

**P/17/1030/FP**

QUALITY CARE GROUP

**FAREHAM NORTH**

AGENT: SHERLOCK BOSWELL  
ARCHITECTURE

EXTENSION TO EXISTING CARE HOME TO FRONT AND REAR TO PROVIDE A NET INCREASE IN BED SPACES OF 12 AND ADDITIONAL DAY SPACE; EXPANSION OF VEHICULAR PARKING AND WIDENING OF SITE ENTRANCE

HUNTERS LODGE CARE HOME 39 KILN ROAD FAREHAM PO16 7UQ

***Report By***

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***Site Description***

The application site is located within the existing defined urban area of Fareham, and presently forms an existing Care Home, offering residential care for patients primarily suffering with dementia. The site is located on the southern side of Kiln Road, overlooking Fareham Common (to the north). Kiln Road represents one of the main distributor roads linking Junction 10 of the M27 and Fareham town centre with Highlands Road, west Fareham and Funtley. The existing property is two and a half storeys and set within a residential area, with existing single and two storey residential properties to the east, south and west of the site. The existing building is cream rendered under a plain clay tiled roof.

The site has a private garden to the rear of the building, and the front of the site is largely laid to car parking with some landscaped areas along the site frontage. The eastern boundary of the site forms a driveway access to 35 Kiln Road, along which is a line of 3no protected Oak trees.

***Description of Proposal***

This application seeks planning permission for the provision of a two storey front extension and part first floor and part 1½ storey rear extension. The extensions would result in the increase in number of rooms by 12 (to a total of 42 rooms). In addition, the front garden and existing parking areas would be reconfigured to provide an additional 9no. car parking spaces, together with improved two way access onto the site from Kiln Road.

The scheme was subject to amendments following concerns raised by the neighbouring occupiers and following a review of the planning history relating to this site.

***Policies***

The following policies apply to this application:

**Approved Fareham Borough Core Strategy**

CS6 - The Development Strategy

CS7 - Development in Fareham

CS17 - High Quality Design

**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

DSP43 - Improvements to Existing Older People's Housing

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

The following planning history is relevant:

<b><u>P/08/0968/FP</u></b>	<b>REALIGN ACCESS PERMISSION</b>	07/10/2008
<b><u>P/00/1059/FP</u></b>	<b>Erection of Conservatory PERMISSION</b>	31/10/2000
<b><u>P/93/1359/FP</u></b>	<b>ERECTION OF 2 STOREY &amp; SINGLE STOREY EXTENSIONS &amp; ALTERATION TO BUILDING TO INCREASE RESIDENTS FROM 20 TO 30 REFUSE APPEAL: ALLOWED</b>	24/02/1994 30/06/1994
<b><u>P/93/0419/FP</u></b>	<b>EXTENSION AND ALTERATIONS TO EXISTING ELDERLY PERSONS REST HOME NON DETERMINE APPEAL: DISMISSED</b>	10/06/1993 22/11/1993

### ***Representations***

13no. respondents have objected to the proposed development. The key matters of concern raised were:

- Overlooking and Loss of Privacy
- Loss of Light;
- Noise pollution from manoeuvring cars;
- Overdevelopment of the site - excessive bulk and scale;
- Increased car parking on neighbouring roads and highway safety.

Following the submission of amended plans, the neighbours were re-consulted, of which 5no. residents wrote again, largely reiterating their objections to the scheme.

### ***Consultations***

INTERNAL

Transport Planner:

A total of 20 car parking spaces are proposed which is sufficient for the prospective demand. Raises some concern over parking spaces 7 - 12 which are in tandem formation.

It will be necessary for a Construction Traffic Management Plan to be provided for the management of operator and construction staff parking arrangements.

Subject to satisfactory arrangements being made, no highway objection is raised to the application.

Tree Officer:

No objection, subject to compliance with the submitted Tree Report.

## EXTERNAL

### HCC Ecology:

No objection, subject to the provision of informatives on bats and birds.

### ***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;
- Visual and Street Scene impact;
- Impact on living conditions to neighbouring occupiers;
- Highway safety and car parking; and,
- Ecology and Trees.

#### Principle of the development:

The site is located within the defined urban area of Fareham, where there is a presumption in favour of appropriate development. The demographics of the area are such that the Borough has a higher proportion of people over the age of 65, and this level continues to grow. There is therefore increasing demand for the provision of new and expanded nursing and care homes in the Borough, the provision of which is supported by policies in the Adopted Local Plan.

#### Design, Visual and Street Scene Impact:

This planning application proposes the extension of the front and the rear of the existing care home. The two storey front extension would see the overall front elevation formalised with a more uniform appearance, without breaching the building line. This element of the proposal includes a new reception area, office and utility room at ground floor, and three new bedrooms at first floor. The design and appearance of this element matches that of the existing building, and is stepped in slightly from the side elevation to create a visual break along the western elevation.

The proposed part first floor extension, and one and half storey to the rear project beyond that of the existing, single storey flat roof extension permitted in 1993. The ground floor extension extends the building a further 7.7m into the rear garden and comprises an additional four bedrooms. The first floor element, extended above the existing flat roof comprises additional eight bedrooms (including one for staff), all of which are set either wholly or partially within the roof space, with pitched roof dormer windows to the east and west elevations. The design and appearance of this extension is considered to be subservient to the main two storey element of the building, whilst maintaining the overall design characteristics of the building.

The scheme was amended from its original submission, removing a two storey extension proposed at the end of the rear projection. This element was reduced to a half storey, with rooms set entirely within the roofspace, thus reducing the mass and bulk of the building, particularly when viewed along the side elevations.

Overall, whilst the scheme does result in a considerable increase in the overall scale of the building, the rear projection is not widely visible from the public domain, and the front extension creates a degree of balance to the building when seen from Kiln Road, whilst also being stepped in from the side elevation and down from the ridgeline.

## Impact on Living Conditions:

The application proposes the creation of eight additional bedrooms at first floor level on the rear projection of the property. It is the creation of these additional first floor bedrooms which has resulted in the objections from neighbouring properties due to loss of privacy and overlooking to neighbouring properties and gardens.

The scheme was amended from its original submission to reduce the overall number of rooms at first floor, with the introduction of a fully hipped roof to the end of the rear projection. This resulted in the reduction of first floor facing windows from six windows to one window, and four rooflights, two of which serve bathrooms.

It is acknowledged that these bedrooms have the potential to be occupied at all times of the day and night by residents. Therefore, it is important to ensure that the levels of separation are acceptable so as to not have an adverse impact on the living conditions of neighbouring occupiers.

The east elevation would include three additional windows at first floor level, and a rooflight, the closest of which would be 9m from the boundary of the site. Beyond the boundary on the eastern side of the site is an existing private driveway serving 35 Kiln Road, a two storey dwellinghouse created within the rear garden of 33 Kiln Road. 35 Kiln Road is situated over 21m away from the closest proposed first floor rooflight window (on the rear elevation of the proposal), and 25m away from the nearest proposed dormer window (on the east elevation). Between the proposed extension and this property also lies a mature belt of protected Oak trees. It is considered, given the level of separation, that the proposals would not have an adverse impact on the living conditions of the occupiers of 35 Kiln Road.

In respect of the occupiers of 33 Kiln Road, a large detached property to the east of the site, the proposed three dormer windows would be located over 33m away from the southwest corner of this property, which is also separated from the site by the driveway serving 35 Kiln Road, and the mature belt of protected Oak trees. It is acknowledged that the canopies of the trees are quite high, however, regardless of the existence of the trees, the bedroom windows proposed far exceed the minimum standard sought in the Design Guidance. The third party objection letter from the occupiers of 33 Kiln Road also highlight the loss of light and overbearing impact of the first floor extension. However, because of the driveway between the two properties, the extension would be located over 14m away from the boundary fence of 33 Kiln Road, which is divided from the site by two 1.8m high screen fences and a line of mature oak trees along the site's boundary. It is therefore considered that the proposals would not have an adverse impact on the living conditions of the occupiers of 33 Kiln Road.

In respect of the impact on the occupiers of 56A Maylings Farm Road (directly to the south of the site), amended plans removed the direct facing first floor windows on this elevation, and therefore, it is considered the revised scheme would not have an adverse impact on the living conditions of the occupiers of this property.

In respect of the impact on the occupiers of 60 Maylings Farm Road, (the property to the southwest of the proposed extension), the proposal would result in the provision of four first floor windows and two additional ground floor windows on the western elevation. The proposed first floor window closest to 60 Maylings Farm Road is set approximately 17m away from the rear garden boundary, and over 30m away from the first floor rear elevation of this property. This level of separation far exceeds the minimum separation distance sought in the Adopted Design Guidance, and would not therefore be likely to result in an adverse impact on the living conditions of neighbouring occupiers. An existing mature beech hedge forms the current boundary between the two properties, which the neighbour

has identified as not providing sufficient screening at ground floor level in the winter/early spring. However, given the level of separation, and despite the lack of provision of a fixed screen fence along the boundary, the proposal accords with the Design Guidance requirements.

Finally, in respect of the impact on the occupiers of 41 Kiln Road (immediately to the west of the site), which would see the provision of four first floor windows on the western elevation, the windows would be located at over 16m from the boundary, and over 27m from the neighbouring property's conservatory extension. The existing two storey flank of the existing building would partially obstruct views of 41 Kiln Road from two of the closer dormer windows, with the third window being over 29m away from the neighbours conservatory. This level of separation falls well above the minimum standard sought in the Design Guidance, and would not therefore result in an adverse impact on the living conditions of the occupiers of this property. Also, in this case, the two storey front extension has been considered, and the amended plans submitted resulted in the removal of a proposed first floor side window, which would have been located 11.8m away from the side elevation of 41 Kiln Road.

The application site has been subject to planning applications for two storey rear extensions in the past, and one resulted in an Appeal which dismissed a proposed two storey rear projection. However, these decisions were made over 23 years ago (1994), and therefore are considered to carry little weight today. This is particularly so given the changes to the built-up area around the site since that time, and the significant shift in planning policy and the Development Plan.

Therefore, in respect of the potential impact on the outlook of neighbouring properties, and levels of separation in this edge of urban area, the scheme complies with the requirements of the Development Plan and Design Guidance, and would not result in a significant level of harm to the living conditions of neighbouring occupiers.

#### Highway Safety and Car Parking

The application site comprises a large front garden area measuring 36m wide by 16m deep. The area is already partially laid out as car parking, although this is somewhat convoluted and the current access location onto Kiln Road results in car parking spaces overlapping the access rendering several of the spaces unusable.

The revised access arrangement and new car parking layout consolidates the existing parking arrangement, and makes provision for 20 car parking spaces. This level of car parking is considered acceptable, and has resulted in no objection from the Council's Transport Planner. It is noted that some of the parking spaces are in tandem format which will to a degree be self managed by staff and visitor parking on site. The re-aligned access would enable two-way traffic into and out of the site, thereby preventing any vehicles having to wait on the public highway. The arrangement also ensures the retention of a large mature (unprotected) oak tree within the front garden of the site, with a new tree planted to replace the removed cherry tree.

One third party comment raised concern regarding noise and pollution disturbance from cars manoeuvring adjacent to their boundary. However, the changes to this are not dissimilar to the existing situation, and the neighbouring property does not have any main habitable room windows located on the side elevation (bathroom window at first floor and kitchen door at ground floor).

Eight of the third party objection letters received have come from the residents of Burnham Wood, a cul-de-sac of residential properties located approximately 55m to the east of the

application site. The residents who have objected raised concerns regarding highway safety due to cars parking along the road, some of which have been situated close to the junction, resulting in cars having the exit the road onto Kiln Road from the opposite side of the road. However, Burnham Wood is part of the public highway for which the applicant has no control over. There are two other nursing homes/care homes within 150m of Burnham Wood, including Kiln Lodge Care Home (12 car parking spaces), which is located almost directly opposite the entrance to Burnham Wood and Merry Hall Nursing and Residential Home (16 car parking spaces) further east along Kiln Road.

It is considered that the level of car parking, and the proposed re-alignment of the site entrance would ensure an improvement on the existing situation. Most of the residents in Hunters Lodge are dementia patients and do not themselves own cars, and therefore the car parking provision for staff and visitors is considered to be at an acceptable level.

### Ecology and Trees

The application site includes three, mature protected Oak trees within the rear garden and along the shared boundary with 35 Kiln Road. The application has been supported by a detailed tree survey which has been considered by the Council's Tree Officer, who has raised no objection to the scheme. The mature, unprotected oak tree in the front garden is retained as part of the revised car parking layout, and appropriate mitigation proposed during the works to ensure no harm occurs during construction.

A third party has raised concern regarding the provision of a new tree adjacent to their northern boundary. This has been considered by the Tree Officer, who does not foresee any issues that could impact on the neighbours property to warrant the removal of this from the proposal or the provision of an alternative species.

### Conclusion:

In summary, following the receipt of amended plans, which reduced the overall mass and bulk of the two storey projection to the rear elevation, the proposal for an additional half a storey on the rear elevation, coupled with the relative levels of separation to the neighbouring properties which is in excess of the minimum requirements of the adopted Design Guidance, and the increasing demand for such accommodation within the Borough, it is considered that the scheme is acceptable, and would not result in an adverse impact on the living conditions of neighbouring occupiers, or on the highway safety of surrounding roads.

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

### ***Recommendation***

PERMISSION

### 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) Location Plan (Drawing: D - 1100);
  - b) Block Plan (Drawing: D - 1101);
  - c) Site Plan as Existing (Drawing: D - 1110);
  - d) Site Plan as Proposed (Drawing: D - 1120 Rev B);
  - e) Proposed Ground Floor Plan (Drawing: D - 2101 Rev B);
  - f) Proposed First Floor Plan (Drawing: D - 2103 Rev C);
  - g) North and South Elevations as Proposed (Drawing: D - 3100 Rev B);
  - h) East and West Elevations as Proposed (Drawing: D - 3101 Rev B);
  - i) Section A-A (Drawing: Drawing: D - 4100);
  - j) View from Kiln Road (Drawing: D - 5100);
  - k) Aerial View from South West (Drawing: D - 5101 Rev A);
  - l) Main Entrance View (Drawing: D - 5102);
  - m) Existing Elevations (Drawing: 6002/03);
  - n) Existing Floor Plans (Drawing: 6002/02);
  - o) Visibility Splay Diagram (Drawing: D - 1121);
  - p) Tracking Diagrams - Large Vehicles (Drawing: D - 6100);
  - q) Tracking Diagrams - Large Car (Drawing: D - 6110);
  - r) Tree Survey (Drawing: dfc/17328); and,
  - s) Tree Protection Plan (Drawing: dfc/17328.b).
- REASON: To avoid any doubt over what has been permitted.

3. The development hereby permitted shall be constructed using external materials and finishes to match those on the existing building in colour, texture, form and composition, unless otherwise agreed in writing by the Local Planning Authority.  
REASON: In the interests of visual amenity.

4. The premises as enlarged shall be used for the purposes of an elderly persons rest home, and for no other purpose (including any other purpose in Use Class C2 of the Schedule of the Town and Country Planning (Use Classes) Order 1987 (as amended)).  
REASON: To avoid any doubt over what has been permitted.

5. The premises as enlarged shall be used for the accommodation of not more than 40 elderly persons.  
REASON: To accord with the terms of the application and to protect the amenity of the area.

6. The development hereby permitted shall not be brought into use unless and until the alterations to the car parking arrangements have been fully implemented in accordance with the approved plans. The car parking shall thereafter be retained for that use for the lifetime of the development.  
REASON: In the interests of highway safety.

7. The alterations to the means of access onto the site from Kiln Road shall be constructed in accordance with the approved plans before the development hereby approved is brought into use. The access shall be retained thereafter.  
REASON: In the interests of highway safety.

8. No development shall commence until the measures of tree and hedgerow protection submitted and approved as part of the planning permission have been implemented and these shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.  
REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period.

9. No work on site relating to the construction of any of the development hereby permitted

(Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised public holidays, unless otherwise first agreed in writing with the Local Planning Authority.

REASON: To protect the occupiers of nearby residential properties against noise and disturbance during the construction period.

10. No development shall commence on site until a Construction Management Plan (CMP) setting out how provision is to be made on site for the parking and turning of operatives vehicles, wheel cleaning, the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the approved development, has been submitted to and approved in writing by the Local Planning Authority (LPA). The development shall be carried out in accordance with the CMP and areas identified in the CMP for specified purposes shall thereafter be kept available for those uses at all times during the construction period, unless otherwise agreed in writing with the LPA.

REASON: In the interests of highway safety and/or in order to secure the health and wellbeing of the trees and vegetation which are to be retained at the site and/or to ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period.

11. The first floor window proposed to be inserted into the west elevation of proposed bedroom PB34 (from Drawing D - 2103 Rev C) and the three first floor rooflight windows proposed to be inserted into the south elevation of the approved development shall be glazed with obscure glass and be of a non-opening design and construction to a height of 1.7 metres above internal finished floor and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property(ies).

Informatives:

a) Bats and their roosts received 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.

b) Birds nests, when occupied or being built, and the widespread species of reptile 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, trees and buildings) 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 in/during this period 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. Reptile habitat such as compost heaps should be carefully cleared by hand during warmer months as if hibernating reptiles are disturbed they will die. Any reptiles revealed should be moved to adjacent retained rougher/boundary habitat or allowed to move off of their own accord.

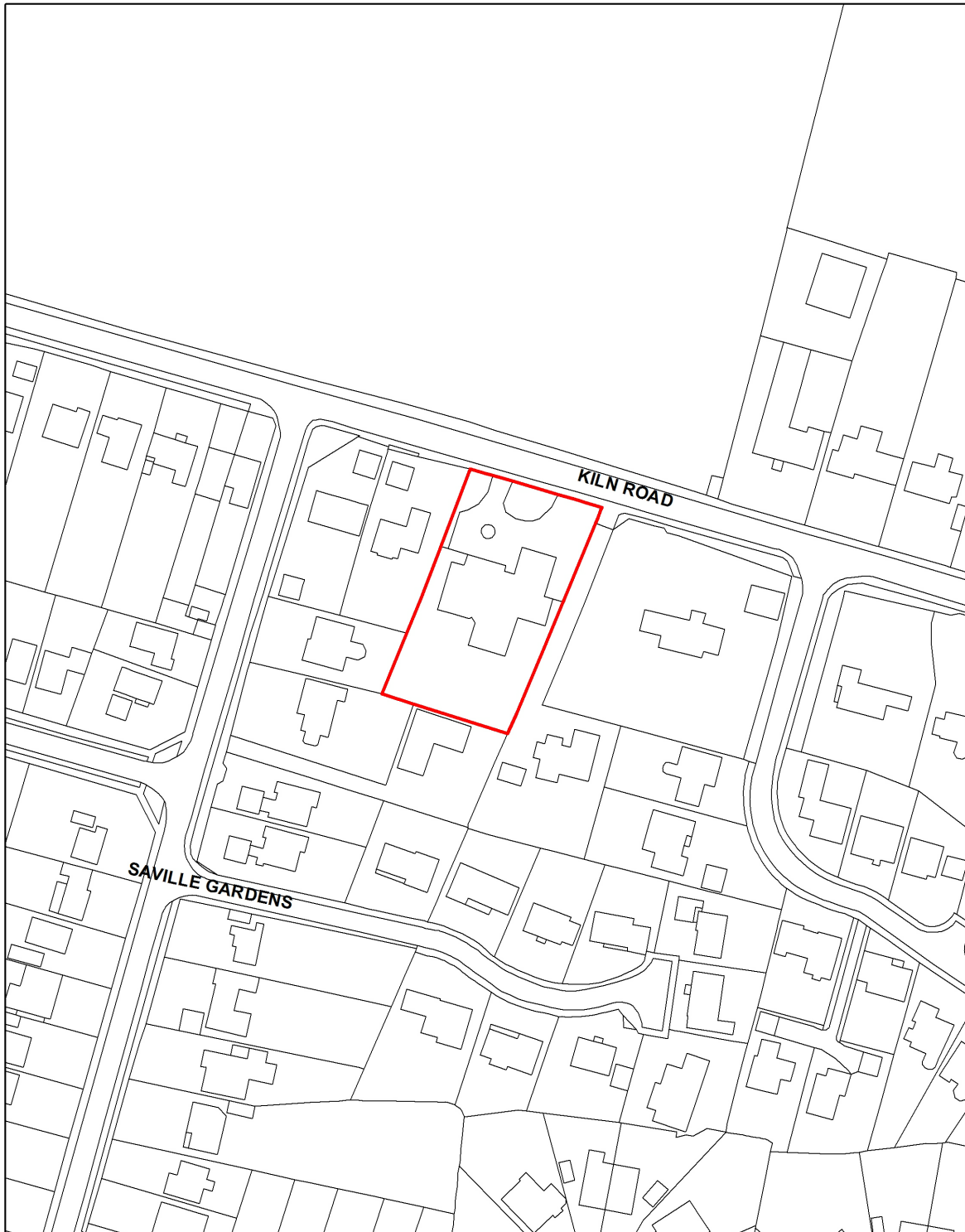
### ***Background Papers***

[this should always include the background file and any related applications or other



# FAREHAM

BOROUGH COUNCIL



Hunters Lodge Care Home  
Scale 1:1,250



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