

OFFICER REPORT FOR COMMITTEE
DATE: 14/11/2018

P/18/0874/FP

WARSASH

REACHFAR LTD

AGENT: WILDERN ARCHITECTURE LTD

**FOUR DETACHED DWELLINGS AND TWO DETACHED GARAGE/CAR PORTS
FOLLOWING THE DEMOLITION OF THE EXISTING HOUSE AND GARAGE
(AMENDED SCHEME FROM P/18/0438/FP)**

69 CHURCH ROAD, WARSASH, SOUTHAMPTON, SO31 9GD

Report By

Peter Kneen – direct dial 01329 824363

1.0 *Introduction*

1.1 The application is reported to the planning committee due to the number of third party comments received.

2.0 *Site Description*

2.1 The application site is located on the northeast side of Church Road, Warsash, and lies within the designated Western Wards Urban Settlement Boundary. The site forms one detached property in a large plot fronting Church Road, with residential developments to the north, east and south of the site. To the west of the site, on the southwest side of Church Road lies Hook-with-Warsash Church of England Primary School.

2.2 The site currently comprises a large detached two storey dwelling set back behind the main building line along Church Road. The property is approximately 23m from the road frontage, and currently comprises a 27m long rear garden. The plot is also significantly wider than other neighbouring properties, measuring approximately 27.5m wide, compared to 9m wide of the neighbouring property at 71 Church Road (to the southeast).

2.3 The site is bounded by two storey residential properties, with the boundaries comprising a mixture of screen walls, fencing and hedging. There are a number of mature trees around the periphery of the site, providing screening between the site and the neighbouring properties.

2.4 Church Road is characterised by a wide mix of residential properties, predominantly set at the road frontage (with only a few exceptions). The road, originally comprising a ribbon of development leading to St Marys Church, at the southern end of the road, has been gradually developed over time, and now incorporates many backland proposals leading from Church Road.

3.0 *Description of Proposal*

3.1 This application seeks planning permission for the demolition of the existing dwelling, and the construction of four detached properties, including two, two-storey four-bedroomed dwellings at the front of the site, and two, three-bedroomed chalet bungalows to the rear of the site. The application

represents the resubmission of an earlier withdrawn proposal which sought four, 2.5 storey dwellings.

- 3.2 The properties to the frontage would follow the existing established building line along Church Road, and the two to the rear would reflect the current position of other backland properties along the street. The two chalet bungalows would be reached by a new access road, located centrally within the site. Car parking has been provided for each of the properties to exceed the required adopted residential car parking standards, with visitor parking provided for each of the units. A total of sixteen car parking spaces have been set out, excluding two additional spaces within garages to be provided for the two four-bedroomed properties.
- 3.3 Each property provides an adequate area of private outdoor amenity space, with suitable bin and cycle storage provided.

4.0 Policies

- 4.1 The following policies apply to this application:

Adopted Fareham Borough Core Strategy

CS2 – Housing Provision

CS6 – The Development Strategy

CS9 – Development in the Western Wards and Whiteley

CS17 – High Quality Design

Adopted Development Sites and Policies

DSP1 – Sustainable Development

DSP2 – Environmental Impact

DSP3 – Impact on Living Conditions

DSP15 – Recreational Disturbance on the Solent Special Protection Areas

Other Documents:

Fareham Borough Design Guidance: Supplementary Planning Document (excluding Welborne) December 2015

Residential Car Parking Standards 2009

5.0 Relevant Planning History

- 5.1 The following planning history is relevant:

P/18/0438/FP Four detached dwellings and garages following the demolition of the existing house and garage

WITHDRAWN 28/06/2018

6.0 Representations

- 6.1 Twelve letters of objection have been received (from eleven separate households) to the current application. Their main areas of concern relate to the following issues:

- Highway safety and lack of car parking;
- Overdevelopment of the site;

- Impact on wildlife; and,
- Loss of privacy/overlooking.

7.0 Consultations

INTERNAL

Transport Planner:

- 7.1 No objection, subject to appropriate conditions. The Officer commented that each property would have sufficient operation and visitor parking space and turning clear of Church Road.

Environmental Health (Contaminated Land):

- 7.2 No objection.

Tree Officer:

- 7.3 No objection.

8.0 Planning Considerations

- 8.1 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:

- a) Principle of the development;
- b) Impact on the character of the area;
- c) Impact on the living conditions of the neighbouring occupiers;
- d) Highway safety and car parking; and,
- e) Other matters.

a) Principle of the Development

- 8.2 The application site is located within the designated urban settlement boundary of the Western Wards (Warsash), where the principle of new residential development is considered acceptable, subject to other material considerations.

b) Impact on the Character of the Area

- 8.3 Church Road comprises an established residential area within the settlement of Warsash, with a wide mix of residential property styles, types and ages. Much of the road has been subject to additional development, with residential estates branching off the main road, including many backland developments. Church Road also serves Hook-with-Warsash Primary School and St Mary's Church.

- 8.4 The existing property is one of the last undeveloped plots along the street, comprising a large detached dwelling set in a large garden, set back from the road. Whilst the redevelopment of the site would see the loss of this building, the proposal would accord with the prevailing density and character of the other developments along the road.

- 8.5 Plots 1 and 2, fronting Church Road comprise detached, four-bedroomed properties, each designed differently to reflect the varied character along the street scene, although incorporating many of the prominent features evidenced. The two properties include traditional finishes, bay windows and half dormers to enable the scheme to seamlessly integrate into the street scene.
- 8.6 Plots 3 and 4, to the rear of the site comprise detached, three-bedroomed chalet bungalows, with the first-floor accommodation set entirely within the roof space. This ensures the overall height of the buildings are minimised, reducing the visual impact of these properties on the surrounding area.
- 8.7 Policy CS17 (High Quality Design) highlights that new developments should respond positively to and be respectful of the key characteristics of the area, and provide continuity of built form. It is considered, given the mixed character of residential developments in the locality, that the proposed development will integrate well into the existing mixed street scene, whilst ensuring a good level of vegetation is provided to enhance the overall character of the development proposal.
- c) Impact on Living Conditions of Neighbours
- 8.8 The site is bounded to the north, east and south by existing two storey residential properties. The scheme has been carefully laid out to ensure that the living conditions of neighbouring occupiers are not adversely impacted. Each proposed plot is considered separately in turn.
- 8.9 Plot 1 is situated adjacent to the southern boundary of 2 Aspen Avenue, a two storey dwelling sited approximately 2.5 metres from the shared boundary. The front elevation of Plot 1 is located in line with the main two storey built form of 2 Aspen Avenue, with the northern elevation of Plot 1 located 1 metre from the boundary. There is only one first floor window located on the southern elevation of the property, serving a landing area. The outlook from this window would look over the proposed single storey element of Plot 1, and as the window does not serve a habitable room, its impact is considered to be acceptable. A first floor west facing window would not be impacted by the siting of Plot 1.
- 8.10 It is therefore considered that Plot 1 would not have an unacceptable adverse impact on the living conditions of the occupiers of 2 Aspen Avenue, and therefore accords with Policy DSP3 of the Local Plan.
- 8.11 Plot 2 is located adjacent to the northern boundary of 71 Church Road, and would be set approximately 1.8 metres from the shared boundary. 71 Church Road is situated approximately 1 metre from its northern boundary. Plot 2 comprises a staggered front elevation, and is set less than 1 metre forward of the front elevation of 71 Church Road, and 1.5 metres behind the front elevation of Plot 1. Given the level of separation from 71 Church Road, it is considered that the proposal will not have an adverse impact on the living conditions of the occupiers of this neighbouring property. A stairwell window

on the north elevation of 71 Church Road would be sited beyond the rear elevation of Plot 2, and would not therefore impact significantly on its outlook.

- 8.12 It is therefore considered that Plot 2 would not have an unacceptable adverse impact on the living conditions of the occupiers of 71 Church Road, and therefore accords with Policy DSP3 of the Local Plan.
- 8.13 Plot 3 would be located to the south of 4 Aspen Avenue, which is located approximately 2.8 metres away from the shared boundary. Only a single first floor landing window is located on the southern elevation of 4 Aspen Avenue, which would largely overlook the proposed single storey element of Plot 3. First floor windows on the west elevation of 4 Aspen Avenue would be unaffected by the proposed development. Plot 3 would also be located to the west of 31 Elmdale Close, a two storey dwelling with a single storey extension to the rear and side of the property. The first floor windows would be located over 23 metres away from the first floor windows of Plot 3, exceeding the minimum standards set in the adopted Design Guidance. The first floor windows of Plot 3 would also be over 25 metres away from the first floor windows of Plot 1. Given the levels of separation, together with the proposed retention of trees on the eastern boundary, it is considered that the proposals would not have an unacceptable adverse impact on the living conditions of the occupiers of either 4 Aspen Avenue or 31 Elmdale Close.
- 8.14 Plot 3 is therefore considered to accord with the requirements of Policy DSP3 of the Local Plan.
- 8.15 Plot 4 would be located to the west of 29 Elmdale Close, and to the north of 27 Elmdale Close and 71 Church Road. The proposed first floor windows of Plot 4 would be located approximately 22 metres away from the first floor windows of 29 Elmdale Close, and 14 metres away from the first floor windows of 27 Elmdale Close. Whilst the first floor windows of Plot 4 would fall below the minimum level of separation to 27 Elmdale Close, the two closest windows on the rear elevation of Plot 4 would be bathroom windows, and would therefore be obscure glazed. These windows are not direct facing windows. The windows to 27 Elmdale Close would be at an oblique angle preventing any unacceptable level of overlooking.
- 8.16 The first floor bedroom windows on the front elevation of Plot 4 would be located over 22 metres away from the rear elevation of Plot 2 (the only direct facing windows), complying with the requirements of the Design Guidance. The first floor bedroom windows would be 17 metres away from the rear elevation of 71 Church Road, although at an oblique angle, and not in a direct line. Whilst the distance to the rear elevation of 71 Church Road falls below the minimum standard, the view, at an oblique angle, would also be partially obscured by the proposed car port/garage. It is considered that this would not therefore result in an unacceptable adverse impact on the living conditions of neighbouring occupiers.

8.17 It is considered therefore the Plot 4 would not have an unacceptable adverse impact on the living conditions of neighbouring occupiers, and would accord with the requirements of Policy DSP3 of the Local Plan.

d) Highway Safety and Car Parking

8.18 Church Road is an unclassified road, branching off the Warsash Road (a C-class road), to the north. The application site is located approximately 350 metres away from the junction with Warsash Road, to the northwest of the site. Church Road serves a number of smaller residential estates branching to the east and west off the main road, whilst also linking to Osborne Road and Newtown Road (via Pitchponds Road), both of which also link to the main Warsash Road. Church Road also comprises Hook-with-Warsash Primary School, and Warsash Recreation Ground, accessed via Osborne Road.

8.19 It is acknowledged that Church Road can therefore become congested with traffic, particularly at peak hours of the morning and afternoon during the school run. As such, it is important to ensure that the car parking provision for the development meets the minimum standards, enabling occupiers and their visitors to keep cars from parking along Church Road.

8.20 The development proposal includes sixteen car parking spaces, together with a further two spaces in garages. This level of parking exceeds the minimum standards as the development is required to provide only ten car parking spaces with a single visitors parking space. Each of the plots would provide the minimum required (3 spaces for each of the four bedroomed dwellings and 2 spaces for each of the three bedroom dwellings), but the proposals go further, demonstrating six visitors spaces (2 visitors spaces for each of the four bedroomed dwellings and 1 visitors space for each of the three bedroomed dwellings). It is considered that this level of additional car parking should address the considerable concerns raised by the third parties regarding parking congestion along Church Road.

8.21 The application has also been considered by the Council's Transport Planner, who has raised no objection to the proposal, subject to a number of conditions. The Transport Planner considers that there is adequate car parking being provided, and that space within the site enables all the cars to enter and exit the site in a forward gear. The site is also located within an area well served by public transport, with regular buses along Warsash Road.

8.22 Therefore, having regard to the above, it is considered that the proposals would not have a significantly detrimental impact on highway safety, and would provide sufficient car parking on-site, above the minimum standards required in the Council's Adopted Residential Parking Standards, and therefore accords with Policy CS17 of the Local Plan.

e) Other Matters

Ecology

8.23 The application site lies within 5.6km of the Solent Waters Special Protection Area where it is necessary to provide mitigation against the impact of the development on these protected sites. In addition, and following the recent

Court of Justice of the European Union (CJEU) in the 'People Over Wind' case, it is necessary to also undertake a screening of the development proposal through an Appropriate Assessment, to be undertaken by a Competent Authority. This Appropriate Assessment has been undertaken.

- 8.24 Since the CJEU judgment, Natural England has confirmed to the Council that in cases where the necessary avoidance and mitigation measures are limited to collecting a funding contribution that is fully in line with an agreed strategic approach for the mitigation of impacts on European Sites then, provided no other adverse impacts are identified by this Authority's Appropriate Assessment, the Authority may be assured that Natural England agrees that the Appropriate Assessment can conclude that there will be no adverse effect on the integrity of the European Sites. In such cases Natural England will not require a Regulation 63 appropriate assessment consultation. Therefore, subject to the payment of the appropriate mitigation contribution, it is deemed that the likely significant effects on the protected European Sites would be overcome and no objection would be raised by Natural England.
- 8.25 The applicant has completed the appropriate Habitat Mitigation Contribution form, and made the appropriate payment. The proposal therefore complies with Policy DSP15 of the Development Plan and the adopted SRMP.

Trees/Amenity Space

- 8.26 There are a number of mature trees on the periphery of the site, none of which are subject to Tree Preservation Orders. The majority of the trees on the eastern boundary, which currently provide a good quality screen for the properties at the rear of the site along Elmdale Close are proposed to be retained as part of the development proposal. The retention of the trees is not considered a determining factor in this application as the level of separation between the existing and proposed properties complies with the advice in the adopted Design Guidance, and therefore if they were removed, the development would not have an adverse impact on the living conditions of neighbouring occupiers. Details regarding the protection of the trees is subject to a condition to ensure the works do not impact on the longevity of the trees. The retention of the trees does reduce the usable areas of the gardens of Plots 3 and 4, although given the position of the trees, to the northeast of the properties, and given the reduced height of the buildings, being chalet bungalows, and the level of separation between them, it is considered that the rear gardens would benefit from a considerable level of sunlight for much of the day. No objection has been made by the Council's Tree Officer.
- 8.27 Each of the properties would benefit from gardens in excess of 11 metres in length, to accord with the minimum sizes sought for family dwellings. Appropriate bin and cycle storage would be provided, and conditioned to be retained for that purpose.

9.0 Recommendation

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

1. The development hereby permitted shall begin within three years of 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 (Scale: 1:1250);
- b) Site Plan and Block Plan – As Existing (Drawing: W17-023 / 001);
- c) Site Plan and Block Plan – As Proposed (Drawing: W17-023 / 002);
- d) Dwelling 1 – Plans and Elevations – As Proposed (Drawing: W17-023 / 101);
- e) Dwelling 2 – Plans and Elevations – As Proposed (Drawing: W17-023 / 102);
- f) Dwelling 3 – Plans and Elevations – As Proposed (Drawing: W17-023 / 103);
- g) Dwelling 4 – Plans and Elevations – As Proposed (Drawing: W17-023 / 104);
- h) Streetscene – As Existing and Proposed (Drawing: W17-023 / 105).

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

3. No development above the damp proof course of the dwellings hereby permitted shall take place until samples of all materials to be used in the construction of the development hereby permitted, have been submitted to and approved in writing 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 the interests of visual amenity.

4. No external lighting shall be installed either on the buildings or anywhere within the site. This exclusion shall not prohibit the installation of sensor-controlled security lighting which shall be designed and shielded to minimise light spillage beyond the site boundary.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity.

5. No dwelling shall be occupied until the means of vehicular access has been constructed in accordance with the approved plans.

REASON: In the interests of highway safety.

6. No dwelling shall be occupied until the approved parking 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.

7. 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) there shall be no alterations or amendments to the permitted car ports, including the provision of garage doors to the front elevation, without the grant of a separate planning permission from the Local Planning Authority.

REASON: To ensure adequate off-street car parking is retained on site.

8. No dwelling hereby permitted shall be occupied until visibility splays of 2.4m by 43m have been provided at the site access junction with Church Road. These visibility splays shall thereafter be retained and kept free of obstruction at all times.

REASON: In the interests of highway safety.

9. 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) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (v) wheel washing facilities;
- (vi) measures to control the emission of dust and dirt during construction;
- (vii) turning on site of vehicles;
- (viii) the location of any site huts/cabins/offices.

REASON: To ensure safe and neighbourly construction. The details secured by this condition are considered essential to be agreed prior to the commencement of the development on the site so that appropriate measures are in place to avoid the potential impacts described above.

10. No dwelling shall be occupied until the bin and cycle storage have been made available in accordance with the approved plans. These designated areas 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 and in order to facilitate modes of transport alternative to the motorcar.

11. No development above the damp proof course shall take place until a detailed landscaping scheme identifying all existing trees, shrubs and hedges to be retained together with the species, planting sizes, planting distances, density, numbers and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed, has been submitted to and approved by the local planning authority in writing.

REASON: In order to secure the satisfactory appearance of the development.

12. The landscaping scheme submitted under Condition 11 above, shall be implemented within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local Planning Authority

and shall be maintained in accordance with the agreed schedule. Unless otherwise first agreed in writing, any trees or 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 a standard of landscaping.

13. Notwithstanding the approved plans, details regarding the provision of temporary protective fencing for the trees to be retained at the rear (eastern boundary) of the site shall be submitted to and approved in writing prior to the commencement of the development. The protective fencing shall be erected prior to the commencement of the development and retained throughout the works of construction, and no materials shall be stored or placed within the fenced area without the prior written approval of the Local Planning Authority.

REASON: In the interests of the amenities of the locality. The details secured by this condition are considered essential to be agreed prior to the commencement of the development on the site in order to ensure adequate protection is in place for the trees on site during the construction.

14. No development above the damp proof course of the dwellings hereby permitted shall take place until details of screen walls and/or fences have been submitted to and approved by the Local Planning Authority and no dwellings shall be occupied until such screen walls and/or fences associated with them have been erected. Once erected they should be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of amenity.

15. 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.

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/apply-droppedkerb.htm>. Contact can be made either via the website or telephone 0300 555 1388.

- b) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or it is in use), disturb, damage or destroy any place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August).

10.0 Background Papers
[P/18/0874/FP]

FAREHAM

BOROUGH COUNCIL



69 Warsash Road

Scale 1:2500



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