

**P/13/0271/FP**

**LOCKS HEATH**

MR D SELBY

AGENT: FUSION TP

DEMOLITION OF EXISTING BUILDING AND CONSTRUCTION OF TWO-STOREY DETACHED BUILDING WITH ACCOMMODATION AT ROOF LEVEL TO FORM SIX RESIDENTIAL FLATS WITH ASSOCIATED LANDSCAPING & CAR PARKING

203 LOCKS ROAD LOCKS HEATH SOUTHAMPTON SO31 6LD

***Report By***

Alex Sebbinger (Ext 2526)

***Site Description***

The application site is currently occupied by a detached two storey dwelling located on the western side of Locks Road. The surrounding area is residential and is characterised by properties of differing styles and types; the adjacent property to the south is a detached bungalow and those to the north are two storey semi-detached units. Although exhibiting a wide variety of building styles, building lines are fairly uniform in this part of the road and the land is fairly level.

The existing property has a vehicle access off Locks Road, leading to an off-street driveway and car parking area. Other properties in the surrounding area have off-street car parking.

***Description of Proposal***

This application is for the demolition of the existing dwelling and for the erection of a two storey detached building to comprise six residential flats to include accommodation within the roof. The units would comprise of two one bedroom flats, two two bedroom flats and two three bedroom flats (these with accommodation over two floors).

The proposed building is to feature red brick elevations, a pitched tile hung roof (with flat-top) and a single storey rear "extension" element to facilitate ground floor accommodation. The proposal also includes provision for associated landscaping, amenity space and vehicle parking for six cars, which would be to the rear the building.

***Policies***

The following policies apply to this application:

**Approved Fareham Borough Core Strategy**

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

CS18 - Provision of Affordable Housing

CS2 - Housing Provision

CS20 - Infrastructure and Development Contributions

CS21 - Protection and Provision of Open Space

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS7 - Development in Fareham

## **Fareham Borough Local Plan Review**

### DG4 - Site Characteristics

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

The following planning history is relevant:

The only relevant history is a pre-planning application enquiry for this development of a very similar form. A response was made in which concerns were expressed regarding the design, layout, impact on neighbouring amenity and highway safety.

#### ***Representations***

Twelve representations in total, seven expressing objection or concern and five expressing support:

Objections:

- Out of keeping with the surroundings
- Highway safety
- Overdevelopment of site
- Insufficient garden area
- Three storey development may set a precedent
- Projects further forward than other properties
- Upstairs windows should be made obscure/frosted and the fence between the properties made higher to avoid overlooking
- Parking at the rear will increase noise and disturbance.

Support:

- More smaller properties need building for those wishing to down-size
- Affordable housing can only be a good thing
- Original building is old and in need of attention
- Area needs more affordable homes.

#### ***Consultations***

Director of Planning & Environment (Highways) - The proposal will relocate the access to the south side of the plot, closing the existing access. There is major concern over the standard of the proposed access, both in terms of its width and the standard of visibility that will be available. In width terms the access should be at least 4.8m wide for the initial 10m from Locks Road so as to enable entering and leaving vehicles to pass without interfering with the traffic flow on Locks Road. With regard to visibility, 2m by 2m splays should be provided for pedestrian safety by easing the access away from the southern boundary. Secondly, visibility splays of at least 2m by 49m should be provided from the access to the north and south without relying on third party land. Whereas the issues of access width and pedestrian visibility could be addressed through a redesign of the proposed building, the issue of providing adequate vehicle-to-vehicle visibility cannot be addressed without there being control over adjacent land. Car parking is satisfactory. A highway objection is raised to the application on the grounds that the use of the proposed access would be detrimental to the safety of users of the adjoining public highway.

Director of Regulatory & Democratic Services (Environmental Health) - Part of the lounge area to the first floor flat is located above bedrooms to the ground floor front flat. Acoustic

insulation between the floors must be provided to prevent noise nuisance being heard in the ground floor flat. A high close boarded fence should be erected along the drive at the boundary between 203 and 201 to minimise noise nuisance from vehicles using the drive. Noise assessment should be undertaken to assess whether traffic pollution would affect the development.

Director of Regulatory & Democratic Services (Contaminated Land) - No issues to raise.

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

This application gives rise to a number of issues:

- Principle of development
- Design, appearance and built form
- Impact on neighbours
- Highway and traffic issues
- Affordable housing and other contributions

#### **PRINCIPLE OF DEVELOPMENT:**

The application site is located within a residential built up area and within a development boundary. The site is not within a conservation area and is not designated as having any status which would automatically preclude intensified residential development. Consequently, subject to according with all normal relevant development control criteria and policies (which will be examined below), it is not considered that there are any fundamental "in principle" objections that would arise to automatically prevent a development of this nature in this location.

#### **DESIGN, APPEARANCE AND BUILT FORM:**

The building is designed to appear of a two storey form when viewed from the street-scene. It is however to feature a 'flat top' roof, and at the rear will feature a single storey 'extension' style feature with a pitched roof.

The surrounding area is characterised of properties that are of a mixture of styles, types and sizes with a bungalow to the south and predominantly two storey dwellings with traditional pitched roofs and of a size and scale that is proportionate to the area. It is considered that the overall bulk and scale of the building would be out of keeping in this location. The depth of the building gives cause to necessitate a flat-top roof, and the overall style and character of this fails to relate appropriately to the surrounding built form. Furthermore, the overall size of the building does not relate appropriately to the surrounding area, and gives rise to an unduly bulky and monolithic style design which would be unacceptable and therefore contrary to Policy CS17 of the Core Strategy.

A large portion of the site at the rear is to be set out to car parking, with an access-way along the southern boundary of the site. In addition, small garden areas are to be provided for two of the ground floor flats. The existing site (as well as surrounding properties) is laid out in a manner that has gardens at the rear, and it is of a typical format for a suburban residential setting such as this. The provision of parking at the rear with an access alongside the main building would appear very much at odds with the prevailing pattern of development and would represent an out of keeping addition to the area. It is noted that the applicant has moved the access from the northern boundary following the pre-planning application advice however it is still considered that the layout would be unacceptable, with

the access in this revised location. It is therefore considered to be contrary to Policy CS17 of the Core Strategy and also Policy DG4 from the Local Plan Review.

It is further noted that the applicant has explained in this application that they have carefully considered the opinions that were raised by Officers at pre-planning application advice stage however the revisions that have been made to the position of the access do not overcome the concerns raised in any way.

#### IMPACT ON NEIGHBOURS:

The proposed building is to be broadly sited in line with existing properties however would project forward of No. 203 by approximately four metres and would project rearward of No. 201 by in excess of seven metres. Despite this, due to the separation between the proposed building and existing neighbouring properties it is not considered that the proposal would give rise to any situations detrimental to neighbouring amenity, and that loss of light will not be at a significant level. There could be the potential for the development to overlook the private rear gardens of adjoining properties, however this could be mitigated with the use of obscure glazing.

Although the provision of the vehicular access to the rear car park has been moved to the south of the site, the levels of vehicle movements it would give rise to remain the same. It is therefore considered that the position of this along-side the boundary with No. 201 would lead to levels of disturbance and noise which would be seriously detrimental to the living conditions of the occupiers of that property, and the enjoyment of their private rear garden area. Although Environmental Health Officers have advised that in their view the provision of a tall (but unspecified height) fence may offset any noise, it remains the case that levels of activity arising from this access will cause disturbance. Furthermore, any acoustic fencing will not take away the fact that the development is of a poor form, and it is considered that that levels vehicle movement would be detrimental to the amenities enjoyed by No. 201 and is therefore unacceptable.

#### HIGHWAY AND TRAFFIC:

A highway objection has been raised regarding the standard of the proposed vehicle access, both in terms of its width and the standard of visibility for vehicular and pedestrian users of Locks Road. The access itself is of insufficient width, insufficient visibility splays are provided and it is not considered that the development can adequately take place in its current form without detriment to highway safety. It is also the case that satisfactory visibility splays cannot be achieved without there being control over adjacent land. Consequently the development would give rise to situations prejudicial to highway safety and is be unacceptable.

The provision of on-site car-parking is acceptable, and subject to reasonable conditions to secure provision of on-site bicycle parking is considered to meet the standards for vehicle parking provision.

#### AFFORDABLE HOUSING AND OTHER CONTRIBUTIONS:

As a result of the number of units proposed (six), the development exceeds the threshold for when affordable housing becomes a requirement. In this case, it is considered that the development would need to provide 30% on-site affordable housing, or provide a financial contribution to provide this off-site. No mechanism has been provided to demonstrate how

the proposal can either contribute to on or off-site affordable housing provision and it is therefore considered that the development fails to comply with Policy CS18 of the Core Strategy.

The Council adopted CIL on 1st May 2013. Were the development acceptable in all other ways, it would be subject to CIL which now covers highway, education and open space contributions.

#### CONCLUSION:

The proposed building is unduly bulky and is of a poor design, and the layout of the site would be entirely unrelated to the surrounding area. It would be detrimental to neighbouring amenity, give rise to situations prejudicial to highway safety and fails to contribute towards affordable housing provision. The application is considered unacceptable and is therefore recommended for refusal.

#### ***Recommendation***

REFUSE: size, bulk and appearance of building would represent an incongruous form of development within the street-scene, out of keeping with surrounding properties and would be harmful to visual amenity; the proposed vehicle access and rear parking area would, by reason of its position appear out of keeping with the prevailing pattern of development and would be detrimental to neighbouring amenity due as a consequence of noise and increased activity, the proposed access is of an insufficient width to allow vehicles to pass, and fails to achieve the appropriate vehicle to vehicle and vehicle to pedestrian visibility splays and the proposal would therefore give rise to situations detrimental to highway safety; the proposal fails to provide affordable housing.

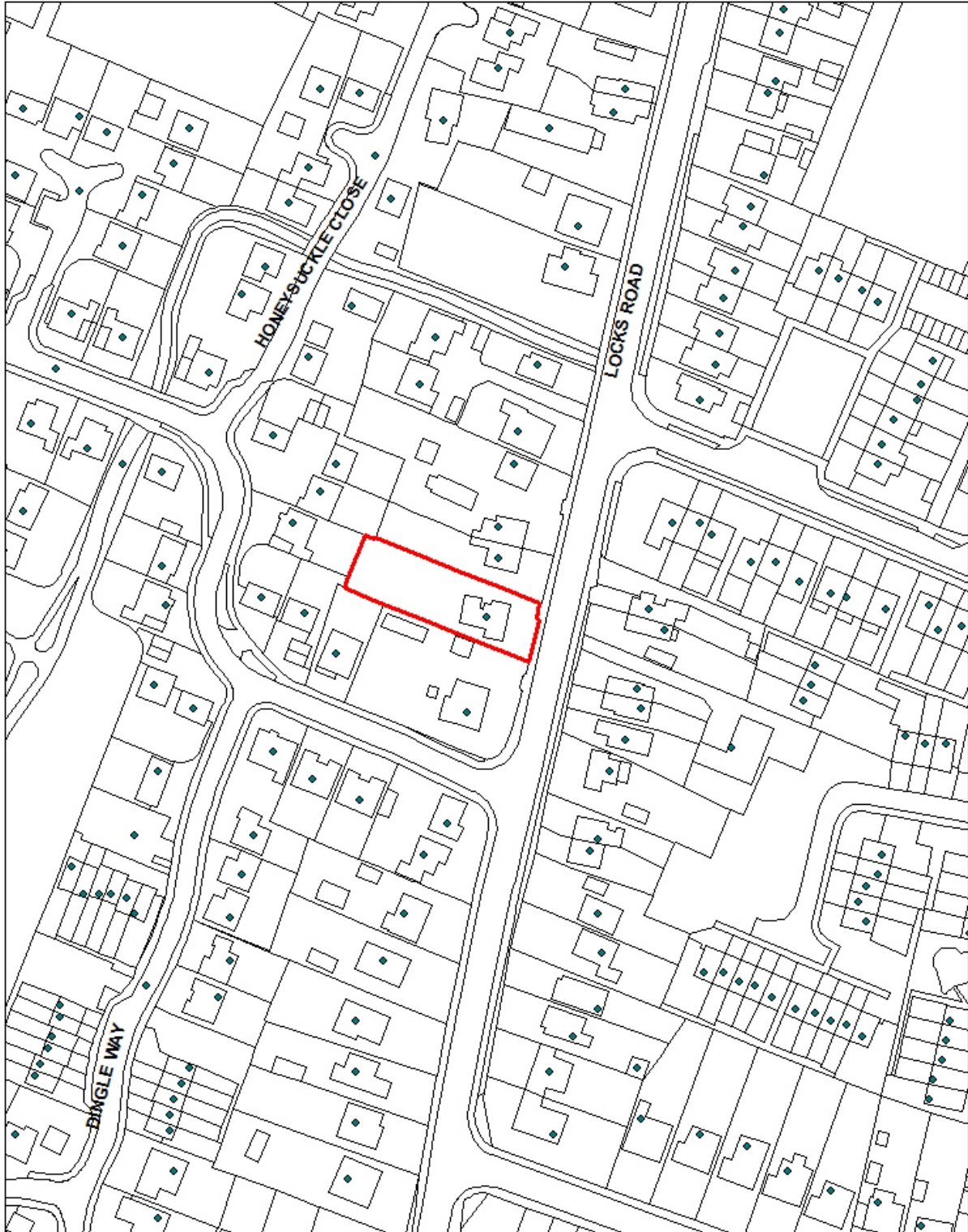
#### ***Background Papers***

P/13/0271/FP

Q/0508/12

# FAREHAM

BOROUGH COUNCIL



203 Locks Road  
Scale 1:1,250



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