

**P/13/1045/FP**

HOBSON & KELSEY

**PARK GATE**

AGENT: JPF BUILDING &  
SURVEYING

DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF 2 X THREE BEDROOM DETACHED HOUSES AND 2 X THREE BEDROOM DETACHED CHALET BUNGALOWS, INCORPORATING CAR PARKING IMPROVEMENTS.

63 BRIDGE ROAD PARK GATE

***Report By***

Graham Pretty (Ext.2526)

***Amendments***

As amended by plans received 9 January 2014 and amplified by Ecological Report dated 19th December 2014.

***Site Description***

The application site is located on the south side of Bridge Road a short distance from its junctions with Locks Road and Middle Road. The frontage property is commercial with car parking immediately to the rear and an 'in and out' vehicular access system. To the rear of the commercial premises and car parking is a detached bungalow with a large rear garden. To the east are properties served off Honeysuckle Close; to the west the site adjoins the rear gardens of the adjacent property on Bridge Road. To the south is an electricity substation.

***Description of Proposal***

The proposal is to demolish the existing bungalow and to construct four detached dwellings, the two to the north being full two storey and the two to the south being chalet style. Access would be via the existing accesses to the frontage property with an 'in and out' arrangement. 'In' to the east and 'out' to the west. Car parking for the commercial premises would be retained between the frontage premises and the new dwellings. Access to the new dwellings would be to the east side adjacent to the garden of No.19 Honeysuckle Close with a landscaping strip along the boundary. Parking areas would be in front of the new dwellings facing north-south into the site.

***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

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

CS20 - Infrastructure and Development Contributions

## **Fareham Borough Local Plan Review**

C18 - Protected Species

DG4 - Site Characteristics

### ***Representations***

Seven letters have been received from five households raising the following concerns:

- Flooding already occurs which may, without adequate drainage, worsen;
- Insufficient parking for customers of the commercial premises;
- Inadequate visitor parking for the new dwellings;
- Proposed access with one way system is not realistic and hazardous;
- Drawings are not accurate in respect of extensions to adjacent dwellings;
- Light pollution;
- Any lighting should be low level;
- Site layout allows for possible expansion to the west with consequent impacts;
- Noise disturbance;
- Disturbance during construction;
- Inadequate arrangement for emergency vehicles;
- Example of 'garden grabbing';
- No need for further houses as housing targets have been met;
- Proposed development is contrary to policy CS17 and is not respectful to the key characteristics of the area;
- Proximity of shared access serving the dwellings to the boundary of the adjoining property;
- No provision for telegraph poles;
- Loss of light;
- Plans inconsistent;
- Bats are regularly seen;
- Slow worms have been seen in neighbouring gardens.

### ***Consultations***

Director of Regulatory and Democratic Services (Pollution and Suitability) - No Objection.

Director of Regulatory and Democratic Services (Contamination) - No Objection, subject to conditions.

Director of Planning and Environment (Highways) - No objection subject to conditions.

Director of Planning and Environment (Ecology) - Further information sought by way of a walkover survey.

### **Principle of development**

The site is located within the urban area as defined by the Local Plan. Whilst the site consists of garden land where the national presumption in favour of development has been removed, nonetheless it is in a sustainable location where Government Guidance supports the provision of new housing.

The Policies of the Core Strategy and the Local Plan allow for the consideration of sites such as this on their merits and on the basis that the proposed housing will contribute towards meeting the Borough's housing needs. In this case, the existing garden area is large and rear gardens of properties on Bridge Road and Locks Road have already been

taken to construct the adjacent Honeysuckle Close. The proposed plots would not be dissimilar to those of Honeysuckle Close.

It is considered that the principle of developing this site is acceptable.

#### Impact on character of the area

The character of the area has been set out above. The proposed development would accord with the evolving character of the area, where the existing bungalow on a large plot is the exception. The development would be set behind the frontage development on Bridge Road and will not be significantly visible from this perspective. Neither will it be prominent when viewed from the public perspective of Honeysuckle Close.

#### Impact on neighbouring properties

The site is bounded on two sides by residential development. To the west is the garden of 67 Bridge Road which is 75m deep; the closest of the proposed dwellings would be some 26.5m from the rear of that property.

To the east the site is bounded by the gardens of Nos.57 and 59 Bridge Road and 15, 17 and 19 Honeysuckle Close. The boundary of No.9 Honeysuckle Close is set a short distance to the southeast. The proposed access is as existing where it adjoins the properties on Bridge Road and where proposed and serving the new dwellings is along the east boundary with No.19 Honeysuckle Close, inset by approx.1.8m from the boundary to allow landscape planting.

The area between the existing bungalow on the site and the frontage commercial premises is already in use for car parking (including an area of parking between the boundaries of No.57 Bridge Road and 19 Honeysuckle Close. It is considered that the impact of the increased usage of this part of the access by four new dwellings would not be sufficiently harmful to justify refusal of permission. This applies to the impact upon No.67 Bridge Road adjacent to the exit to the site also.

Turning to the properties on Honeysuckle Close:

No.19 - the occupants of this property would be adjacent to the vehicular access and a parking area. The parking currently exists and is usable by visitors to the commercial premises; the plans show these spaces allocated for staff to reduce disturbance by the regular use of these spaces. The access has been moved away from the boundary and it is proposed to plant the intervening strip densely in order to reduce disturbance by vehicles. Any outlook from this property on to the new development would be at an oblique angle with a distance separation between the side wall of No.19 and the closest proposed dwelling of about 6.2m. Amended plans received have added hipped roof designs for the two storey dwellings to minimise impact further.

Nos. 15 & 17 - These properties present their rear elevations and boundaries to the proposed chalet style dwellings. The flank wall of the nearest of the proposed dwellings straddles the boundaries between the two existing dwellings and is set 12.4m away from the rear elevations. The side wall of the proposed dwelling is blank with a low eave (due to its chalet style) of 3.6m (the roof is then hipped away). Normally a separation of 12.5m is acceptable between the rear of an existing dwelling and a two storey blank, flank window of a new dwelling. In this case the flank wall is blank but is much lower than a full two storey design. The proposed arrangement is considered acceptable.

No.9 - This property does not have a boundary with the application site. The residents have drawn attention to the lack of identification of their ground floor rear extension on the submitted plans and this has been rectified. The corner of the closest proposed chalet to the corner of the two storey rear wall of No.9 is about 23.3m. Further, the proposed dwelling is located some 7.7m to the west of the side elevation of No.9. It is considered that the relationship is acceptable in planning terms.

### Highways

The access arrangement to the application site is unusual in that it involves an in/out arrangement. This arrangement already operates for the commercial premises and the existing bungalow. Given the circumstances the Director of Planning and Environment (Highways) has raised no objection since it is considered that the additional traffic movements involved would not result in highway safety issues. Nonetheless, a more formalised regime of signage should be sought.

No objection to the proposal has been raised concerning access for emergency vehicles.

### Ecology

The site is formed principally from a domestic rear garden laid mostly to grass. Additionally the existing buildings on the site are to be demolished. The Director of Planning and Environment (Ecology) has nonetheless requested that a Phase I ecology survey be carried out. This has been provided and no evidence of protected species was found. The ecologist has been reconsulted and is happy with the proposals subject to the implementation of suggested ecological enhancements.

### Other matters

Adjoining residents have raised concerns over flooding, commenting that flooding is already experienced from Bridge Road across the site. The applicant points out the site has been monitored through the recent wet weather and has at worst been boggy. It is accepted that the site would benefit from proper drainage and therefore the scheme proposes ten new soakaways, which will be pre-tested by a surface water specialist and percolation tests will determine the size necessary. Photographs taken in the recent weather have been submitted to demonstrate that the site has not been flooded with standing water. The applicant has also confirmed that some cleaning of the existing storm drain along the frontage part of the site to the A27 may be necessary.

### Conclusion

The principle of the development is considered acceptable. The access, although unusual is considered safe and its increased use would not cause sufficient harm to justify refusal of permission. The relationship of the proposed to the existing adjacent dwellings meets normally accepted parameters. No other matters are considered to be sufficiently harmful to warrant refusal.

### ***PERMISSION***

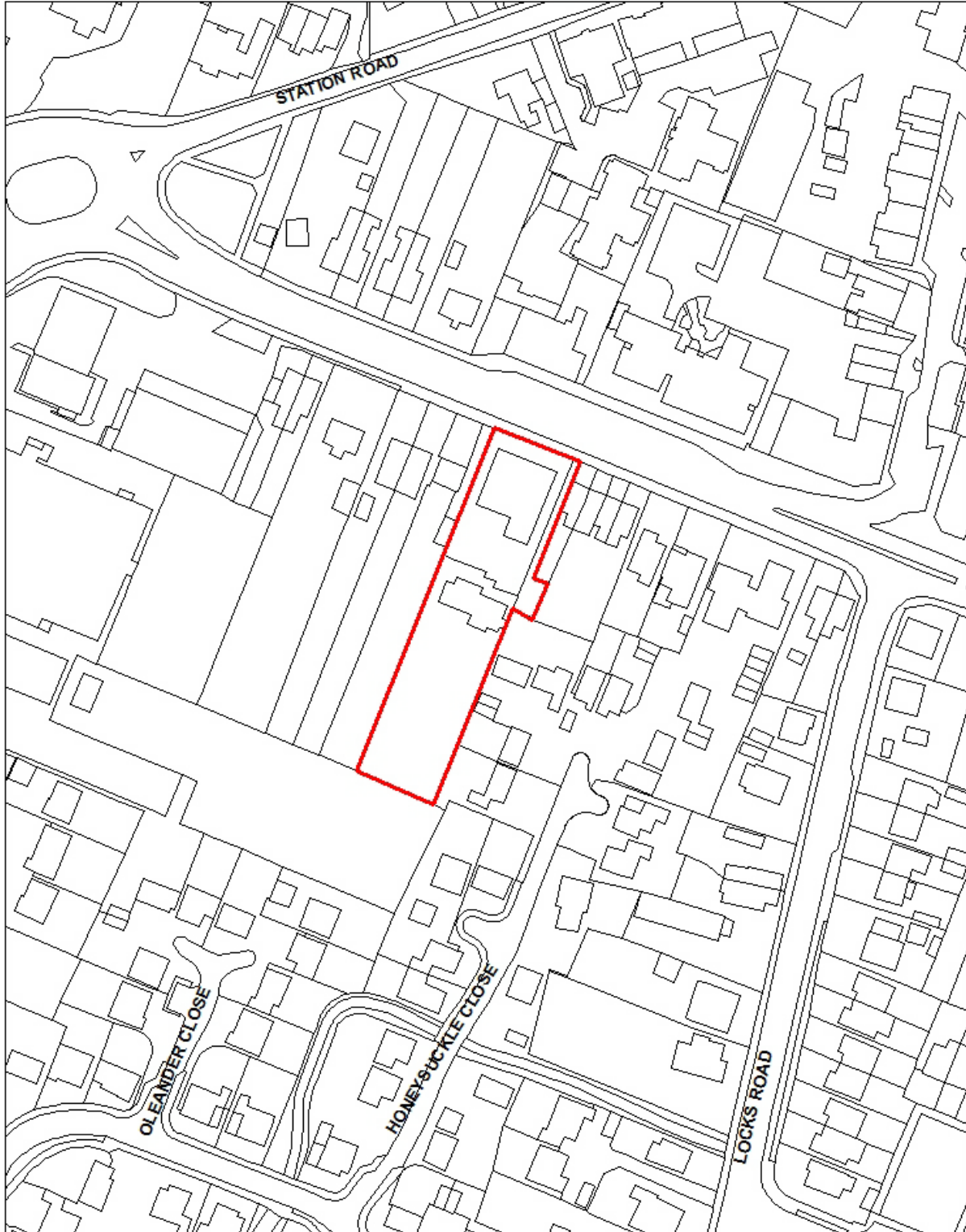
Details of materials; Code level 4; no further windows in side elevations; landscaping scheme and implementation; construction of vehicular access; provision of cycle and bin storage; provision of parking; access signage; provision of boundary treatment; desktop contamination study; no mud on road; construction traffic and storage areas; no burning; hardsurfacing, hours of work, ecological enhancements

### ***Background Papers***



# FAREHAM

BOROUGH COUNCIL



63 Bridge Road  
Scale 1:1,1250



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