

**P/15/0576/FP**

SOUTHCOTT HOMES  
(FAREHAM) LIM

DEMOLITION OF EXISTING BUILDING AND REDEVELOPMENT COMPRISING,  
VEHICULAR ACCESS FROM LOCKS ROAD FOR 9 NO. DWELLINGS AND  
ASSOCIATED WORKS

100 LOCKS ROAD LOCKS HEATH FAREHAM SO31 6NR

**LOCKS HEATH**

AGENT: SOUTHCOTT HOMES  
(FAREHAM)

***Report By***

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***Site Description***

100 Locks Road is a residential site which currently contains a detached, two storey dwelling with outbuildings set within a large garden.

There are a number of trees and mature shrubs in the garden, particularly around the perimeter, however while they contribute to the verdant character of the site, none have been identified as being worthy of protection.

There are residential properties to the north, east and south of the site. There are also residential properties to the west of the site, on the opposite side of Locks Road.

***Description of Proposal***

The application is for seven no. 3 bed dwellings and one no. 4 bed dwelling together with car ports, parking and soft landscaping. The dwellings would be accessed from one vehicular access off Locks Road.

The layout comprises two pairs of 3 bed, semi-detached dwellings together with one, 4 bed, detached dwelling positioned along the west boundary, fronting Locks Road (plots 1-5). Three detached, 3 bed dwellings (plots 6-8) would be positioned to the rear of plots 1-5. Plot 8 would be a two storey property and plots 6 and 7 would be detached, chalet style bungalows.

***Policies***

The following guidance and 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**

CS2 - Housing Provision

CS15 - Sustainable Development and Climate Change

CS18 - Provision of Affordable Housing

CS17 - High Quality Design

DSP3 - Impact on living conditions  
CS6 - The Development Strategy  
CS7 - Development in Fareham  
CS9 - Development in Western Wards and Whiteley

### **Development Sites and Policies**

DPS1 - Sustainable Development  
DSP15 - Recreational Disturbance on the Solent Special Protection Areas  
DSP2 - Environmental Impact  
DSP3 - Impact on living conditions

### ***Representations***

The plans recommended for approval were advertised however no objections were received.

Eight objections were received in response to the previous plans raising the following issues:

- Loss of hedge along boundary with no. 18
- Loss of privacy to no's 12 & 18 Lambourne Drive and no's 56 & 57 High Oaks Close
- Loss of light to no's 4 & 12 Lambourne Drive and no's 56 & 57 High Oaks Close
- Outlook from no. 18 and no. 56 High Oaks Close
- Impact of light pollution on properties in High Oaks Close
- Adverse impact on highway safety of Locks Road
- Loss of habitat and impact on wildlife
- Impact on local facilities such as doctors
- The proposed entrance is opposite no. 75's drive
- The development will result in parking on Locks Road
- Disturbance during construction period due to noise and dust

### ***Consultations***

#### EXTERNAL CONSULTEES

Southern Water

No objection subject to an informative advising the applicant that a formal application is required for connection to the public sewerage system. The applicant will also need to ensure that arrangements exist for the long term maintenance of the proposed SUDS.

#### INTERNAL CONSULTEES

Highways - No objection subject to conditions, informative with HCC contact details and funding required for a TRO along Locks Road.

Ecology - No objection subject to a condition.

Trees - No objection.

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

## ***Planning Considerations - Key Issues***

### Principle of development

The site is within the urban area, therefore Policies CS2 and CS6 are applicable. In addition Policy CS9 which seeks to provide for residential development within the urban area provided that the setting of the area is protected, is also applicable.

The site comprises garden land which is no longer identified as previously developed land. Whilst this in itself is not a reason to resist development, proposals on residential garden sites must be considered against the criteria within Policy CS17 which requires all development to respond positively to and be respectful of the key characteristics of the area including scale, form and spaciousness. The proposed addition of eight dwellings to replace the existing dwelling, is therefore acceptable in principle subject to satisfying the criteria of the Planning Policies summarised earlier in this report.

### Effect on the character of the area

The site is located within an area that is predominantly residential in character. The properties to the north and south of the site front onto Locks Road creating a staggered building line, with front gardens that incorporate on-site parking.

The proposed layout has been designed to reflect the established pattern of development in the area and incorporates two pairs of semi-detached properties together with one detached dwelling (plot no's 1-5) fronting onto Locks Road. The land to the front of the dwellings fronting Locks Road would comprise modest front gardens with evergreen hedging demarcating the front boundaries. The parking for plot no. 1-5 would be provided to the side and/or rear with vehicular access from the rear.

Plot no. 8, a two storey, detached dwelling would be located opposite the entrance to the site and would also face westwards to create a vista. Plot no's 6 and 7, both chalet style bungalows would be located in the south east section of the site.

The proposed dwellings are of an overall traditional design with pitched or hipped roofs. Chimneys have been incorporated to add interest to the roof scape. The proposed palette of materials which includes a multi brick, cream render and plain roof tiles in a dark red, are of a high quality and appropriate to the area. The proposed hard surfacing is block paving with contrasting colours for the access and parking areas.

The existing dwelling currently benefits from a large garden which is not characteristic of the area. All of the dwellings would have gardens that are of a similar size to those of neighbouring properties and are therefore considered to be in keeping with the established pattern of development in this area.

### Living conditions

The layout ensures that each of the proposed dwellings has sufficient private amenity space together with allocated parking, car ports, bin and cycle storage in line with the recently adopted Residential Design Guidance.

The layout has also been designed to minimise the impact on the amenities of adjacent properties by ensuring that the minimum 'back to back' distances contained within the Residential Design Guidance are satisfied.

A number of objections were received in response to the plans originally submitted, however the applicant responded to the concerns raised by decreasing the total number of dwellings proposed from 9 to 8. The decrease in the number of dwellings proposed, together with changes to the house design has addressed a number of the concerns raised regarding impact on outlook, privacy and loss of available sunlight and although neighbours were notified of the amended plans recommended for approval, no additional objections were received.

One of the objections originally submitted raised concerns about light pollution from the proposed development, however it is not considered that the proposed development (which doesn't propose any external lighting) would have an adverse impact on the area, given its urban character.

### Parking and highways

The proposed access to the site would incorporate appropriate visibility splays with a pedestrian 'crossover' for people walking past the entrance to the site. Each dwelling would have allocated car and cycle parking in line with the Residential Car Parking SPD. Allocated visitor parking spaces have also been incorporated within the site. To prevent parking along the Locks Road frontage, the applicant has agreed to enter into a legal agreement to provide a contribution towards a Traffic Regulation Order (expected to be double yellow lines) in response to concerns raised by neighbours. Appropriate conditions (set out in full at the end of the report) are recommended in line with the Highways Officer's comments.

### Affordable housing and viability

The proposed development is subject to the requirements of Policy CS18 of the adopted Core Strategy which states that sites that can accommodate between five and nine dwellings will be expected to provide 30% affordable units or the equivalent financial contribution towards off-site provision.

Where development viability is an issue, developers are expected to produce a financial assessment in which the number or level of contribution is clearly demonstrated.

The plans originally submitted proposed nine dwellings which would have enabled a contribution towards the provision of off-site affordable housing, however amended plans were submitted to address Officer concerns which resulted in a decrease in the number of dwellings from nine to eight. As a result of the decrease in the total number of dwellings, the provision of a financial contribution is no longer viable.

For this application, the applicant has submitted a full financial viability assessment on a 'confidential' open book basis; a copy of which has been made available to Members to assist in their decision making.

The viability assessment shows that when the construction and other costs of delivering this residential scheme are considered against the values that the dwellings might achieve, the proposal results in a negative development value. As a consequence the applicant argues through their viability assessment that on the grounds of viability the proposal is not able to deliver any affordable housing.

Officers have sought independent financial advice in relation to the viability assessment.

The independent financial advice received states that the assumptions made within the viability assessment are reasonable, and the assessment has been undertaken in a sound manner. The assessment shows that the scheme is not viable, in financial terms, with the provision of affordable housing.

In light of the applicant's viability assessment, which has been independently assessed on behalf of the Council, Officers conclude that the delivery of the scheme without any affordable housing provision is acceptable in this specific case.

### Ecology

One of the representations received raised concerns about the impact on wildlife and loss of habitat, however the application is accompanied by a report which contains an appropriate ecological mitigation proposals plan to prevent any disturbance of protected species. The application also proposes enhancement measures for each of the dwellings in line with the requirements of Policy DSP13 and the NPPF. Conditions are recommended to ensure that the measures contained within the mitigation proposals plan are implemented and that the proposed enhancement measures are provided and maintained.

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.

### Other issues

One of the representations received raised concerns about the impact on local services such as education facilities, however as recently noted by an Inspector for an appeal within the Borough (APP/A1720/A/14/2220031), there are many areas within the region that are under pressure to provide services to meet future needs, however this is ultimately the task of the providers of those services and is not a reason to refuse planning permission.

### Conclusion

The proposed development, as amended is considered to be an acceptable form of development that would not cause material harm to the visual amenities of the area, the street scene, highway safety or the living conditions of the occupiers of neighbouring properties.

The proposed development would make a more efficient use of the urban site and although it would not contribute towards the Borough's need for affordable housing, it would provide 8 dwellings which would contribute towards the Borough's need for market housing.

### ***Recommendation***

Subject to the applicant/owner first entering into a planning obligation under Section 106 of the Town and Country Planning Act 1990 on terms drafted by the Borough Solicitor (and agreed with the Solicitor to the County Council) to secure a contribution for a Traffic Regulation Order in Locks Road:

Then, PERMISSION, subject to the following conditions:

1. The development hereby permitted shall be started before the expiry of three years from the date of this decision notice.

REASON: To comply with the procedures set out in Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans:

Car ports Drawing no. 10299-PL-11

Car ports Drawing no. 10299-PL-11

Swept path analysis Drawing no. ATR-01

Plots 1,2,3 & 4 elevations Drawing no. 10299-PL-04 Rev B

Plot 5 elevations Drawing no. 10299-PL-06 Rev E

Plots 6 & 7 elevations Drawing no. 10299-PL-08 Rev F

Plot 8 elevations Drawing no. 10299-PL-10 Rev C

Plots 1,2,3 & 4 floor plans Drawing no. 10299-PL-03 Rev B

Plot 5 floor plans Drawing no. 10299-PL-05 Rev C

Plots 6 & 7 floor plans Drawing no. 10299-PL-07 Rev F

Plot 8 floor plans Drawing no. 10299-PL-09 Rev B

Site layout Drawing no. 10299-PL-02 Rev M

Location plan Car ports Drawing no. 10299-PL-11

Car ports Drawing no. 10299-PL-11

Site plan Drawing no. 10299-PL-01 Rev A

Design and access statement Dated February 2015

Chiropteran, barn owl and nesting bird survey ref HEA296a2015

Chiropteran monitoring survey ref HEA296b2015

Material samples report dated October 2015 Rev B

Soft landscaping scheme drawing no. SOU19932 11 prepared by ACD

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

3. 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, the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the permitted development and measures to be taken to prevent spoil and mud being deposited on the public highway by vehicles leaving the site during the construction works. The areas, facilities and approved measures approved in pursuance to this condition shall be made available before construction works commence on site (other than construction of the 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 to ensure that the residential amenities of the occupiers of nearby residential properties is maintained during the construction period; in accordance with Policy DSP3 of the adopted Local Plan Part 2: Development Sites and Policies 2015.

4. The development shall be undertaken strictly in accordance with the materials sample document and schedule dated October 2015 Rev B and drawing no. SOU19932 11 prepared by ACD.

REASON: To secure the satisfactory appearance of the development; in accordance with Policy CS17 of the Fareham Core Strategy.

5. The soft landscaping scheme (drawing no. SOU19932 11) prepared by ACD shall be implemented before the end of the first planting season following the commencement of the use of the development or as otherwise agreed in writing with the local planning authority

and shall be maintained in accordance with the approved schedule. Any plants which within a period of five years from first planting, are removed, die or in the opinion of the local planning authority become seriously damaged or defective, shall be replaced within the next available planting season with others of the same species, size and number as originally approved.

REASON: To ensure the provision, establishment and maintenance of soft landscaping; in accordance with Policy CS17 of the adopted Fareham Borough Core Strategy 2011.

6. Prior to the implementation of the landscaping scheme pursuant to condition 06, a schedule of landscape maintenance for a minimum period of 10 years shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

REASON: To secure the satisfactory appearance of the development in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

7. Notwithstanding the provisions of the Schedule of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2012 (or any subsequent Order revoking and re-enacting that Order) at no time shall any windows be inserted at first floor level into the east elevation of plot no. 8 hereby permitted unless otherwise agreed in writing by the local planning authority following the submission of a planning application made for that purpose.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent properties.

8. 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 bank and public holidays.

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

9. No dwelling hereby permitted shall be occupied until the visibility splays at the junction to Locks Road have been provided in accordance with the approved details. The visibility splays shall thereafter be retained and kept free of obstruction at all times.

REASON: In the interests of highway safety; in accordance with Policies CS5 and CS17 of the Adopted Fareham Borough Core Strategy.

10. No dwelling shall be occupied until the approved parking (including any car ports) and turning areas for that property 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 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 Policy CS5 of the Adopted Fareham Borough Core Strategy.

11. No dwelling erected on the site subject to this planning permission shall be first occupied until there is a direct connection from it (less the final carriageway and footway surfacing) to an existing highway. The final carriageway and footway surfacing which shall be built to adoptable standards, shall be completed within six months from the date upon which erection is commenced of the penultimate building/dwelling for which permission is hereby granted.

REASON: To ensure that the roads and footways are constructed in a satisfactory manner;

in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

12. None of the dwellings hereby approved shall be occupied before the bin and cycle stores for each dwelling have been made available in accordance with the approved plans. The designated area 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; in order to facilitate alternatives to the motorcar; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

13. All of the detached and semi-detached properties hereby approved shall have any external electricity meter box located on a side elevation.

REASON: To secure the satisfactory appearance of the development in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

14. The measures as detailed in the Ecological Mitigation Proposals Plan (HEA, October 2015) 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 enhance biodiversity in accordance with Policy DSP13, the NPPF and the Natural Environment and Rural Communities Act 2006.

Informatives:

You are advised to contact Hampshire Highways at roads@hants.gov.uk Tel no 0845 6035633 prior to the commencement of the development regarding the specifications required for the roads to be of an adoptable standard.

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)

Birds nests, when occupied or being built, receive legal protection under the Wildlife and Countryside Act 1981 (as amended). It is highly advisable to undertake clearance of potential bird nesting habitat (such as hedges, scrub, trees, suitable outbuildings etc.) outside the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. If there is absolutely no alternative to doing the work outside the nesting season then a thorough, careful and quiet examination of the affected area must be carried out before clearance starts. If occupied nests are present then work must stop in that area, a suitable (approximately 5m) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.

Bats and their roosts receive strict legal protection under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 (as amended). All work must stop immediately if bats, or evidence of bat presence (e.g. droppings, bat carcasses or insect remains), are encountered at any point during this development. Should this occur, further advice should be sought from Natural England and/or a professional ecologist.

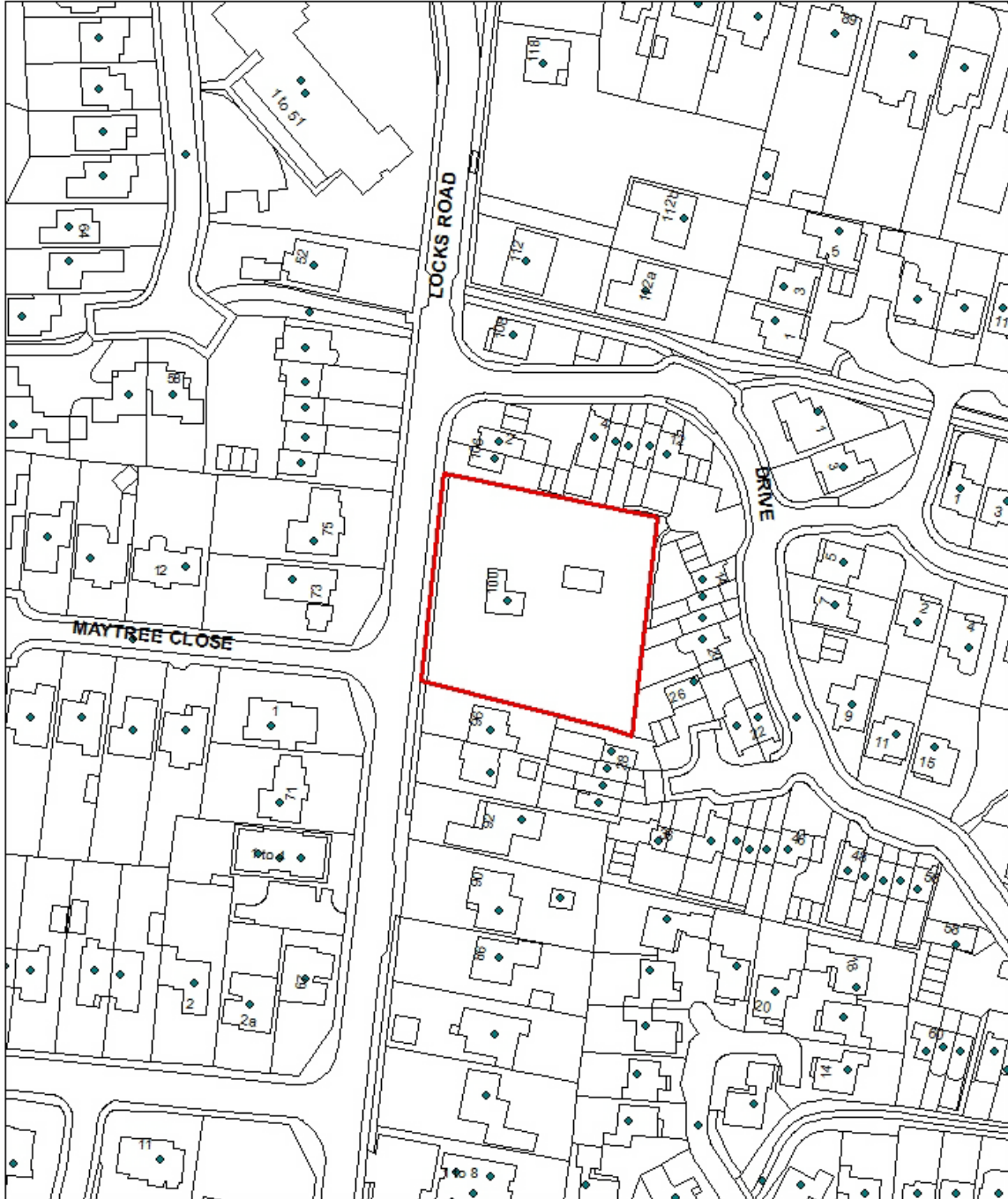
### ***Background Papers***

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# FAREHAM

## BOROUGH COUNCIL



100 Locks Road  
SCALE: 1:1,250

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