

P/17/1386/FP

MRS A CAMPBELL

SARISBURY

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CONSULTANCY LTD

DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF A 3 BED CHALET
DWELLING WITH CARPORT AND PARKING

116 BRIDGE ROAD - LAND TO REAR SARISBURY GREEN SOUTHAMPTON SO31 7EP

Report By

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Site Description

This application relates to a site within the urban area to the rear of No.116 Bridge Road which is located to the north side of the road to the east of the junction with Pond Road. The existing building on the frontage of the application site sits adjacent to a car salesroom to the west and a retail unit (wall & floor tiles) to the east. The rear of the site is abutted by residential properties to the west on Pond Road and to the north and east on Painswick Close.

The existing building on the site frontage has a single storey addition to the front which has a retail use as a sandwich bar (Chives). The rear of the building increases to two storey height and contains a 3-bed maisonette. The maisonette has a long but relatively narrow private amenity space to the rear measuring in excess of 30m in length. There is currently an access drive which passes along the eastern side of the building and amenity space to provide access to the rear of the site where there is a detached triple garage and parking area. There are three car parking spaces located on the Bridge Road frontage which serve the commercial unit.

Description of Proposal

Planning permission is sought for the erection of a detached 3-bed chalet bungalow to the rear of the plot following demolition of the existing detached garage. Access to the dwelling would be via the existing driveway and the roof covering over the drive adjacent to Chives would be removed. The private amenity space to the maisonette would be reduced in depth but a garden length of 11m would be retained.

A single car port and car parking space would be provided to serve the proposed dwelling and two car parking spaces would be allocated to the existing maisonette adjacent to the dwelling. One additional car parking space would be available for a visitor to these residences or as an additional staff car parking space for the commercial unit.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 - Development in Western Wards and Whiteley

CS17 - High Quality Design

CS20 - Infrastructure and Development Contributions

Development Sites and Policies

DSP3 - Impact on living conditions

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

Relevant Planning History

Pre-application advice (Q/0217/17) was given on this proposal in August 2017. Officers initially raised concerns that the proposal would have an unacceptable impact on the neighbouring properties to the east on Painswick Close by virtue of loss of light and outlook. Concerns were also raised that the access drive would not have adequate width to enable vehicles to pass and that this could result in a vehicle waiting on Bridge Road for a vehicle to exit the site to the detriment of the free flow of traffic and highway safety. An amended proposal was submitted which increased the separation distance between the proposed dwelling and the rear elevations of Nos.41 and 43 Painswick Close by approx 1m to 14 metres and also repositioned the proposed dwelling further to the north so that it would sit more centrally between the two. It was advised that provided the access drive would have a width of 4.4m immediately adjacent to Bridge Road to enable two vehicles to pass then this would be acceptable in highway terms.

<u>P/02/0241/CU</u>	Change of Use from Mixed Use to Two Separate Units for Residential and Commercial	
	PERMISSION	20/08/2002
<u>P/02/0388/CU</u>	Change of use From A1 (Retail) to A3 (Food and Drink) at Ground Floor Level and Provision of Overflow Carpark	
	REFUSE	23/07/2002
<u>P/99/1002/CU</u>	Change of Use to Class A3 (Hot Food & Drink)	
	REFUSE	11/10/1999
<u>P/99/1312/FP</u>	Erection of Triple Garage	
	PERMISSION	24/02/2000
<u>P/91/0872/CU</u>	CHANGE OF USE FROM SHOP TO RESTAURANT WITH LIVING ACCOMMODATION OVER	
	REFUSE	21/11/1991

Representations

Five representations (on behalf of six properties) have been received raising the following concerns;

- The scale and mass of the dwelling dwarfs the plot
- Significant bulk and height
- Detrimental to pedestrian safety on Bridge Road
- Overlooking
- Loss of light and outlook
- Any attempt to use the plot for commercial purposes should be rejected
- It is not clear whether two vehicles would be able to pass on the access
- Increased number of vehicle movements would be inconvenient and would cause noise disturbance to neighbouring properties
- Inaccurate comments on submission in relation to site planning history and vegetation
- Noise and disturbance during construction works and potential to damage boundary fence

- Vehicle access during construction would be limited

Consultations

INTERNAL

Highways - Whilst the proposals are largely satisfactory, the site layout plan should specify that a width of 4.4m will be maintained at the entrance from A27 Bridge Road and that this area, and the internal turning stub will be marked 'keep clear' for highway safety reasons.

Planning Considerations - Key Issues

The main issues to be considered in the determination of this planning application are;

- Principle of Development
- Impact on Character of the Area
- Impact on Amenity of Neighbouring Property
- Highways
- Solent Disturbance Mitigation

Principle of Development

Policies CS2 (Housing Provision) and CS6 (The Development Strategy) of the adopted Fareham Borough Core Strategy place priority on reusing previously developed land within the defined urban settlement boundaries to provide housing.

The proposal involves the re-use of part of the generous private amenity area to the maisonette and the northern part of the site is currently underutilised and neglected. The National Planning Policy Framework (NPPF) excludes private residential gardens from being defined as previously developed land but sets out there should be a strong presumption in favour of sustainable development. It is recognised that garden sites can assist in meeting housing needs provided that the proposed development is acceptable in all other respects. The site is located within the defined settlement boundary such that the principle of re-development of the land is acceptable subject to an assessment of the impacts.

Impact on Character of the Area

The site currently has a rather neglected appearance and the detached triple garage would appear to be surplus to requirement. It is considered that the proposal would improve the appearance of the commercial premises from Bridge Road as the unattractive flat roof canopy over the access drive would be removed. This would provide a greater degree of separation between the building on the frontage of the application site and the adjacent retail unit located to the east.

The proposed dwelling would be set back in excess of 55m from Bridge Road and would therefore not be prominent from public viewpoints. The property would be surrounded by other residential properties of varying size and style and therefore it is not considered that it would appear out of character with the area. The plot size would be comparable to the neighbouring properties on Painswick Close. The dwelling is a modest chalet style bungalow and the design is considered acceptable. It is not considered to be of excessive height or bulk.

Impact on Living Conditions of Neighbouring Property

The proposed dwelling would have the closest relationship to Nos. 41 and 43 Painswick Close which would back on to the eastern flank wall with a separation distance of approx. 14 metres. The proposed dwelling is a chalet style bungalow with single storey eaves height

to the part of the dwelling closest to this boundary. The Council's adopted Design guidance SPD states that a distance of at least 12.5 metres should be retained between the windows in the rear of neighbouring houses and the wall of a proposed two storey extension to minimise any loss of light or outlook. Whilst this guidance relates specifically to the erection of extensions it also gives a useful indicator with regards to the acceptable level of separation required between the rear of an existing dwelling and new development.

The neighbouring properties on Painswick Close currently have an uninterrupted outlook over the top of the rear boundary hedge and into the application site beyond which trees and vegetation along the bottom of gardens of properties in Pond Road largely obscure views any further. Officers are of the view it would be reasonable to expect a greater degree of separation to the flank wall of the proposed dwelling than 12.5 metres. In this instance a separation distance of 14m can be achieved but it is also of significance that the proposed dwelling is not full two storey height and would therefore be less imposing. During the course of the application the applicant has revised the proposed design to reduce the height of the dwelling so that it would stand approximately 6.5 metres high to the roof ridge with the part of the house nearest to the eastern boundary having reduced eaves heights of around 2.7 metres high. Also, so as to reduce the impact of the eastern flank of the dwelling it has been positioned so that it would not span the entire width of the end of either of the rear gardens of the two neighbouring properties affected in Painswick Close. Taking into account all these factors it is considered that the proposal would not have an unacceptable impact on the living conditions of the neighbouring properties in terms of loss of light or outlook.

The first floor windows contained within the proposed dwelling would face north and south and would be in excess of 11 metres from the boundary with adjacent private garden areas. This complies with the guidance contained within the Design SPD. It is not considered that the oblique views to the east and west afforded from the first floor bedroom windows towards the properties on Pond Road would be harmful to privacy. A condition would be imposed to ensure the first floor windows within the west elevation would be obscure glazed and fixed shut up to 1.7m above internal finished floor level.

The Local Planning Authority has historically resisted proposals for changes in use of the property to A3 (Food & Drink) or A5 uses (Hot Food Takeaway) which would have significantly increased demand for car parking and vehicle movements on the access due to the impact this would have on surrounding properties. It is not considered that the current proposal would significantly increase vehicle movements along the access drive or that the number of vehicle movements generated by the proposal would be detrimental to the living conditions of the neighbouring properties in terms of noise and disturbance.

Highways

There would be ample space on the shared access to turn and leave the site in a forward gear. If a vehicle were attempting to leave the site and encountered an oncoming vehicle it would be able to wait for the approaching vehicle to pass. An amended plan has been received to demonstrate that a width of 4.4m is available on the initial section of the access adjacent to Bridge Road to enable two way traffic to pass and to prevent vehicles waiting on Bridge Road. The Council's Highways Engineer has requested a planning condition to ensure that this area is clearly marked 'Keep Clear' on the ground to prevent any customers for Chives unknowingly parking on the access. It is not considered that the proposal would have an adverse impact on highway safety.

The proposed dwelling and the existing maisonette would each be provided with two car parking spaces in accordance with the standards set out within the Council's Residential Car & Cycle Parking SPD. There is an additional parking space to the rear of the site which

would be designated as a visitor space or as a staff car parking space for the sandwich bar. A planning condition would be imposed to ensure that none of the car parking to the rear of the site would be made available for customer car parking which would clearly result in a higher level of vehicle movements. The car parking to the rear of the site was originally designated for residential car parking for the maisonette and the detached garage is subject to a planning condition stating that it shall only be for domestic purposes. The proposal would not appear to result in the loss of car parking for the existing retail use as the rear of the site should not have been used for this purpose.

Solent Recreation Mitigation Partnership

Through the work of the Solent Recreation Mitigation Partnership (SRMP) it has been concluded that any net increase in residential development will give rise to likely significant effects on the Solent Coastal Special Protection Areas (SPA's), either 'alone' or 'in combination' with other development proposals. In accordance with Policy DSP15 of the adopted Fareham Borough Local Plan Part 2 all development will be required to mitigate the negative impact. This is achieved via a commuted payment which will be secured under section 111 of the Local Government Act 1972.

Other Matters

Rectifying any damage caused to party boundaries during construction would be a private matter between the relevant land owners. Details of boundary treatment would be sought by planning condition to ensure that adequate screening remains between properties to protect privacy.

The restricted access to the site would undoubtedly make development of the site more difficult but this will be a matter for the developer to resolve and it is not reason to refuse the planning application. Noise and disturbance during the construction works are also not considered to be material planning considerations amounting to reasons for refusal.

Summary

It is considered that the proposal complies with the relevant local plan policies and would not have a detrimental impact on the character of the area, highway safety or the living conditions of adjacent residential properties. The proposal is considered acceptable.

Recommendation

PERMISSION subject to;

- i) receipt of a commuted payment towards the Solent Recreation Mitigation Partnership (SRMP) by 31 January 2018;
- ii) conditions:

1. The development shall begin before the expiry of a period of three years from 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:

- i) Location Plan, Site Plan, Proposed Elevations and Floor Plans - drwg No. DNC/514/01 Rev D

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

3. No development shall take place above damp proof course/slab level until details of all external materials and hard surfacing 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.

4. The approved boundary treatment (drwg No. DNC/514/01 Rev D) shall be completed before the dwelling is first occupied or in accordance with a timetable agreed in writing with the local planning authority and shall thereafter be retained at all times unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of residential amenity; in the interests of the visual amenity of the area.

5. The first floor windows proposed to be inserted into the west elevation of the dwelling hereby permitted 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 properties.

6. The dwelling hereby approved 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 of the properties as indicated at all times unless otherwise agreed in writing by the local planning authority following the submission of a planning application made for that purpose.

REASON: In the interests of highway safety; in accordance with Policies CS15 and CS17 of the Fareham Borough Core Strategy.

7. The visitor/staff car parking space marked on the approved site plan (drwg No. DNC/514/01 Rev D) shall not be used for customer car parking by the retail unit on site at any time.

REASON: In the interests of highway safety; in the interests of residential amenity.

8. The dwelling shall not be occupied until the access has been provided in accordance with the approved plan (drwg No. DNC/514/01 Rev D) and the initial section adjacent to Bridge Road has been marked 'keep clear' as shown. These markings shall thereafter be retained at all times.

REASON: In the interests of highway safety; in accordance with Policies CS15 and CS17 of the Fareham Borough Core Strategy.

9. The dwelling shall not be occupied until the two doors within the east elevation of the existing maisonette and the retail unit have been blocked up or replaced with obscure glazed windows as stated on the approved plan (drwg No. DNC/514/01 Rev D).

REASON: In the interests of highway and pedestrian safety.

10. 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 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 living conditions of adjacent residential properties.

11. 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, unless otherwise first agreed in writing with the local planning authority.

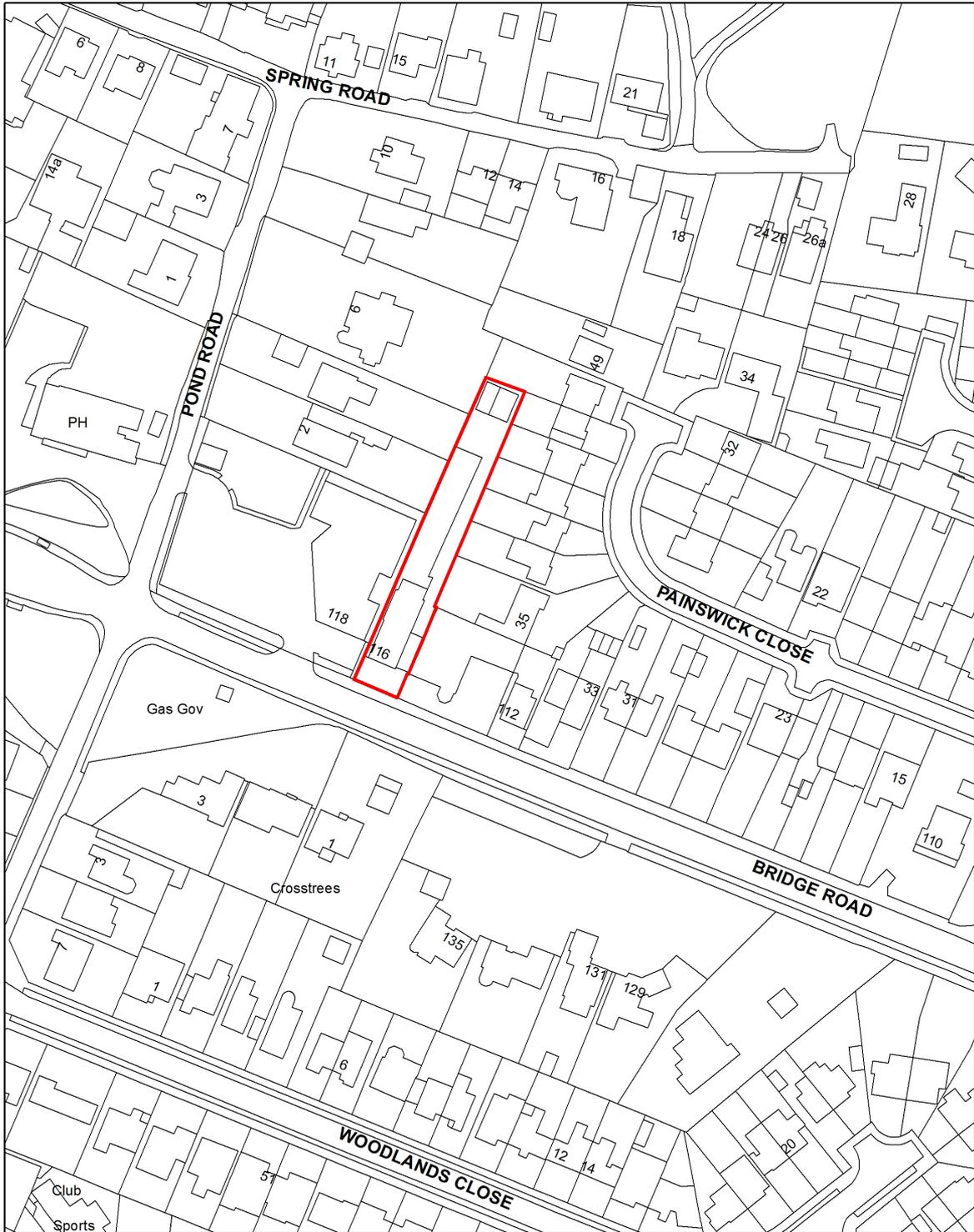
REASON: To protect the living conditions of the occupiers of nearby residential properties.

Background Papers

P/17/1386/FP

FAREHAM

BOROUGH COUNCIL



116 Bridge Road - Land to Rear
Scale: 1:1,250



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