

P/14/0340/FP

MR JOHN ROSS

PARK GATE

AGENT: JPF BUILDING &
SURVEYING

PROPOSED BUILDING OF TWO THREE BEDROOM CHALET BUNGALOWS TO THE REAR OF 63 BRIDGE ROAD USING THE EXISTING SITE ENTRANCE.

63 BRIDGE ROAD PARK GATE SOUTHAMPTON SO31 7GG

Report By

Graham Pretty (Ext.2526)

Introduction

This application follows a previous application (P/13/1045/FP) for four dwellings (following the demolition of the existing bungalow) which was refused at Committee for the following reasons:

"The proposed development is contrary to Policy CS17 of the adopted Fareham Borough Core Strategy and is unacceptable in that:

- i) by virtue of the number of proposed dwellings along with their layout and design, the proposal would result in a development which is not of high quality of design, and one representing overdevelopment of the site and a cramped form of development out of keeping with the character of the area;
- ii) the proposal would involve a new access drive in close proximity to 19 Honeysuckle Close which would create a new focus of activity resulting in noise and disturbance from vehicular movements, detrimental to the amenities of the occupiers of that property"

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 provides access to car parking and garaging associated with No.63 and adjoins the rear garden of No.67 Bridge Road. To the south is an electricity substation.

Description of Proposal

The proposed is for the development of the rear garden of No.63 Bridge Road with two, three-bed chalet dwellings. 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 Bridge Road frontage commercial premises would be retained between the frontage premises and the retained bungalow at No.63. Access to the new dwellings would be to the west side of No.63 adjacent to the garden of No.67 Bridge Road.

Policies

The following policies apply to this application:

National Planning Policy Framework

Fareham Borough Local Plan Review

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 - Development in Western Wards and Whiteley

Approved SPG/SPD

RCCPS - Residential Car and Cycle Parking Standards Supplementary Planning Document,

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Design

DSP3 - Environmental Impact

DSP4 - Impact on Living Conditions

Fareham Borough Local Plan Review

C18 - Protected Species

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

P/13/1045/FP

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.

REFUSE

06/02/2014

Representations

Three letters of Representation have been received from 15, 17 and 19 Honeysuckle Close raising the following matters:

- Garden grabbing proposed only for profit;
- Communal bin store is located too close to boundary with adjoining private property;
- Loss of natural light to properties to the east;
- Increased artificial light pollution;
- Increased flood risk to adjacent properties;
- Restriction of emergency access to adjacent properties;
- Unacceptable impact on the environment through increased sewage and car and energy use;
- Inadequate car parking and emergency access;
- Increased noise disturbance;

Consultations

Director of Community (Pollution) - No objection

Director of Planning and Development (Highways) - "It is considered that the proposed, retained car parking areas will be adequate for the current uses on the northern part of the site and that revised access arrangements, subject to detailed design and signage, will be adequate to serve the activity anticipated from the development of two additional dwellings. The following additional provisions are required -

- For ease of operation, the two parking spaces shown for 63 Bridge Road should be widened to enable cars to turn clear of the commercial parking area to the north.
- The entrance crossover from Bridge Road is to be widened to the east to ease access.
- Signs are to be provided at each end of the access and egress routes to reinforce the in/out arrangements.
- The proposed bin store on the access route should be set no nearer than 10m from Bridge Road.

Subject to the above provisions and the following conditions, no highway objection is raised to this application." - conditions as set out in recommendation

Planning Considerations - Key Issues

The key issues in this case are:

- The Principle of Development
- The Impact on the Character of the Area
- Impact upon the Neighbouring Properties
- Highways
- Ecology

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 is no longer considered as 'previously developed land' development may be considered provided that it is considered to be development compatible with the character of the area which is considered below. The site 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.

The previous application was rejected in part on the grounds of overdevelopment. The current application reduces the number of dwellings on the site by 1 (25%). This is considered to represent a significant improvement and is considered to be in line with adopted policy. In view of this and the Government imperative that sustainable development, as represented here, be approved if it is in line with adopted policy, 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 is approx.56m from the rear of No.67. The view of the proposed development is further foiled by the existing garage set to the rear of No.67 on the boundary and existing boundary hedging. The access to the new dwellings is now proposed on this western side of the site and is already used for access to car parking for No.63. The separation of No.67 itself and the access drive, together with existing screening is such that the impact of the increased use would not be harmful. This arrangement represents a significant change from the refused development whereby No.19 Honeysuckle Close will be unaffected.

The properties most affected by the proposed dwellings are Nos. 15 and 17 Honeysuckle Close. The submitted cross-section plan identifies that the application site is approx.0.25m higher than the properties in Honeysuckle Close. This change in levels is small and not such as to significantly influence the impact upon the adjacent residents. The development on Plot 2 presents a blank side elevation to the adjacent properties. Saved Appendix 6 of the Local Plan advises that 'a two-storey flank wall containing no windows must be no closer than 12.5m from the rear windows of a dwelling'; in the case of the proposed development, the flank wall of Plot 2 straddles across the boundary between Nos.15 and 17 such that neither property will outlook fully on to the dwelling; both Nos.15 and 17 have rear ground floor extensions approx. 9m from Plot 2 although the main rear elevations are 12.7m away. It is considered that these distances are satisfactory but the impact is further mitigated by the fact that the proposed dwellings are not of full two-storey design with Plot 2 having an eaves height on the eastern side of only 3.8m before the roof begins to slope up and away from the boundary.

The detail of the proposed bin store is to be secured by planning condition. In any event it is off set from the eastern boundary and sited to the rear of the garage in Honeysuckle Close.

Highways

The Director of Planning and Development (Highways) has requested a number of minor alterations to the scheme. It is considered that these matters can be achieved through the application of planning conditions. The access arrangements are otherwise considered to be acceptable from a Highways perspective.

The impact of the revised access arrangement over the previously refused scheme has been considered above.

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. A Phase I ecology survey been carried out and no evidence of protected species was found. The Director of Planning and Development (Ecology) has been consulted and is happy with the proposals subject to the implementation of suggested ecological enhancements.

Natural England has concluded that all new residential development within 5.6km of the coastal Special Protection Areas will have an in combination effect with other permitted developments upon the nature conservation interests of those sites. Consequently, in the absence of mitigation or an appropriate assessment to ascertain that there will not be an

adverse effect on the integrity of the designated sites then the proposed development would not normally be acceptable. However, Natural England has concluded that through the implementation of public schemes of mitigation new development can continue to take place without demonstrable harm to the SPA or important bird habitat. To facilitate these mitigation schemes a development contribution is sought in all cases of new residential development.

Other Matters -

A number of other issues have been raised by the representation.

Flooding - The application proposes four new soakaways (2 per new dwelling) the size of which will be calculated according to the results of percolation tests. Since the proposed dwellings will not influence the level of rainfall, it is considered that this, managed disposal of surface water will represent an improvement over the existing situation. Final detail of this would be subject to Building Regulations approval. It is also noted that the application proposes to connect to the mains sewer to address the matter of foul water disposal.

Loss of light - the proposed development would meet the Council's normal assessments in respect of outlook from the adjacent properties. Although there would be some loss of sunlight to the rear gardens is considered that due to the western aspect, the relatively low height of the flank wall of Plot 2 and that this straddles the boundaries of the adjacent dwellings the level of impact is acceptable in planning terms.

Light Pollution - the proposal is for two modest dwellings within an already built up area. There will be no flank windows in Plot 2. Given the orientation of the plots it is likely that any external lighting would face north or south rather than east. However the detail of any external lighting could be secured by planning condition.

Emergency Access - No objection has been raised on Highway/access grounds. Emergency vehicles needing to reach the adjacent dwellings can do so via Honeysuckle Close.

Sustainability - The site is within the urban area and is considered to be highly sustainable.

PERMISSION

Subject to the applicants providing a Unilateral Undertaking under S.106 of the Town and Country Planning Act 1990 to make an appropriate financial contribution towards the provision of off site ecological mitigation:

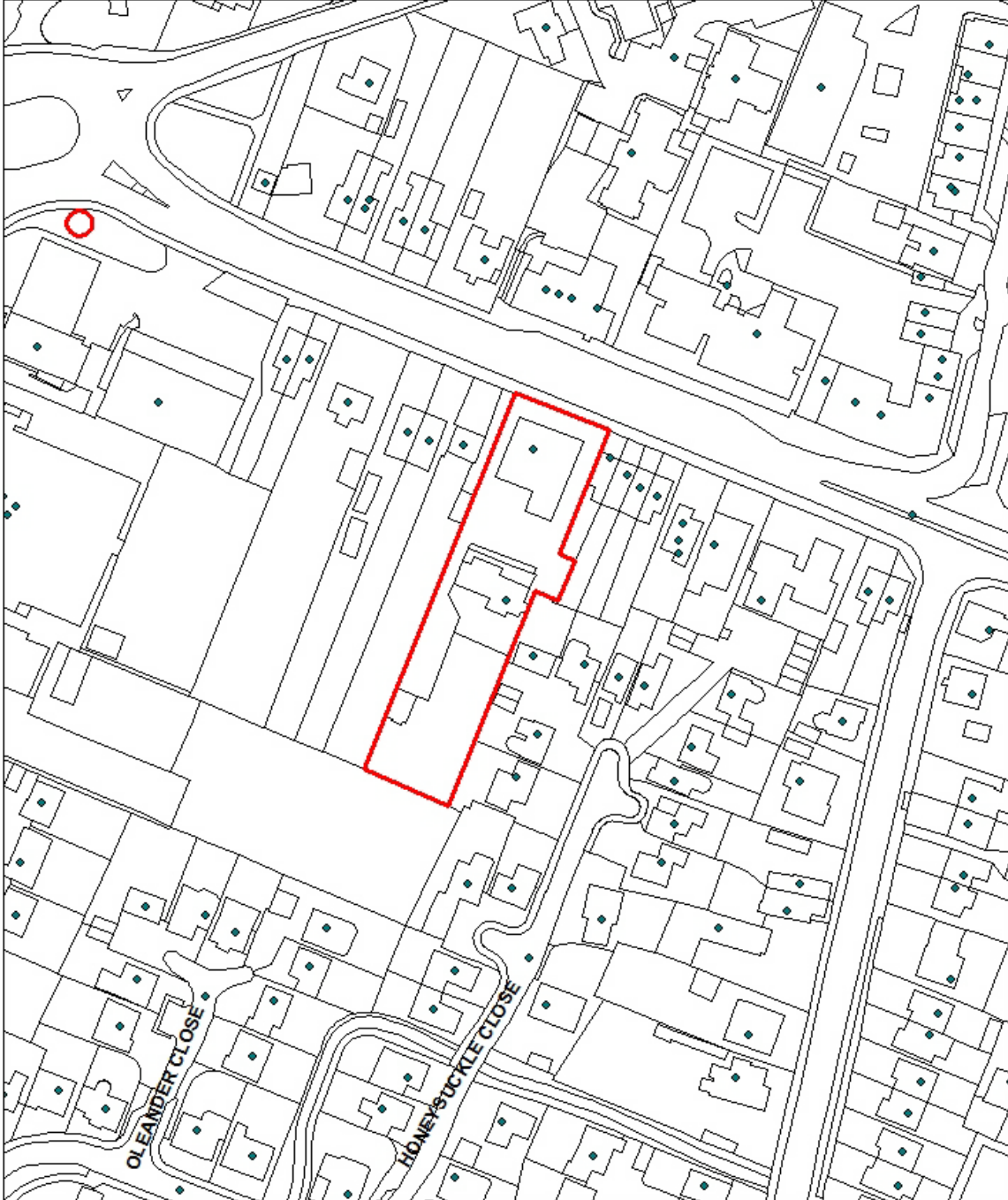
Details of materials; Code level 4; no further windows in side elevations; provision of improved access; cycle and bin storage; provision of parking; access signage; provision of boundary treatment; desktop contamination study; no mud on road; construction traffic and storage areas; no burning; hardsurfacing,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

Background Papers

P/13/1045/FP; P/14/0340/FP

FAREHAM

BOROUGH COUNCIL



63 BRIDGE ROAD
SCALE: 1:1,250

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2014

