width of no. 52a's garden. No. 52a's rear garden is small and is therefore already overshadowed by the host property during the afternoon. The proposed dwelling within plot no. 3 would result in a further loss of available sunlight to no. 52a's garden (during the morning). In addition to the loss of available sunlight, it is considered that the size and proximity of the proposed dwelling in plot 3 would appear overbearing to such a degree that it would significantly impact the outlook from no. 52a's garden and would be contrary to Policy DSP3.

The proposed dwelling within plot no. 3 would also span virtually the full width of no. 52's rear garden and would also only be separated by a distance of 2m. It is therefore considered that the proposed impact of the dwelling in plot 3 on no. 52 would also be contrary to Policy DSP3.

The proposed development within plot no's 3 and 4 would be visible from the rear of no's 48, 50 and 50a and neighbours to the north east and east of the site however the separation distances are such that the impact on these properties (and their gardens) would not be significantly adverse.

Proposed plot no. 1 would be positioned to the north of no. 56 Cornaway Lane. The proposed dwelling would be visible from within no. 56's rear garden, however it would not appear overbearing or have an adverse impact on no. 56 in terms of privacy or amount of available sunlight as it would be separated by a distance of 5.2m and would not project beyond the rear elevation of no. 56. The owners of no. 56 have written in support of the application.

Impact on the character of the area

Cornaway Lane is characterised by regularly spaced, detached and semi-detached dwellings which adhere to a uniform building line. The dwellings in the section of Cornaway Lane in which the site is located are two storey in height with on-site parking to the front.

Plots 1 and 2 would be positioned between no's 52a and 56 Cornaway Lane. The front of the proposed dwellings would be aligned with no. 52a's front elevation. The proposed parking would be positioned to the front of plots no's 1 and 2. While it is desirable for areas of hard surfaced parking to be softened by soft planting to the side or rear, there is insufficient space for this to be achieved with the exception of a narrow strip along the north boundary. As there is an absence of soft landscaping to the front of the row of 4 houses immediately north of the site, it is not considered that the absence of soft landscaping would be out of keeping with the character of the area.

Plots no's 3 and 4 would be positioned to the rear of no's 52 and 52a and the proposed plot no. 2 and would not be visible from within Cornaway Lane.

Overall the proposed development is considered to respect and respond to the character of Cornaway Lane and to be in accordance with Policy CS17.

Highways

Neighbours have expressed concerns regarding the number of proposed car parking spaces, however the proposed car and cycle parking satisfies the standards within the Residential Car Parking SPD and are therefore acceptable.

The proposed visibility splays onto Cornaway Lane are also acceptable and would not have an adverse impact on the safety of the highway. The proposed development would therefore be in accordance with Policy CS5.

Contamination

Neighbours have expressed concerns regarding the contamination of the site, in particular the presence of a fuel tank. The applicant has commissioned an investigation of the site, however the results have not yet been received, therefore if the application were to be recommended for approval a condition requiring further information would be recommended.

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 would have a significant adverse impact on the amenities of no's 52 and 52a Cornaway Lane in terms of light and outlook.

The proximity of the proposed car parking to the living room of the dwelling in plot no. 4 and the proximity of the bin collection point for plot no's 3 and 4 to the rear garden of the dwelling in plot no. 1 constitutes poor design.

The development would, therefore, be contrary to Policies CS17, DSP2 and DSP3 of the Local Plan, the advice in the National Planning Policy Framework and the Fareham Residential Design Guidance Supplementary Planning Document.

Recommendation

REFUSE for the reasons:

The proposed development is contrary to Policies CS17, DSP2 and DSP3 of the Local Plan, the advice in the National Planning Policy Framework and the Fareham Residential Design Guidance Supplementary Planning Document and is unacceptable in that:

- by virtue of the height, depth and bulk of the dwelling on plot no. 3 and its proximity to the rear gardens of no's 52 and 52a Cornaway Lane, would represent an overbearing and unneighbourly form of development detrimental to the amenities of these properties.

- the siting of the bin collection point serving plot no's 3 and 4 to the garden of the dwelling in plot 1 would represent an unneighbourly form of development detrimental to the amenities of this property.

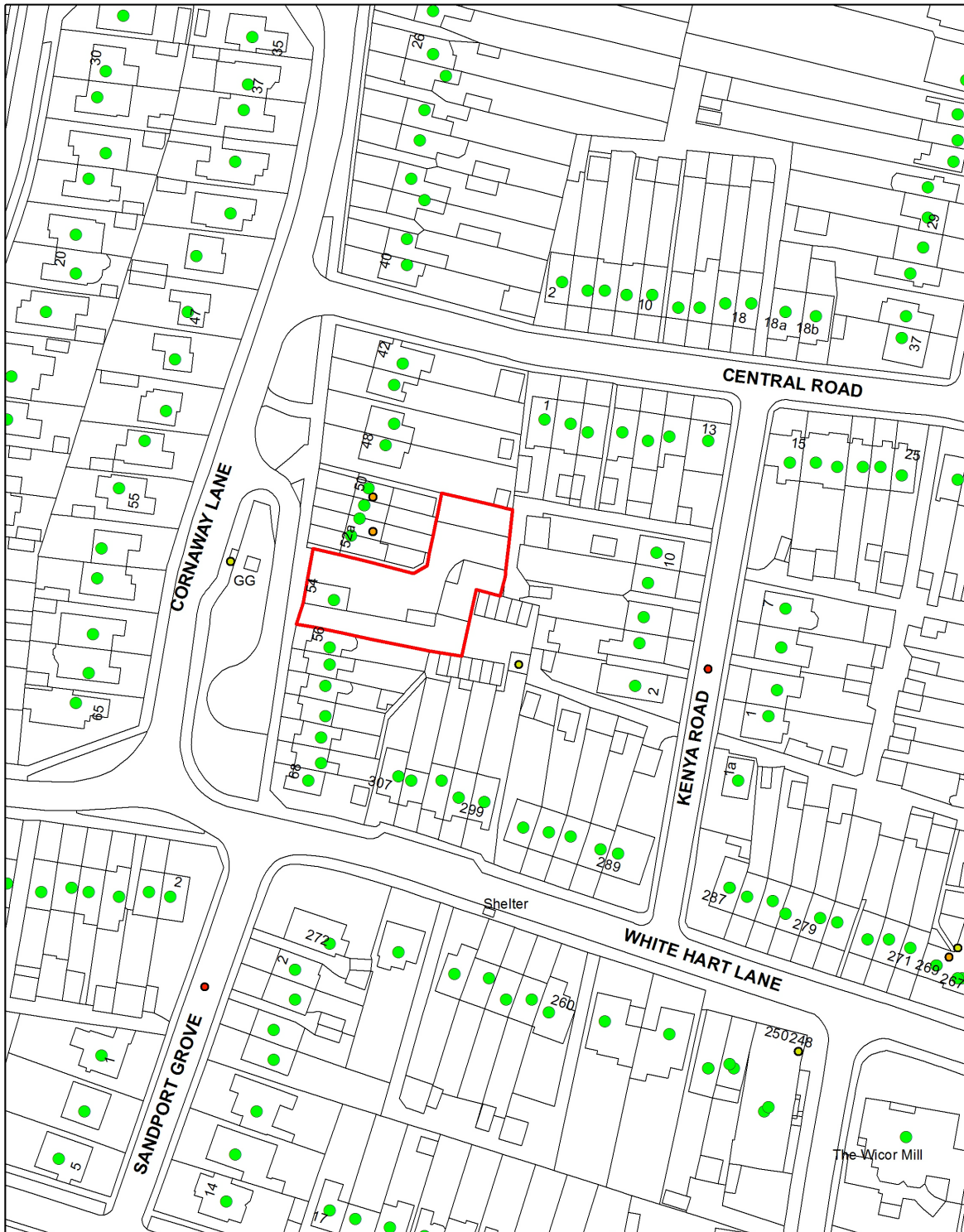
- the proximity of the car parking space to the living room window of the dwelling within plot 4 would not constitute high quality design to the detriment of the occupant in plot 4.

Background Papers

P/17/0110/FP

FAREHAM

BOROUGH COUNCIL



Scale 1: 1250
54 Cornaway Lane



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