

OFFICER REPORT FOR COMMITTEE

DATE: 16/01/2019

**P/18/0001/OA
MILLER HOMES**

**PORTCHESTER WEST
AGENT: TERENCE O'ROURKE
LIMITED**

OUTLINE PLANNING APPLICATION FOR IMPROVEMENTS TO CAMS BRIDGE AND THE APPROACHES TO ENABLE USE BY PEDESTRIAN AND CYCLISTS AND CONTINUED VEHICLE ACCESS TO THE WORKSHOP INCLUDING LIGHTING, RAISING THE BRIDGE PARAPETS, SIGNAGE, RE-SURFACING AND NEW ROAD MARKINGS

CAMS BRIDGE – LAND TO NORTH OF THE THICKET, FAREHAM

Report By

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1.0 Introduction

- 1.1 This application has been presented to the Planning Committee due to the number of third party representations received.

2.0 Site Description

- 2.1 The application site comprises a private track which leads north from The Thicket over a railway bridge (Cams Bridge) to Winnham Farm on the opposite side of the railway line. The track has a top surface of tarmac with narrow grass verges either side. The boundary treatment either side adjacent to neighbouring residential properties varies from mature hedgerows to high level close boarded fencing.
- 2.2 A short distance away on the northern side of the bridge is a workshop building where a motor repairs business is run from. There is a vehicular right of access to the business along the track and over the bridge.

3.0 Description of Proposal

- 3.1 Outline planning permission is sought for improvements to the track and bridge including lighting, raised bridge parapets, signage and resurfacing.
- 3.2 The application is submitted to accompany a concurrent application by the same applicant for 350 houses on land on the northern side of the railway. That application is reported elsewhere on this same agenda (planning reference P/18/0005/OA). The track subject of this application is proposed to be used as the main pedestrian and cycle route for the housing development.

The improvements proposed by this application are required in order to bring the track and bridge up to a suitable standard for that purpose.

- 3.3 The application is presented as an outline proposal. As a result the detail of the works to be undertaken is predominantly reserved for consideration at the reserved matters stage. The applicant has however provided illustrative details of the measures to be put in place to enable consideration of the principle of the development and its use as a means of access for pedestrians and cyclists as well as vehicles travelling to the motor repairs business.

4.0 Policies

- 4.1 The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS17 - High Quality Design

Adopted Development Sites and Policies

DSP1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

5.0 Relevant Planning History

- 5.1 No relevant planning history.

6.0 Representations

- 6.1 There have been 45 objections received (59 if including multiple responses from the same persons).
- 6.2 A number of the objections received referred in actual fact to the concurrent application for housing on the land to the north of the railway line (planning reference P/18/0005/OA).
- 6.3 The following issues were raised in relation to the use of Cams Bridge as a pedestrian and cycle link to serve the housing development on the land to the north:
- Loss of privacy / overlooking
 - Bridge not fit for purpose
 - Track and bridge too narrow
 - Safety of pedestrians/cyclists
 - Motorists will ignore signage and road markings

- Risk of anti-social behaviour, littering, noise and burglary through public use of the track
- Access required by Network Rail
- Vehicular use by motor repairs business should cease
- There should be no emergency vehicular access
- Misuse by motorbikes / mopeds
- Access onto the corner of The Thicket is dangerous

6.4 The following further issues were raised concerning the proposed improvements to Cams Bridge as submitted in this application:

- Light pollution
- Ground conditions
- Damage to roots of hedges
- Impact on bats

7.0 Consultations

EXTERNAL

Network Rail

7.1 General advice provided regarding the developer's responsibilities during construction and after completion of works on the site.

HCC - Highways

7.2 Following ongoing correspondence with the applicant, the Highways Authority's initial concerns raised with the scheme have been suitably addressed and the improvement scheme considered acceptable, subject to further review and agreement of the detailed design prior to commencement of the wider development. This will incorporate the 3.5m wide shared surface, improvements tabled in drawing ITB12212-GA-023 Rev B and build outs to enable pedestrians to safely wait on the bridge if necessary for passing vehicles. No objection subject to conditions.

INTERNAL

Ecology

7.3 No objection.

Trees

7.4 No objection.

Highways

7.5 No objection subject to agreement with Network Rail, appropriate signage, width of shared surface 3.5m and footway link on west side of The Thicket.

8.0 Planning Considerations

Impact of living conditions of residents

- 8.1 The proposed improvements themselves are unlikely to have any materially harmful effect on the living condition of neighbours. Details of the proposed lighting can be secured by planning condition to ensure that there would be no adverse impact from light spillage into adjacent residential properties.
- 8.2 A number of residents are concerned however that the increased use of the bridge in association with the residential development to the north would have unacceptable implications on the amenities of those who live adjacent to the track.
- 8.3 The proposed development would not result in any material increase in vehicle movements over the bridge but there would be a notable additional number of pedestrian and cycle movements. As a result there is unlikely to be any material increase in noise and disturbance. Whilst there is always potential for anti-social behaviour in such circumstances the route would be well used and so under natural surveillance by members of the public acting as a deterrent. Suitable measures would need to be put in place to ensure gardens adjacent the track are secure and any opportunities for overlooking resulting in loss of privacy for homeowners addressed, for example through the erection of additional or replacement boundary treatment where required.

Impact on highway safety

- 8.4 Vehicular access over the bridge would be retained for the motor repair use located on the northern side, however vehicle movements and speeds along the bridge associated with that use are recorded as being low. Furthermore vehicular access into the housing development would be prevented for all but emergency vehicles via this route. As a result the Highway Authority has raised no concerns with regards to the safety of pedestrian and cyclists.
- 8.5 Some concern has been raised that the route may be abused by some motorcyclists or moped users. Signage and natural surveillance of the route by other users would act as a deterrent to that kind of behaviour and it is anticipated that such occurrences would be rare. However, just as it would be important to ensure that the layout and design of the housing development to the north prevented vehicular access, measures could be introduced to discourage moped or motorcycle usage. Such detail would be expected to follow at reserved matters stage for the concurrent housing application.

Summary

- 8.6 Officers consider that the proposals accord with Policies CS5 & CS17 of the adopted Fareham Borough Core Strategy and DSP2, DSP3 & DSP13 of the adopted Fareham Local Plan Part 2.

9.0 Recommendation

- 9.1 GRANT OUTLINE PLANNING PERMISSION, subject to the following Conditions:

1. No development shall take place until details of the appearance, scale and layout of the development and the landscaping of the site (hereafter called “the reserved matters”) have been submitted to and approved in writing by the Local Planning Authority.

Application for approval of the reserved matters shall be made to the Local Planning Authority not later than two years from the date of this permission.

The development hereby permitted shall be begun before the expiration of three years from the date of this permission, or before the expiration of one year from the date of the approval of the last of the reserved matters to be approved, whichever is later.

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. No development shall take place until details of a scheme of lighting, including a timetable for implementation, has been submitted to and approved by the local planning authority. The lighting scheme shall be designed to:
 - a) minimise impacts on wildlife, in particular bats, during the operational life of the development;
 - b) minimise disturbance to the occupiers of adjacent residential properties during the operational life of the development; and
 - c) provide safety and security for users of the track to help prevent crime and anti-social behaviour.

The development shall be carried out in accordance with the approved details and retained thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To minimise the impact of the development on bats; in the interests of residential amenity; in the interests of the safety and security of users of the track and to promote sustainable transport.

3. No development shall take place until a plan of the position, design, materials and type of boundary treatment to be erected to all boundaries, and a timetable for implementation of the proposed boundary treatment, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the approved boundary treatment shall thereafter be retained at all times unless otherwise agreed in writing with the Local Planning Authority.

REASON: To protect the privacy of the occupiers of the neighbouring property, to prevent overlooking, and to ensure that the development harmonises well with its surroundings.

4. No development shall take place until a schedule of signage to be erected at the site to direct motorists, pedestrians and cyclists, and a timetable for implementation of the proposed signage, has been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details and the approved signage shall thereafter be retained at all times unless otherwise agreed in writing with the Local Planning Authority.

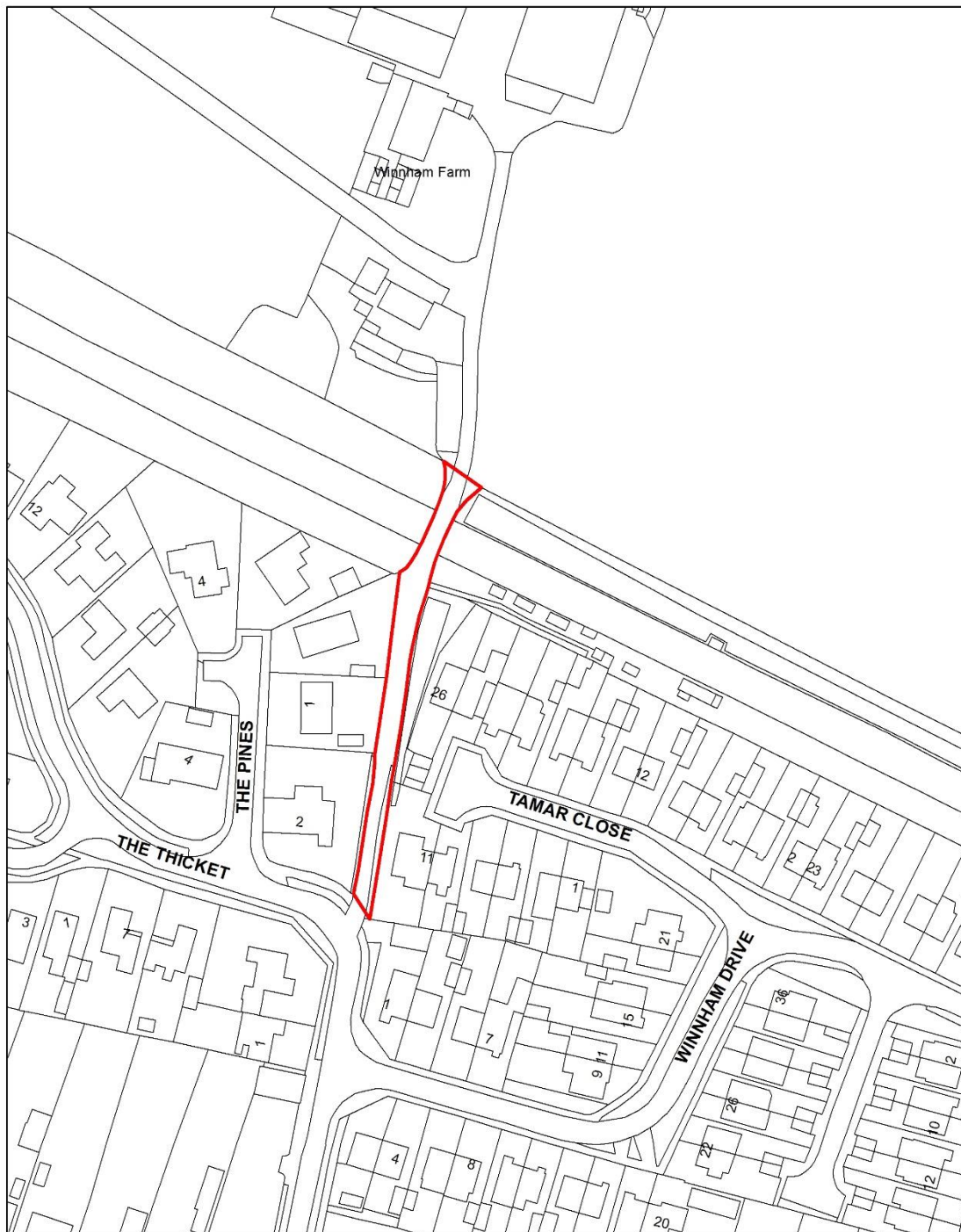
REASON: In the interests of the safety of users of the track.

11.0 Background Papers

P/18/0001/OA; P/18/0005/OA

FAREHAM

BOROUGH COUNCIL



Cams Bridge
Land to North of The Thicket

Scale 1:1,250



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