

**P/17/0697/FP**

**SARISBURY**

CRAYFERN HOMES LIMITED

AGENT: MATPLAN LIMITED

1NO. 2-BEDROOM HOUSE, 4NO. 3-BEDROOM HOUSES AND 3NO. 4-BEDROOM HOUSES FOLLOWING THE DEMOLITION OF WORKSHOPS AND A SIDE EXTENSION TO 184 BRIDGE ROAD TO FORM SITE ACCESS FROM BRIDGE ROAD. ACCESS TO 186 BRIDGE ROAD, ESTATE ROADS, CAR PARKING AND CYCLE STORES, LANDSCAPING AND BOUNDARY TREATMENTS AND OTHER ASSOCIATED WORKS LAND TO THE REAR OF 184 BRIDGE ROAD SARISBURY GREEN FAREHAM SO31 7ED

***Report By***

Peter Kneen - direct dial 01329 824363

***Site Description***

The application site is located principally within the existing defined urban area of Sarisbury Green, and presently forms part of the rear garden area of 184 Bridge Road (A27), which is located on the northern side of the road. In addition to the rear garden area, the site also comprises several large, single storey workshop buildings, accessed via the commercial service road to the east of the site. There is a small area of the site on the northern and western boundaries that lies outside the designated urban area.

The main garden area, which falls away to the north from the site entrance on Bridge Road, is largely laid to grass, and includes several terraced areas, with an abandoned swimming pool at the lower level. To the northern and western boundaries the site is more unmaintained in appearance, with clusters of trees and shrubs to the boundaries. To the north of the site lies woodland, and residential gardens are located on the western and southern boundaries. The properties that front Bridge Road, adjacent to the site are set at a higher level than the application site. The eastern boundary comprises the single and two storey commercial buildings.

The site frontage comprises the Bridge Road Parade of shops, and the site lies within the Sarisbury Green Conservation Area.

***Description of Proposal***

This application seeks planning permission for the construction of 8no. dwellings (comprising 1no. 2-bed, 4no. 3-bed and 3no. 4-bed houses), following the demolition of the existing workshop buildings. The site has been designed to wrap around an existing mature magnolia tree, located within the centre of the site with the main estate road wrapping around the tree, creating a central focal area within the site. The proposals comprise 2no. detached dwellings and two terraces comprises 3no. dwellings in each. Each property includes private amenity space, off-street allocated car parking, secure cycle storage and bin storage areas.

A small area of the site to the north and northwest corner is located within the designated countryside (outside the defined urban area), and would form part of the rear gardens of Plots 5, 6, 7 and 8. These areas, whilst located within the rear gardens would be landscaped to a more rural appearance, with many of the trees/shrubs retained where possible.

The application has been supported with detailed Ecological Surveys, Tree Reports, Contaminated Land Assessment, Noise Assessment and Drainage Strategy.

### ***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
- CS18 - Provision of Affordable Housing
- CS20 - Infrastructure and Development Contributions

#### **Approved SPG/SPD**

RCPSPG - Residential Car Parking Guide (replaced 11/2009)

#### **Design Guidance Supplementary Planning Document (Dec 2015)**

EXD - Fareham Borough Design Guidance Supplementary Planning Document

#### **Development Sites and Policies**

- DSP1 - Sustainable Development
- DSP2 - Environmental Impact
- DSP3 - Impact on living conditions
- DSP5 - Protecting and enhancing the historic environment
- DSP13 - Nature Conservation
- DSP15 - Recreational Disturbance on the Solent Special Protection Areas

### ***Relevant Planning History***

No recent relevant planning history on this site.

### ***Representations***

Twenty nine respondents have objected to the proposed development. The key matters of concern raised were:

- Highway congestion along A27;
- Insufficient capacity in local infrastructure;
- Development in countryside/woodland unacceptable;
- Do not need more unaffordable housing;
- Impact on wildlife;
- Overlooking and loss of privacy;
- Noise disturbance;
- Exacerbate parking issues in Sarisbury Green Parade; and,
- Impact on Conservation Area.

### ***Consultations***

INTERNAL

Ecology: No objection.

Trees: No objection raised on the loss, pruning and other site operations on local tree cover, subject to compliance with the recommendations of the Barrell Tree Report.

Environmental Health (Contaminated Land): No objection subject to condition.

Environmental Health (Noise): No objection.

Waste and Recycling: No objection received subject to the site access and estate road meeting required standards.

Highways: No objection, subject to S.278 Agreement with Hampshire County Council to improve access, and appropriate conditions in respect of access works, parking and turning provisions, cycle and refuse storage and construction management plan.

Conservation: No objection in principle to the proposed development, which is considered to be similar to the scheme permitted to the rear of the former public house to the east. Several concerns regarding the access, materials and boundary treatment, however, amended plans addressed the issues raised. In addition, amended plans have addressed concerns over the use of materials, and details regarding boundary treatment.

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

The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- Principle of the development;
- Impact on Character and Appearance of the Conservation Area;
- Design and Appearance of the proposal;
- Impact on living conditions to neighbouring occupiers;
- Affordable Housing;
- Highway safety and car parking; and,
- Ecology.

Principle of the development:

The site is located within the defined urban area of the Western Wards (Sarisbury), although a small area of the site to the northern and western boundaries are located within the designated countryside. No development is proposed to be located within this area. Given the location of the site within the defined urban area, there is a presumption in favour of new development, in principle. The site, located within Sarisbury Green, which as part of the Western Wards represents a highly sustainable location for new development, providing a wide range of services and facilities, including schools, shops, access to public transport and a wide mix of employment opportunities.

Impact on Sarisbury Green Conservation Area:

The site lies within the Sarisbury Green Conservation Area where it is important to have regard to Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) which requires developments to pay special attention to the desirability of preserving or enhancing the character and appearance of that area. The Council's

Conservation Planner has raised no objection to the principle of the development on this site, subject to amendments and additional information regarding the access from Bridge Road, the use of materials and boundary treatment.

As part of the development old commercial buildings would be demolished. These buildings are considered to be detrimental to the character and appearance of the Conservation Area, and their loss, together with other works to clean up the site are considered to be significant improvements to the appearance of the Conservation Area. The proposal also includes the demolition of an existing flat roofed single storey side extension and garage to 184 Bridge Road, together with a boundary wall dividing the existing driveways between 184 and 186 Bridge Road. The existing large, tarmacked forecourt area in front of these properties could be converted into the access driveway, promoting a pedestrian priority over the access. The use of conservation tarmac, conservation kerb edges and granite sets seeks to replicate the access created for the Sarisbury Green Parade, and is therefore now considered to contribute towards enhancing the character of the Conservation Area in this location.

In addition, to support the application a street scene elevation was provided demonstrating the visual appearance of the site when viewed from Bridge Road. Given the change in levels and the location of the mature magnolia tree within the centre of the site, any view from Bridge Road into the site would largely comprise a view of this tree, with only glimpsed views of the Plot 8 beyond.

Other changes made to the scheme include the use of natural materials in the construction of the properties, including plain clay tiled roofs, multi-red coloured bricked elevations and chimney with terracotta bricked detailing. These changes were considered to be an acceptable solution to the already well designed scheme, and subject to samples being provided, would contribute positively to preserve and enhance the character and appearance of the Conservation Area.

Overall therefore, it is considered, subject to appropriate conditions, the proposals would contribute towards enhancing and preserving the character and appearance of the Conservation Area.

#### Design and Appearance of Proposal:

The application seeks the erection of 8no. new dwellings constructed using traditional late nineteenth century Victorian features, including brick chimneys with clay chimney pots, plain clay tiled roofs, bay windows and brick detailing on the elevations. The design and appearance of the buildings has been led by key design cues from the important buildings outlined within the Sarisbury Green Conservation Area Character Appraisal, and subject to good quality materials, the scheme would both provide an additional provision of housing for the Borough whilst integrating into the character of Sarisbury Green.

A detailed landscaping scheme would be subject to a planning condition to ensure suitable native planting is provided to contribute positively to further integrate the site within the Conservation Area.

Access arrangements have been amended to better reflect the enhancements made in 2002 and at the New Inn Court development (to the east of the site). The use of conservation kerbs and other surfacing materials is to be integrated into the scheme which will enhance the visual appearance of this part of the street scene, whilst also opening up a

further view to the woodland to the north of the site from Bridge Road.

It is therefore considered, subject to the approval of high quality materials and finishes that the overall design and appearance of the proposed dwellings and estate roads would contribute positively to the area, enhancing the appearance of 184 Bridge Road, and providing an overall improvement to the street scene along this part of Bridge Road.

#### Impact on living conditions to neighbouring occupiers

The proposed development is bounded to the southern boundary by the existing Bridge Road frontage development, comprising 5no. dwellings (184, 186, 188, 192 and 194 Bridge Road). The large rear garden of 198 Bridge Road forms the entire length of the western boundary of the site. The proposed development has been carefully laid out to ensure the siting of the properties would not have an adverse impact on the living conditions of neighbouring occupiers. The 5no. properties fronting Bridge Road are all set at least 2m higher than the closest property (Plot 1), which is set with no habitable room windows orientated to the south (towards the properties along Bridge Road). At its closest, Plot 1 is located 17.5m away from the rear elevation of 188 Bridge Road. 188 Bridge Road only comprises a 2m separation to the neighbours boundary (to the north), and given its elevated position currently benefits from long distance views across the woodlands to the north. Given the relative topography of the site, and the layout of the site, the property would still benefit from a good outlook, between the front elevations of Plots 1-5 and side elevation of Plot 6.

The rear elevations of 192 and 194 Bridge Road currently comprise mature trees between the application site and their rear boundaries. These trees fall outside the application site, and are therefore unaffected by the scheme. The views from these properties would therefore be largely unaffected, although views in the winter of the application site would be visible through the trees. This is not considered therefore to be overly detrimental to their living conditions, with Plot 1 located over 24m away from the rear elevations of 192 and 194 Bridge Road.

The rear garden of 198 Bridge Road extends to some 48m (from the rear elevation of the existing property). Towards the rear gardens of Plots 1 and 2 there is a pitched roof garage building creating a buffer between the rear of these properties and the rear elevation of 198 Bridge Road, which is approximately 41m away. The remainder of the western boundary of the application site comprises mature trees and shrubs, and a new 1.8m screen fence would be erected along the 35m length of the site. Many of the existing trees would be retained along this boundary, softening the appearance of the proposed development beyond.

It is considered, given the level of separation between the proposed dwellings and the rear elevation of 198 Bridge Road, together with its expansive rear garden, which is also over 37m wide, the level of impact on the living conditions of the occupiers of 198 Bridge Road would not be significantly adverse to warrant a refusal in this case.

The levels of separation throughout the development proposal complies with, and far exceed the minimum requirements of the Adopted Design Guidance.

#### Affordable housing

Policy CS18 of the adopted Fareham Borough Core Strategy expects that development on

sites that can accommodate a net increase in residential units of five or more should be subject to the requirement for a contribution towards off-site affordable housing provision. However, government guidance through the Planning Practice Guidance website advises that affordable housing obligations should not be sought from small scale development of 10-units or less and which have a maximum gross floorspace of no more than 1000m<sup>2</sup>.

Whilst the local plan policy requirement is for an affordable housing contribution, the PPG advice is an important material consideration which suggests otherwise. In this instance therefore it is considered that there should be no obligation for the developer to make some of these houses available as affordable units or to make an equivalent financial contribution towards off-site affordable housing provision.

### Highway Safety and Car Parking

The site is located on one of the busy main roads that traverse the Borough (the A27). No objection to the proposals has been raised by the Council's Transport Planner, subject to appropriate conditions and the provision of a S.278 Agreement with Hampshire County Council as Highway Authority to improve the access arrangements across highway land. The proposal would result in the provision of 23no. off street car parking spaces, including the required number of spaces per additional dwelling, 2no. visitors spaces and 2no. new spaces created for 184 Bridge Road. The scheme also includes a new access to the existing parking provision for 186 Bridge Road.

Provision of bin and cycle storage is subject to condition. Also subject to a condition is the provision of a Construction Method Statement to demonstrate that the development would not have a detrimental impact on the free flow of traffic along the A27 or result in construction vehicles and contractors parking within the Sarisbury Green Parade car park. This would form a specific requirement of the Construction Method Statement to ensure the parking spaces in the parade remain available at all times to customers.

### Ecology

The application has been supported by a detailed Ecological Survey and no objection is raised in ecology terms.

The Solent coastline provides feeding grounds for internationally protected populations of overwintering birds and is used extensively for recreation. Natural England has concluded that the likelihood of a significant effect in combination arising from new housing around the Solent cannot be ruled out. Applications for residential development within the Borough therefore need to propose measures to mitigate the direct impacts of their development on the Solent SPA. This can be done by the provision of a financial contribution of £181.00 per dwelling. The applicant has made this payment and therefore is considered to have satisfactorily addressed the mitigation concerns.

### Conclusion:

In summary, it is considered that the proposed construction of 1no. two bedroom, 4no. three bedroom and 3no. four bedroom dwellings on this site accords with the principles of the adopted Design Guidance and Parking Standards. The levels of separation, siting, design and layout of the properties is considered appropriate for the existing, built-up residential environment, and would not therefore be detrimental to the living conditions of neighbouring occupiers. The proposal has been assessed against criteria under S.72 of the Planning

(Listed Building and Conservation Area) Act 1990 and the parameters of the Conservation Area Character Appraisal, and it is considered the alterations made to the site entrance and the overall design and appearance of the properties would contribute positively to the character and appearance of the Area. The proposal would not have a detrimental impact on highway safety or the ecology of the local area.

Based on the above it is considered the proposal complies with development plan policies and therefore the application is recommended for approval.

### ***Recommendation***

PERMISSION, subject to the following conditions:

1. The development shall begin before the expiration of three years following 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:

- a) Site Location Plan (Drawing: SK 15 Rev A);
- b) Site Layout (Drawing: SK 07 Rev H);
- c) Street Scenes (Drawing: SK 18 Rev A);
- d) Plot 1 Plans and Elevations (Drawing: SK 12 Rev C);
- e) Plot 2 Plans and Elevations (Drawing: SK 16 Rev B);
- f) Plots 3 - 5 Plans and Elevations (Drawing: SK 13 Rev B);
- g) Plots 6 - 8 Plans and Elevations (Drawing: SK 14 Rev C);
- h) Cycle Store Detail (Drawing: SK 17);
- i) Demolition Plan (Drawing: SK 19 Rev A);
- j) Engineering Details, Drainage Strategy (Drawing: 502-004 Rev D);
- k) Topographical Survey (Drawing: ENC/040315-3S2);
- l) Conservation Kerbs (Drawing: HCC10/C/025);
- m) Site Access Visibility Splays (Drawing: ITB10314-GA-001 Rev D); and,
- n) Swept Path Analysis Plan (Drawing: ITB10314-GA-004 Rev D).

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

3. No development above the damp proof course shall take place until samples of all materials to be used in the construction of the dwellings 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, in the interests of visual amenity.

4. No dwelling hereby permitted shall be first occupied until the site access and visibility splays at the junction of the estate road/access with the existing highway have been provided in accordance with the approved details. The visibility splays shall thereafter be kept clear of obstruction (nothing over 0.6m in height) at all times.

REASON: In the interests of highway safety

5. The dwellings hereby approved shall not be occupied until the parking and turning areas for the properties have been constructed in accordance with the approved details and available for use. These areas shall thereafter be kept available for the parking and turning

of vehicles at all times.

REASON: In the interests of highway safety.

6. The dwellings hereby approved shall not be occupied until the refuse bin store and secure cycle storage have provided in accordance with the approved plans. The refuse bin and secure cycle storage shall thereafter be retained in that use for the lifetime of the development.

REASON: In the interests of visual amenity and in order to facilitate modes of transport alternative to the private car.

7. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) loading and unloading of plant and materials;
- (iii) storage of plant and materials used in constructing the development;
- (iv) wheel washing facilities;
- (v) measures to control the emission of dust and dirt during construction;
- (vi) turning on site of vehicles;
- (vii) the location of any site huts/cabins/offices.

REASON: To ensure safe and neighbourly construction.

8. The construction of the development and associated works shall not take place on Sundays or Public Holidays or any time otherwise than between the hours of 0800 hours and 1800 hours Monday to Friday and 0800 hours and 1300 hours on Saturday.

REASON: In the interests of residential amenity.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 2015 (or any Order revoking and re-enacting or amending that Order) no additions to, or extensions or enlargements of, or alterations affecting the external appearance of, the building(s) hereby approved shall be made or erected without a grant of planning permission from the Local Planning Authority.

REASON: To enable the Local Planning Authority to retain control over the enlargements/alterations of the building(s) in the interests of the proper planning and amenities of the area.

10. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the Local Planning Authority in writing.

REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality.

11. The landscaping scheme as set out in Condition 9 above must be implemented in the first planting and seeding season following the completion of the development hereby permitted. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.



REASON: In the interests of amenity and of the environment of the development.

12. None of the development hereby approved shall be occupied until a plan of the position, design, materials and type of boundary treatment to be erected to all boundaries has been submitted to and approved in writing by the Local Planning Authority and the approved boundary treatment has been fully implemented. It 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

13. The development hereby permitted shall be implemented in full accordance with the recommendations of the Barrell Tree Consultancy Arboricultural Assessment and Method Statement (Dated 9 December 2016). There shall be no deviation from these recommendations without the prior written approval of the Local Planning Authority.

REASON: To ensure that the trees, shrubs and other natural features are adequately protected from damage to health and stability during the construction period.

14. No development hereby permitted shall commence until an intrusive site investigation and risk assessments have been carried out. The Assessment shall include the risks posed to human health, the building fabric and the wider environment such as water resources, and where the site investigation and risk assessment reveal a risk to receptors, a detailed scheme for remedial works to address these risks and ensure the site is suitable for the proposed use shall be submitted to and approved by the LPA in writing.

The presence of any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the LPA. This shall be investigated to assess the risks to human health and the wider environment and a remediation scheme implemented following written approval by the local planning authority. The approved scheme for remediation works shall be fully implemented before the permitted development is first occupied or brought into use.

On completion of the remediation works and prior to the occupation of any properties on the development, the developers and/or their approved agent shall confirm in writing that the works have been completed in full and in accordance with the approved scheme.

REASON: To ensure that any contamination of the site is properly taken into account before development takes place.

15. The measures as detailed in section 4.0 of Phase 1 Ecological Survey (The Ecology Co-op, dated April 2015) and section 5.0 of Phase 2 Reptile Survey Report (The Ecology Co-op, dated May 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 avoid impacts on breeding birds and to enhance biodiversity in accordance with NPPF and the Natural Environment and Rural Communities Act 2006.

16.

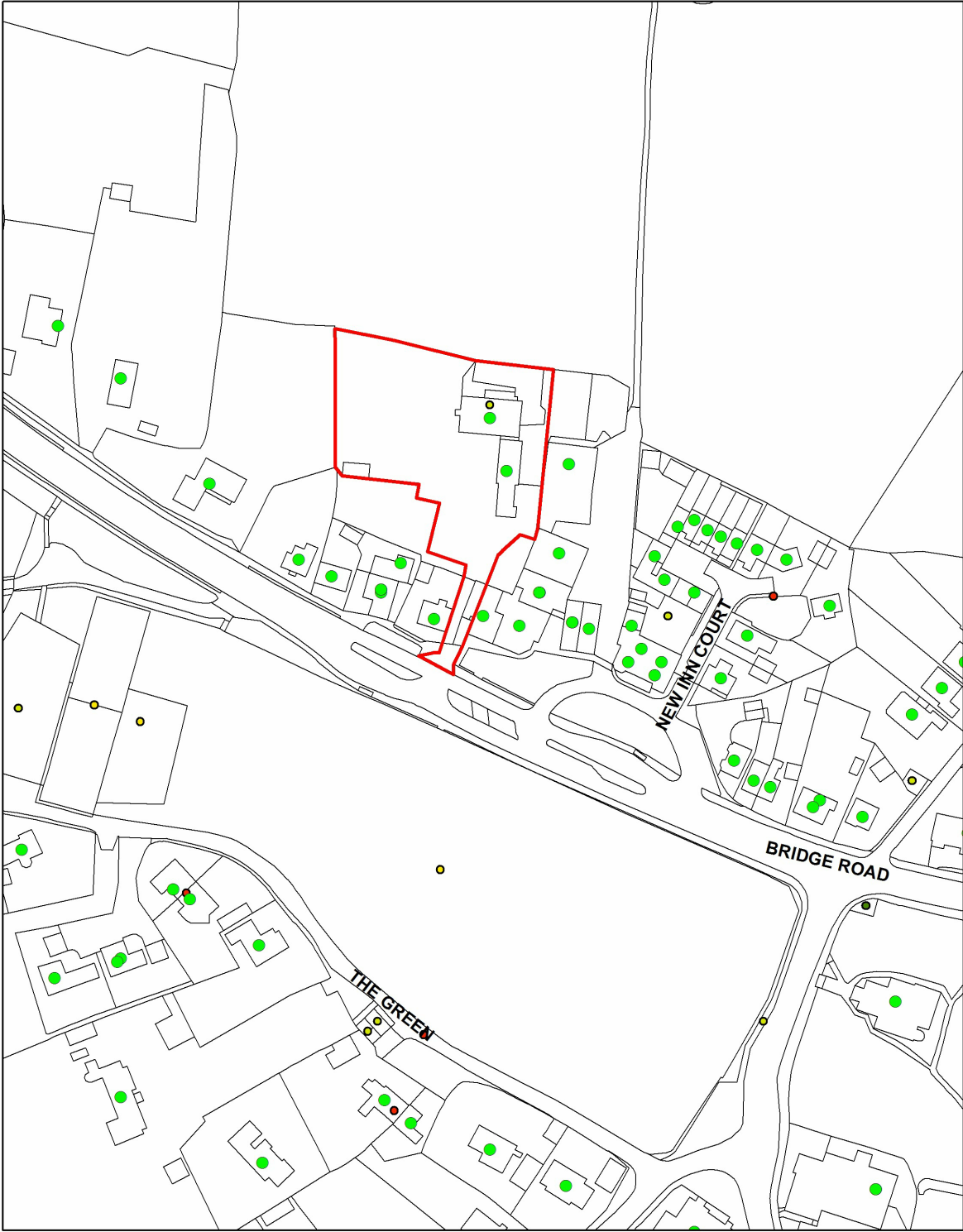
Informatives:

a) Applicants should be aware that, prior to the commencement of development, contact must be made with Hampshire County Council, the Highway Authority. Approval of this planning application does not give approval for the construction of a vehicular access, which

can only be given by the Highway Authority. Further details regarding the application process can be read online via <http://www3.hants.gov.uk/roads/applydroppedkerb.htm>. Contact can be made either via the website or telephone 0300 555 1388.

# FAREHAM

BOROUGH COUNCIL



Land to the rear of 184 Bridge Road  
Scale 1:1250



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