

P/14/1012/FP

LOCKS HEATH

TL CAPITAL

AGENT: WESSEX & SOLENT

CONSTRUCTION OF A PAIR OF SEMI DETACHED HOUSES

35 ADMIRALS ROAD LOCKS HEATH SO31 6QD

Report By

Graham Pretty (Ext.2526)

Introduction

This application is a resubmission following a withdrawal. The withdrawal was a result of concerns expressed by the Director of Planning and Development (Highways) over the proposed access arrangements.

Site Description

The application site is located on the north side of Admirals Road to the east of the junction of Admirals Road with Northmore Road. The existing property comprises the Western half of a pair of two storey houses and has its main entrance on the side elevation. The garden is open, tapering to the north. The site as a whole measures approx.35m on the Admirals Road frontage down to approx.9m at the rear. The average depth of the site is approx.35m. Existing vehicular access is at the southwestern corner of the site on to Admirals Road.

Description of Proposal

The proposal is to construct a pair of semi-detached dwellings fronting on to Admirals Road. The western plot would utilise the existing access on to Admirals Road and the eastern would share a paired access with the existing property, at the rear of the site and on to Northmore Road. The pair would have an essentially square footprint providing for a pyramid, hipped roof with a centrally placed chimney. The eastern dwelling of the pair would be enlarged by the addition of a two storey side addition offsetting the otherwise uniform design.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

CS2 - Housing Provision

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

DSP4 - Impact on Living Conditions

Fareham Borough Local Plan Review

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

P/14/0712/FP **ERECTION OF A PAIR OF SEMI DETACHED 3-BED HOUSES**
WITHDRAWN 28/08/2014

Representations

4 Letters have been received objecting to the development on the following grounds:

- Access on to Northmore Road will add to existing traffic and parking problems along Northmore Road
- The access would cross a wide verge that is often used to park cars during busy periods
- Site too small and awkwardly angled resulting in a cramped development
- Large blank side elevation would be an incongruous feature which would be harsh and unsightly compared to the existing and set close to the existing footpath emphasising the harm
- The proposed development would be set at an unsightly angle to the existing dwelling
- Loss of attractive open aspect at the junction of Northmore Road
- Concern that grass verge may be used by construction vehicles
- Loss of view
- Loss of value to existing properties
- Existing visibility from access to 37 Admirals Road could be worsened
- Tree removed from site possibly to avoid conflict with development proposal
- The Local Authority should use its powers to resist this incursion into garden land which currently contributes positively to the character of the area

Consultations

Director of Planning and Development (Highways) - No objections subject to conditions

Planning Considerations - Key Issues

The key issues in this case are:

- The Principle of Development
- The Impact on Living Conditions
- The Impact on the Area
- The Impact on Neighbouring Properties
- Highways
- Solent Disturbance Mitigation

Principle of development

The application site is located within the defined urban area of Locks Heath where new development proposals can be considered subject to compliance with the impact based Policies of the adopted Development Plan. The site forms part of the residential garden of No.35 Admirals Road so that it cannot be considered as 'previously developed' land; however, this does not preclude the consideration of appropriate development subject to the impact on the character of the area. As a matter of principle the proposed development is in line with the aims of the Fareham Borough Core Strategy in particular Policies CS6 and CS9 one of the aims of which is to achieve overall housing targets and to which the

proposed development would contribute.

Impact on living conditions

The corner location of the plot means that the principle impact would be upon the existing dwelling on the site. No.35 has a narrow frontage design so that there are inevitably a number of windows which look out in the direction of the development site. Due to the gentle curve of the frontage along Admirals Road the front elevation of the existing dwelling actually faces southeast; the proposed dwellings would face south and would be set back approximately 6m from the front elevation of the existing dwelling. The closest part of the new building would be between 5 and 6m to the nearest (kitchen) window in the existing dwelling to which room there is additional light to the rear. This meets the normally accepted separation distance as set out in Appendix 6 to the Fareham Borough Local Plan Review which seeks a separation of 4m from a secondary habitable window and 6m from a primary habitable window to a two storey flint wall. All of the other side windows similarly meet or exceed these requirements.

Impact on character of the area

The plot of 35 Admirals Road is significantly wider than is characteristic for the area and this is very noticeable in the street scene. In addition there is a wide verge along the depth of the site fronting on to Northmore Road which accentuate its scale. The construction of the proposed dwellings would infill this visual gap but the openness of the streetscene would remain through the wide verges on each side and at the junction of Northmore Road. The two storey, brick and tile design would be in character with the locality which at this point comprises a mixture of property styles and ages including bungalows, chalets and two storey houses.

Impact on neighbouring properties

The impact of the proposed building upon the existing dwelling at No.35 has been explored above. No.35 would lose much of its private garden, however the remaining garden would be in excess of 12m in depth which is acceptable. The gardens for the proposed dwellings would both exceed 11m depth; with the proposed dwellings set forward of the front elevation of the property to the north, on Northmore Road, there would be no loss of privacy in that direction; the proposed car parking spaces would also be forward of the front elevation of that property in what may be considered as a normal relationship whereby the use of these spaces would not be considered harmful.

Highways

The access to the highway would be split between the existing access at the southwest corner of the site on to Admirals Road and a new access to the rear of the site on to Northmore Road and serving the eastern plot and the existing dwelling. The proposed new access is the subject of a representation received. That representation suggests that the proposed access would be hazardous given the level of use of the road (which serves a school as well as residential properties) and the significant level of on street parking. A further objection concerns visibility from the access to No.37 Admirals Road (the adjoining property of the existing pair); concern is that the visibility from that property's access which is already blocked by hedging, will be worsened by new boundary fencing. The development proposes the use of an existing access on to Admirals Road which would be no different to the present situation. It is however, suggested that a condition be imposed, if permission is granted, to agree all boundary treatment so that both the visibility from existing accesses and visual character may be protected. The access arrangements have been considered by the Director of Planning and Development (Highways) who is satisfied that the new access and its use for two dwellings would not be harmful to highway safety and

would otherwise meet the Council's car parking standards; he has raised no objection to the use of the existing access. The new access would cross a relatively wide verge but this is not in itself an issue and is not dissimilar to the two properties immediately to the north.

It has also been stated in the representations that the verge on Northmore Road is used for 'overspill' parking, however, this is not its function and such use should not influence the acceptability of this proposal.

Solent Disturbance Mitigation -

Natural England has concluded that all new residential development within 5.6km of the coastal Special Protection Areas will have a likely 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 habitats. To facilitate these mitigation schemes a development contribution is sought in all cases of new residential development. The development contribution has been paid.

Conclusion

The proposed pair of semi-detached dwellings is in keeping with the general character of development in the area, would not give rise to unacceptable highways problems and would not be harmful to the amenities enjoyed by existing residents.

Recommendation

PERMISSION:

Permission for 3 years; development in accordance with plans; details of facing and surfacing materials; vehicular access construction; visibility splays; provision of parking; cycle parking; details of boundary treatment; hours of construction, submission of Construction Environment Management Plan.

Notes for Information

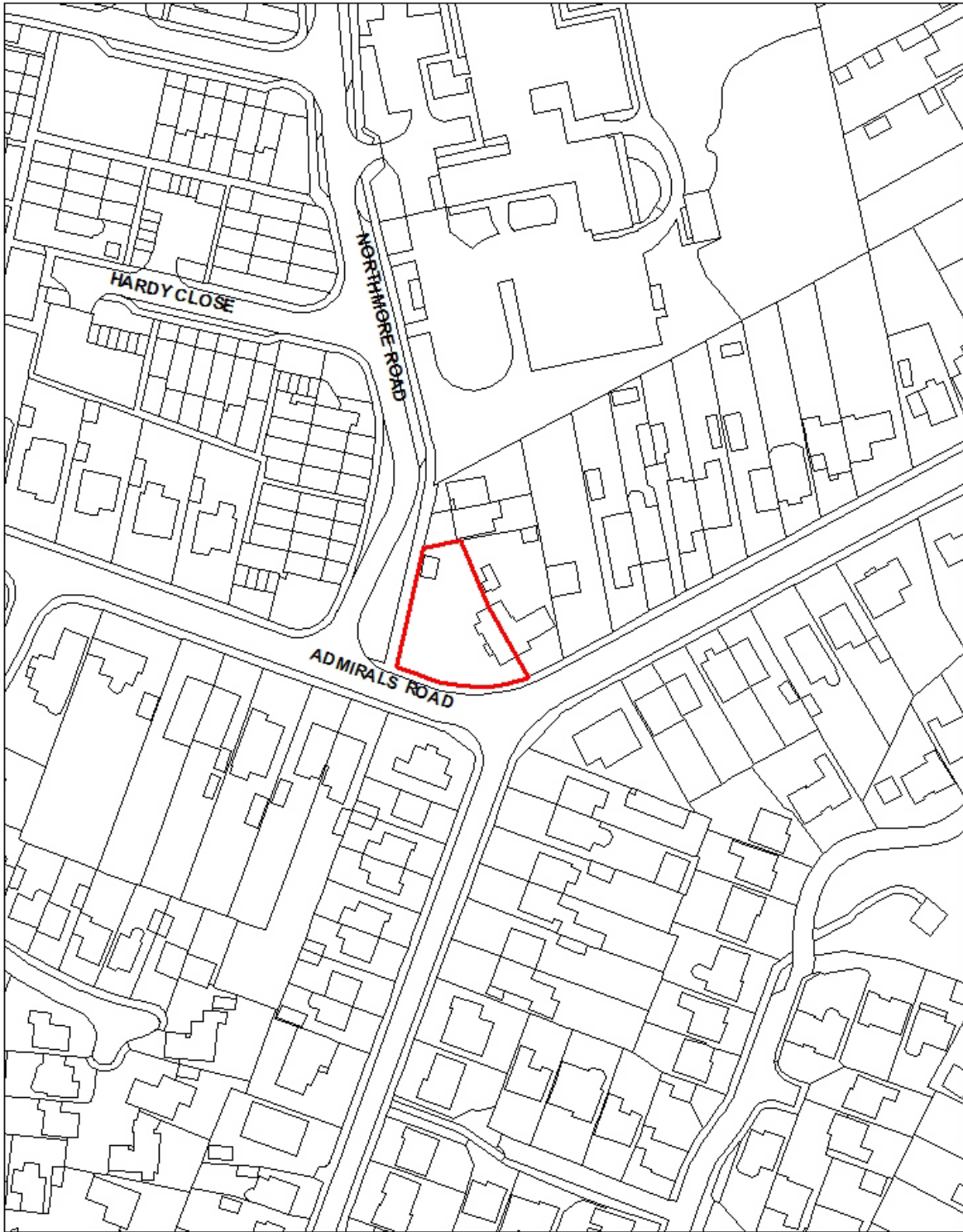
Contact Hampshire Highways

Background Papers

P/14/0712/FP; P/14/1012/FP

FAREHAM

BOROUGH COUNCIL



35 Admirals 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