

P/15/0947/FP

MASCOT HOMES LTD

WARSASH

AGENT: BRIAN CAMPBELL
ASSOCIATES

FOUR 4 BEDROOM DETACHED HOUSES, GARAGE & CAR PORTS, PARKING AND
NEW ACCESS OFF SANDYCROFT.

LAND TO THE REAR OF 20 CHURCH ROAD WARSASH FAREHAM SO31 9GD

Report By

Mark Wyatt - Direct dial (01329) 824704

Amendments

Amended plans have been received during the consideration of the application amending the site layout, plots 1 and 2 and alterations to the proposed car ports.

An addendum to the submitted ecology report has also been received

Site Description

The application site is a large area of garden to the rear of number 20 Church Road, Warsash. The site is generally flat and laid to grass with evidence of some recent clearance of small on site fruit trees within the centre of the site. The site opens out at the rear of 24 Church Road and extends westwards to the boundary with the properties that front Osborne Road. The southern boundary adjoins the Sandycroft development and due north of the site are the two dwellings of 16a and 16b Church Road. The boundaries are either hedged or domestic style fencing.

Description of Proposal

The application seeks full planning permission for the erection of four detached dwellings with the access from the turning head of Sandycroft. All four dwellings are designed as four bedroom homes. Plots 1-3 each has a double car port proposed with an additional parking place provided. Plot four has a single car port with a double parking space on a front driveway and a third parking space to the rear. One visitor space is provided on the site forward of plot one.

Policies

The following guidance and policies apply to this application:

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

In addition to the development Plan Policies below, the recently adopted Borough Design Guide (excluding Welborne) SPD is of relevance.

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

DSP4 - Prejudice to adjacent land
CS17 - High Quality Design
CS18 - Provision of Affordable Housing

Approved SPG/SPD

RCCPS - Residential Car and Cycle Parking Standards Supplementary Planning Document,

Development Sites and Policies

DPS1 - Sustainable Development
DSP3 - Impact on living conditions
DSP4 - Prejudice to adjacent land

Relevant Planning History

The following planning history is relevant:

P/15/1023/FP - Demolition of existing single garage and the erection of new double detached car port with use of the existing access - under consideration

P/15/0673/FP - Construction of 3 X 4 Bed Detached And 2 X 3 Bed Semi Detached Houses, Car Ports, Parking With Access Off Sandycroft; 1 X 3 Bed Detached House And Parking Between 20-24 Church Road - under consideration.

P/15/0254/FP - Erection Of 7 Houses With Associated Parking, Accessed Via Sandycroft - refused 02/06/2015 - Appeal Lodged and pending.

P/14/1161/FP - Proposed 3no. 4 Bed & 1no. 3 Bed Houses With Garaging And Access From Sandycroft - withdrawn 03/02/2015

P/14/1106/FP - Proposed 3no. 4 Bed & 1no. 3 Bed Houses With Garaging And Access From Sandycroft - Invalid 02/12/2014

Representations

Nineteen letters of objection received (if more than one letter is from the same address they have been counted as one) from:

1, 2 (x2), 4 (x2), 6 (x2), 7, 9 (x2), 11 (x2) Sandycroft; 8 (x2), 14, 16, 16a, 18, 24, 27, 36 Church Road; 9a, 15, 19, 21 Osborne Road, raising the following issues:

Development will result in loss of visitor parking;
Site is more suited to bungalows, houses are out of character;
Loss of light;
Inadequate parking, including visitor spaces;
Impact on highway safety;
No green space;
Overdevelopment;
Loss of hedgerow;
Disruption during construction and no room for contractor parking/deliveries;
Impact on wildlife and future maintenance of bat zone not clear;
Maneuverability difficult within the site for vehicles and emergency vehicles;
Impact on outlook and privacy;

Overbearing/over shadowing;
Noise from vehicles;
If permitted, alterations to roofs should be restricted;
Land at 20 Church Road should be included in the application site;
Where is cycle storage?
Unauthorised site clearance prior to submission of application;
Which trees will be retained?
Impact on local facilities.

One letter of support from 16b Church Road:

This is an improvement on previous applications
Four houses are not regarded as overdevelopment and is comparable to the density of Sandycroft
Surely there are enough 1, 2, 3 bedroom houses being built in this area
We support this providing plot 2 remains the same
The ecology mitigation seems to be acceptable

Consultations

INTERNAL CONSULTEES

Highways - No objection to the amended plans subject to conditions

Ecology - No objection subject to conditions and obligation to provide off site reptile translocation habitat site.

Planning Considerations - Key Issues

The key issues in the determination of this application are:

- The principle of the development
- Impact upon the Character and Amenity of the area
- Parking and highway impacts
- On site amenity provision
- Neighbouring Amenity
- Ecology
- Affordable housing
- Other matters

THE PRINCIPLE OF THE DEVELOPMENT:

The site is, for the purposes of the development plan, within the defined urban settlement boundary. Core Strategy policy CS2 (Housing Provision) and policy CS6 (The Development Strategy) are relevant for housing proposals. Additionally policy CS9 (Development in the Western Wards and Whiteley) applies which seeks to provide for housing development (among other things) within the settlement boundary providing the setting of the settlement is protected.

The National Planning Policy Framework (NPPF) seeks to resist development of residential gardens where it would harm the character of the local area (para 53). Additionally, the NPPF excludes gardens from the definition of Previously Developed Land (PDL) in annexe 2. The policy does not, therefore, restrict development in gardens it simply requires an assessment of the impact of such a development upon the character and appearance of the area.

Additionally it is noted from the planning history for Sandycroft that the legal agreement as part of the planning permission provides for access to the application site and services to be provided up to the point of access with a right to connect into the services and road.

The redevelopment of land for housing purposes is therefore acceptable in principle subject to the consideration of the relevant planning considerations.

IMPACT UPON THE CHARACTER AND APPEARANCE OF THE AREA:

Church Road is typically made up of semi detached pairs of dwellings within generally narrow plots of reasonable length. The pairs of dwellings on the western side of the road are two storey with details such as bay windows, chimneys, hipped roofs, quoin detailing. To the south of the site the development is more modern development and the start of the Sandycroft development. The development takes a lead from this development rather than the Church Road vernacular.

Sandycroft and Shellcroft are two roads served off Church Road. They provide for generous, two storey detached dwellings with off road parking. Notwithstanding the third party comments the proposed plots 1-4 are not considered to be out of keeping with this character. The finished height of the proposed dwellings is fractionally higher (approximately 0.5m) than those in Sandycroft however this would not be overly discernible should the scheme ever be built out at this height.

Some of the representations refer to the density of the development being too high and therefore the scheme is overdevelopment of the site. The development is effectively an extension to Sandycroft/Shellcroft. The scheme equates to a density of 19 dwellings per hectare (dph). Sandycroft and Shellcroft, excluding any open space, are 20dph and 23dph respectively and including the Open Spaces are 17dph and 19dph.

It is clear, therefore that the development is proposed at a density that is commensurate with the established character of the area. Core Strategy policy CS15 requires development, by virtue of scale and density, to make efficient use of land without prescribing a density requirement other than for highly accessible sites and the NPPF (para 47) allows LPA's to set out their own approach to density to reflect local circumstances.

It is considered that the density between the adjacent development and the proposal is comparable and that a reason for refusal on overdevelopment by virtue of the density matter would not be appropriate.

In this case, plots 1-4 are set back behind the Church Rd dwellings and given the size of some of the Shellcroft/Sandycroft dwellings on the entrance to the site it is not considered that the density, siting or design of the development would cause demonstrable harm to the character of the area.

Third party comments have suggested that bungalows would be more suitable form of development for the proposed site given its backland location and the presence of other backland sites such as 16a and 16b Church Road. Given the two storey form of development along Church Road and the two storey form of Sandycroft the proposed two storey dwellings are not considered to be alien to the character of the area.

PARKING AND HIGHWAY IMPACTS:

The proposed amendments provide for parking provision that meets the Councils adopted standards in the Residential Car and Cycle Standards Supplementary Planning Document (SPD). Each four bedroom dwelling requires three parking spaces; which are all provided in the layout.

The SPD requires an extra 0.2 spaces per dwelling for visitor parking which, on the basis of the four dwellings proposed, would be 0.8 spaces or rounded to one space. This visitor space is provided on the entry to the site forward of plot one.

Neighbouring comments have suggested that the proposed access would remove two visitor parking spaces in Sandycroft and that these should also be re-provided as part of the development. There is no requirement for a development to re-provide parking lost. In any event the proposed access point is from a turning head in Sandycroft and is not allocated as visitor parking although it is acknowledged that it is used informally for this purpose. Given that the planning history for Sandycroft provided for the application site to be accessed in the location proposed it is not considered appropriate to re-provide the informal visitor parking area.

The layout provides adequate aisle widths for the turning and maneuvering of vehicles. Whilst the tracked vehicle turning on the site appears to impede both the visitor parking and the parking area for plot one, it is considered that there is adequate turning space in Sandycroft at the site entrance that vehicles would not actually be required to turn on site.

There is no highway objection to the proposal.

ON SITE AMENITY PROVISION:

Third party comments have referred to the lack of onsite public open space provision and that the development should provide for some like there is in the Sandycroft / Shellcroft development. Paragraph 30 of the Supplementary Planning Guidance on Open Space (last modified in April 2012) indicates that on schemes under 20 units, such as the application site, that there is no need for the provision of on-site open space.

Additionally since the adoption of the Community Infrastructure Levy (CIL) the Borough will not now seek financial contributions from development for off site improvements or enhancements because such works would be caught by the CIL regime and are included on the Borough Councils Regulation 123 list.

In terms of the residential amenity for the proposed dwellings, each dwelling provides for an acceptable level of private amenity space.

Plots one and two have irregular shaped rear gardens but they each meet the required 11m deep distance as set out in the newly adopted design guide. Whilst irregular in shape they each have a width in excess of 17m such that their provision is acceptable.

Plots three and four are more regular shaped gardens. plot three has a minimum length of 10m and a maximum length of 11m whilst being over 15m wide. Plot 4 is approximately 13m long and 13m wide.

NEIGHBOURING AMENITY:

The proposed plot 2 is the dwelling that would most likely have the impact upon 16b Church

Road. This neighbouring dwelling is a bungalow. The attached garage for 16b runs along the edge of the rear garden for plot 2. Plot 2 is designed with a generous sweep of roof down to single storey eaves level on its northern side to minimise any overbearing impact upon the amenity of number 16b. The proposed plot 2 is also 8m off from the existing boundary with 16b's patio. This separation distance coupled with the low eaves level of the roof as described above is considered to result in an acceptable impact between 16b Church Road and the proposed plot 2 especially given that 16b has a second garden area to its north away from the proposed development site.

The pair of dwellings of 18-20 Church Road are approximately 21m away from the proposed dwelling at plot 3. The rear garden of number 18 however is well used and stretches alongside that of plot 3. As such, by virtue of the internal layout and siting of plot 3 there could be some increased opportunities for overlooking to the garden of number 18 from the first floor windows. Whilst there is some mutual overlooking of this garden by virtue of its length, it remains, in places private and as such the plot 3 is designed with a first floor bathroom window closest to the garden of number 18. The arrangement of the internal layout in this way is considered to preserve the amenity of the occupants of number 18 Church Road.

Number 6 Sandycroft is a generous detached dwelling with a rear garden 11m in depth. The proposed side elevation of plot 4 is designed with a 9m span. The roof is finished with a cropped gable and the wall rendered to help lighten its impact upon this neighbour. The underside of the eaves under this cropped gable is 5m high although the eaves also sweep down to the front and rear to a height of 3.7m thus seeking to reduce the bulk of the building and providing some internal areas of reduced head height and skilling ceilings. The finished ridge height is 8.8m.

The building itself is annotated on the plans as being 16.7m away from the neighbor at 6 Sandycroft when assessing two storey building to two storey building. This is in-excess of the required 12.5m separation distance sought in the Borough Design Guidance. Number 6 Sandycroft also has a rear conservatory which would reduce the separation distance and on the south side of plot 4 is a proposed car port, however the single storey nature of this car port and the separation of plot 4 to the rear of number 6 Sandycroft is not considered to be overbearing or dominating to number 6 Sandycroft to such a degree that there is a significant impact upon the amenity of this property. The side elevation window to plot four can be suitably controlled by a condition requiring obscure glazing given that it serves a stairwell.

The proximity of the driveway for plot 4 adjacent to the rear garden of number 6 Sandycroft is also not considered to result in significant harm. Inspectors have held elsewhere in the borough that backland developments of four dwellings with access driveways between existing dwellings and gardens are not so demonstrably harmful that appeals have been dismissed on this point.

The comments of other dwellings in Sandycroft with regard to bulk, loss of light and overlooking are noted. However given that the orientation of the site is generally to the north of Sandycroft any overshadowing would likely be minimal in the late afternoon and only across the northern extent of the rear gardens rather than to the dwellings themselves.

The Borough Design Guide acknowledges that there will be occasions where properties are already mutually overlooked to an extent such as those in Sandycroft. The design guide also acknowledges that there will be occasion when developments will create oblique views

across to neighbouring gardens. The rear first floor windows in plot four will serve bedrooms and the closest one to the Sandycroft boundary is effectively a dormer window. Given the relative infrequency with which residents would usually stand looking out of bedroom windows and the fact that the window is a fairly typical size for a bedroom, the proposed siting and layout of plot four would not cause such a degree of harm to the occupiers of Sandycroft by virtue of overlooking to justify a reason for refusal.

ECOLOGY:

The application is supported by a Bat Activity Survey and Bat and Reptile Mitigation Strategies (Emma Pollard, June 2015). The level of survey undertaken and proposed mitigation measures are acceptable. The applicant has provided an addendum to the surveys to correct a drafting error on the mitigation plan reducing the length of protective fencing to the southern boundary to allow for the site access.

The site's margins support the greatest ecological value within the site and bat activity surveys at the site confirmed that the western boundary is utilised by commuting serotine bats and foraging soprano pipistrelle bats. This corridor is to be protected during construction and post occupation by condition.

In order to mitigate against the reptile constraint on site, the applicant has agreed that any reptiles are to be translocated off site to a site at Warsash Common with a contribution secured for the translocation and for habitat enhancement.

There is no objection to the proposal from the Council's Ecologist.

The Borough of Fareham benefits from a stretch of coastline that has been internationally recognised as Special Protection Areas (SPA's). The European Habitats and Birds Directives protect rare species and habitats. The Directives have been transposed into UK law through the Habitats Regulations. Under these Regulations, the borough council must assess whether or not a proposed development is likely to have a significant effect on an SPA.

An assessment is required by the Local Planning Authority to determine whether the proposal is likely to have a significant effect on a European site. If necessary, avoidance or mitigation measures could be included to remove the harm which otherwise would have occurred. It is also necessary to look at the proposal in combination with other developments in the local area.

Policy CS4 (Green Infrastructure, Biodiversity and Geological Conservation) of the Core Strategy sets out that the habitats of importance to the borough, including SPA's will be protected. The policy also proposes that Fareham Borough Council will work with other authorities in the PUSH area to develop and implement a strategy to protect European Sites from recreational pressure. CS4 sets out that developments likely to have an individual or cumulative adverse impact will not be permitted unless the necessary mitigation measures have been secured.

The applicant has agreed to provide the necessary financial contribution towards the Solent Recreation Mitigation Strategy 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.

AFFORDABLE HOUSING:

Policy CS18 of the Core Strategy would not typically apply to this type of proposal given that the proposed development of only four units is below the minimum thresholds within the policy for the provision of affordable housing.

However the policy does state that "...should a site fall below the...identified thresholds but is demonstrably part of a potentially larger developable site, the Council will seek to achieve affordable housing on a pro-rata basis".

The planning history above clearly sets out two applications for six and seven units proposed on the application site and the adjoining land adjacent to number 20 Church Road. The site, therefore, is clearly part of a demonstrably larger site such that policy CS18 is engaged and takes effect.

Rather than provide a financial contribution or the provision of affordable housing an additional planning application has been submitted for a car port on the land south of 20 Church Road thus seeking to demonstrate that the site is not part of a demonstrably larger development plot. The car port application is referenced P/15/1023/FP.

In the event that the site of the car port and the application site are combined to create a larger site the applicant should enter into a legal agreement including an obligation to the effect that should the car port be demolished and a residential scheme be proposed on that site in the future then there would be a requirement to provide an affordable housing contribution at that time compliant with the development plan policies.

OTHER MATTERS:

The site is within reasonably easy reach of schools, doctors, shops and a variety of local employment providers. Representations refer to the already strained schools, doctors and other surgeries in the area. Concerns of this nature were expressed to the Inspector at the appeal for housing on land at the Navigator public house in Swanwick (P/13/1121/OA). In allowing the appeal the Inspector found that "...I accept that there may be pressures on some local services, especially doctors and schools, but at a time when population numbers are increasing throughout the region, the same is true in many areas, and ultimately the task of adapting to meet future needs is one for the providers of those services. In the present case, this would not be a proper reason to refuse planning permission" (para 95). There is no valid reason to draw a different conclusion on the matter for this site.

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) Affordable Housing Claw Back Obligation for Affordable Housing should a residential proposal come forward on the site of P/15/1023/FP
- B) Contribution towards reptile translocation and habitat enhancement
- C) Contribution towards the Solent Recreation Mitigation Strategy

Then PERMISSION subject to conditions:

01. The development shall begin before the expiry of three years from the date of this

decision notice.

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

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

- TJK1688 Survey
- 10259-PL-01 Revision A Site Plan and Block Plan
- 10259-PL-02 Revision F Proposed Site Layout
- 10259-PL-03 Revision B Plot 1 Proposed Floorplans
- 10259-PL-03 Revision B Plot 2 Proposed Floorplans
- 10259-PL-04 Revision B Plot 1 Proposed Elevations
- 10259-PL-04 Revision B Plot 2 Proposed Elevations
- 10259-PL-05 Revision B Plot 3 Proposed Floorplans
- 10259-PL-06 Revision B Plot 3 Proposed Elevations
- 10259-PL-07 Revision B Plot 4 Proposed Floorplans
- 10259-PL-08 Revision B Plot 4 Proposed Elevations
- 10259-PL-10 Proposed Carports

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

03. No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall provide for:

- parking for site vehicles and contractors
- the management and coordination of deliveries of plant and materials and the disposing of waste resulting from demolition and or construction activities so as to avoid undue interference with the operation of the public highway, particularly during the Monday to Friday AM peak (08.00 to 09.00) and PM peak (16.30 to 18.00) periods.
- areas for loading and unloading;
- areas for the storage of plant and materials;
- security hoarding position and any public viewing platforms (if necessary);
- site office location;
- construction lighting details (to ensure no lightspill to the boundary hedgerows and vegetation);
- wheel washing facilities;
- dust and dirt control measures;
- a scheme for the recycling of construction waste; and
- vegetation clearance details

The development shall be carried out in accordance with the approved details.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment or highway safety in accordance with Policies CS5, CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

04. No development shall take place, including site clearance and preparatory work, until the protective fencing along the eastern and southern boundaries as set out in the "Bat Activity and Bat and Reptile Mitigation Strategies" Addendum and the approved site layout drawing 10259-PL-02 Revision F has been erected.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and bat foraging corridor in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

05. Protective fencing measures installed (in accordance with the condition above) shall be maintained and retained for the full duration of works or until such time as agreed in writing with the Local Planning Authority. No activities, nor material storage, nor placement of site huts or other equipment what-so-ever shall take place within the fencing without the prior written agreement of the Local Planning Authority.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

06. All service routes, drain runs, soakaways or excavations in connection with the development shall remain wholly outside the protective barriers unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

07. No development shall take place above damp proof course (dpc) on any building until details of all external materials to be used in the construction of that building hereby permitted have been submitted to and approved by the local planning authority. The development shall be carried out in accordance with the approved details.

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

08. No development shall take place above damp proof course (dpc) level on any new dwelling hereby permitted until a detailed landscaping scheme identifying all existing trees, shrubs and hedges to be retained along the south and western boundaries(including a minimum height at which they will be retained) together with the species, planting sizes, planting distances, density and numbers of any new planting shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include provisions for the implementation of the new landscaping and provisions for future maintenance of all planting (both proposed and retained), including all areas to be grass seeded and turfed. The maintenance plan should include details of the actions to be taken should any of the landscaping (existing or proposed) be removed, damaged or die. The development shall be undertaken in accordance with the agreed planting scheme and implementation plan.

REASON: In order to secure the satisfactory appearance of the development and in the interests of the amenities of neighbouring properties.

09. No dwelling shall be occupied until the approved parking areas for that property have been constructed and laid out in accordance with the approved details and made available for use. These areas shall thereafter be kept available for the parking 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 Fareham Borough Core Strategy.

10. The site shall be monitored during construction for evidence of previously unidentified contamination. If suspected contamination is encountered then no further development shall be carried out in the affected area(s) until investigation and remediation measures have been submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure any land contamination not previously identified is assessed and remediated so as to not present any significant risks to human health or the wider

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

11. All construction work in relation to the development hereby approved, including works of demolition or preparation prior to operations, shall only take place between the hours of 08.00 hours and 18.00 hours Monday to Friday and 08.00 hours and 13.00 hours Saturdays and at no time on Sundays and recognised bank/public holidays

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and amenities in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

12. No materials obtained from site clearance or from construction works shall be burnt on the site.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and amenities in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy

13. Details of any external lighting to be fitted to any of the dwellings hereby permitted shall be submitted to and approved in wiring by the Local Planning Authority prior to its installation on the site. The lighting will be installed in accordance with the approved details.

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

14. All of the 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.

15. The staircase window proposed to be inserted into the south elevation of plot 3 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 level of the first floor landing 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 property.

16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development permitted by Classes B and C of Part 1, Schedule 2 shall be constructed unless otherwise agreed in writing by the local planning authority following the submission of a planning application made for that purpose.

REASON: In the interest of the development integrating with the character of the area and the amenity of neighbouring properties in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no doors, gates, structures or other means of enclosure shall be erected on the approved car ports.

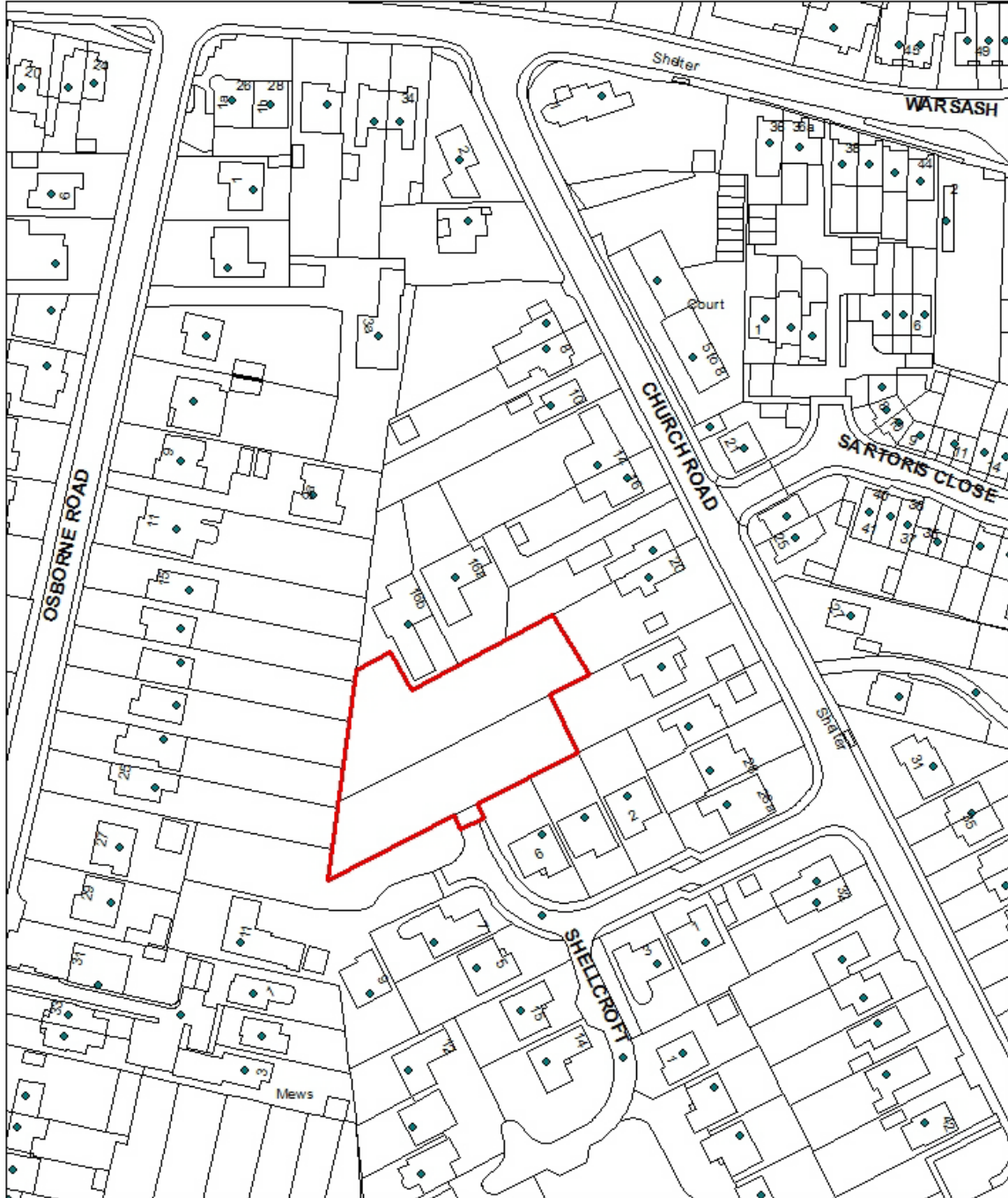
Reason: In the interest of retaining an adequate supply of parking provision and in the interest of highway safety.

Background Papers

see "relevant planning history" above

FAREHAM

BOROUGH COUNCIL



20 Church Road -
Land to the Rear of
SCALE: 1:1,250

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