

P/14/0993/FP

FAREHAM EAST

MR & MRS P KALIRAI

AGENT: ARCHITECTRESS

PROPOSED NEW DWELLING WITHIN THE EXISTING GARDEN LAND ADJACENT TO
113 SERPENTINE ROAD FAREHAM

113 SERPENTINE ROAD FAREHAM HAMPSHIRE PO16 7EF

Report By

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Site Description

The application site is located on the corner of Serpentine Road and Mead Way, Fareham. The existing two-storey semi-detached dwelling has an enclosed private garden area wrapping around the rear and eastern side of the house and there is a single detached garage alongside.

Description of Proposal

Permission is sought for the erection of a new dwelling within the part of the garden alongside the existing house.

The new dwelling would be a detached, two-storey four bedroom house. The site would be sub-divided with the new house between the eastern side of the existing dwelling and the junction of Serpentine Road and Mead Way. The existing dropped kerb providing vehicular access to 113 Serpentine Road would be widened to provide access on to a new driveway with space for one vehicle. A second driveway for two cars would be created at the end of the rear garden with access from Mead Way.

The house itself would be of red brick construction with the applicant having already stipulated the type of brick to be used (Wienerberger Terca Olde Cheshire red). Marley Eternit Mendip pantiles would be used to cover the main roof with small plain red vertical hanging tiles being used to clad the exterior of the double bay window, a notable feature of the house.

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

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

Approved SPG/SPD

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

Development Sites and Policies

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

DSP3 - Environmental Impact

DSP4 - Impact on Living Conditions

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

Relevant Planning History

The following planning history is relevant:

Representations

Nine letters have been received objecting to the application with the following comments:

- The house would be out of context / keeping with the surrounding area
- The visual impact of the house would harm the character of the area
- The plot is too small / development too cramped
- The proposal would be over-bearing and out of scale
- It will add to existing parking congestion
- Loss of on-street parking space
- Concerns over flooding / surface water drainage
- Loss of light to nearby properties
- Loss of views from nearby properties
- The access will be dangerous / create a new hazard

Consultations

Director of Planning & Development (Highways) - No highway objection is raised to this application, subject to conditions (vehicular access construction; car parking within curtilage of dwelling; secure visitor cycle parking; 'named' road access only; provision for construction vehicles and materials).

Planning Considerations - Key Issues

i) Principle of development

Policy CS2 (Housing Provision) of the adopted Fareham Borough Core Strategy sets out how the housing needs of the borough will be met over the plan period up until the year 2026. It states that "priority will be given to the reuse of previously developed land within the urban area".

This site is part of the private garden of the existing dwelling at 113 Serpentine Road. Although it lies within the urban area it is not defined as 'previously developed land'. Whether or not planning permission should be granted depends on how the erection of a new dwelling here would effect the established character of the immediate surrounding area along with other material planning considerations. In particular the proposal will need to be considered against Policy CS17 of the adopted Fareham Borough Core Strategy which expects development to respect and respond positively to the key characteristics of the surrounding area.

ii) Effect on character of surrounding area and design/appearance

The surrounding neighbourhood of Serpentine Road, Mead Way and Uplands Crescent is characterised by two-storey semi-detached dwellings each with reasonable sized gardens and set within adequately sized plots. Due to its position on the inside corner of the junction of Serpentine Road and Mead Way, 113 Serpentine Road is set in a larger than average

sized plot with the space to the east of the dwelling being part of the ample sized garden. The sub-division of this plot would create two separate residential curtilages which would compare favourably with other plots in the vicinity, being in keeping in particular with the row of houses to the west on the northern side of Serpentine Road leading up to Park Lane. The position of the dwelling within the plot would be in line with this row of houses also and the footprint of the house would be similar in size to those other dwellings. The space around the building would be consistent with the surrounding area with a similar sized front garden setting the dwelling back from the road and from the footpath which curves around the frontage, and with the space between the new dwelling and the existing house reasonable enough to avoid the frontage appearing cramped or 'terraced'.

Members may be aware that a recent planning application for a pair of semi-detached dwellings on land on the opposite side of Serpentine Road from the application site was refused last year (ref P/13/0460/FP) and the decision upheld on appeal. The Council argued that the proposal would have resulted in a cramped form of development not of a high quality design and out of character with the surrounding area. However, there are clear differences between that scheme and the current proposal at 113 Serpentine Road. The refusal made specific reference to the lack of private frontages, the way the dwellings fronted on to an access drive and not the highway and the inadequate external space. In contrast the proposal before members at 113 Serpentine Road offers a notably larger plot size with adequate space about the building, including a frontage equivalent to most other properties in the area, and with the dwelling orientated so that it faces Serpentine Road as a simple extension of the existing row of dwellings on the northern side of the road. It is not felt that the refusal of the earlier scheme sets any form of precedent for how planning decisions in the road should be made and instead each proposal should be determined on its own individual merits.

The applicant has provided further information on what materials would be used in the construction of the dwelling following concerns raised by neighbours over the appearance of the building and that it would not be in keeping with the streetscene. The proposed Olde Cheshire red brick is considered to be a reasonable high quality match with the type of red brick used in the construction of other houses nearby. The pantiles selected for the roof covering match those used on the majority of other houses in this section of Serpentine Road whilst the hanging tile is proposed as a plain red concrete tile similar to those used on the bay windows of many houses in the neighbourhood.

Having considered the scale of the development, the size of the resultant plots, the space about the building and the design and appearance of the new house in the context of the surrounding neighbourhood, it is felt that the proposal offers a high quality design dwelling which respects and responds well to the established character of the streetscene in which it would sit. The proposed dwelling is therefore considered to meet the design and character related criteria of Core Strategy Policy CS17.

ii) Parking and highway safety

The Council's adopted Residential Car & Cycle Parking Standards Supplementary Planning Document expects new dwellings with four bedrooms to provide three car parking spaces. The proposed dwelling would be served by three spaces, one on the frontage and two to the rear. The Director of Planning and Development (Highways) has examined the proposal and found no concerns with regards highway safety as a result of the formation of the widened access to the front or the new access at the rear.

The access at the rear would be formed from Mead Way and would require a dropped kerb to be installed partially within an existing on-street parking bay (across approximately one car's length of kerb). The parking bay is subject to a traffic regulation order (TRO) limiting its use to resident parking permit holders only between the hours of 10.00am - 4.00pm Monday to Friday.

Officers have sought advice from the Council's Traffic & Design Manager who has indicated that no change to the TRO would be required if a dropped kerb were installed and the parking bay could still be used however, since anyone doing so would obstruct access to one of the proposed parking spaces located to the rear of the new dwelling, this space would in practice become unusable by anyone other than a guest visiting or member of the new household.

Notwithstanding this minor loss of on-street parking provision, Officers do not consider the loss of one parking space as a result of the proposed development would be materially harmful to the overall level of parking available in the neighbourhood. Whilst several local residents have raised this issue in their representations, it is noted that most properties in the area have off-street parking for at least one vehicle if not more.

iii) Flooding and surface water drainage

Several local residents have raised the issue of surface water drainage and flooding. Neighbours have reported that the site is often flooded or water logged after periods of heavy rain with it taking some time for that surface water to soak away due to the ground conditions. They are concerned that the development would reduce the area on which water drains away due to an increase in hard surfacing and of course the dwelling itself. In response to these concerns the applicant has agreed to install mitigation measures in the form of an underground drainage system/sustainable urban drainage system and for a planning condition to be imposed requiring details to be provided to and approved by the Council before work on constructing the dwelling begins. Given this undertaking Officers are satisfied that the issue of the exacerbation of surface water drainage problems can be satisfactorily addressed.

iv) Impact on living conditions of neighbours

The proposed dwelling would have no material effect on light to or outlook from neighbouring properties. The relationship with the adjacent property, the existing house at 113 Serpentine Road, is acceptable in that no windows to habitable rooms would be adversely affected.

The nearest property on the other side of Mead Way is estimated to be around 27 metres away which is considered more than sufficient to ensure that there would be no loss of privacy for neighbours.

v) Summary

The proposal offers a new dwelling within the urban area which would be of sufficient high quality in terms of its layout, design and appearance to ensure that there would be no harmful effect on the character of the streetscene or the surrounding area. There would be no effect on the living conditions of neighbours and the level of parking provision offered is sufficient to meet the likely needs of the new household. Whilst one existing on-street parking space would be limited in terms of its ongoing use in the future this is not

considered to be detrimental to the overall level of parking provision in the area. The new accesses created are not held to be harmful to highway safety.

The proposal is found to accord with the relevant policies of the adopted and emerging local plan and it is recommended that planning permission be granted subject to conditions.

Recommendation

Subject to the necessary financial contribution first being secured towards the Solent Disturbance Mitigation Project:

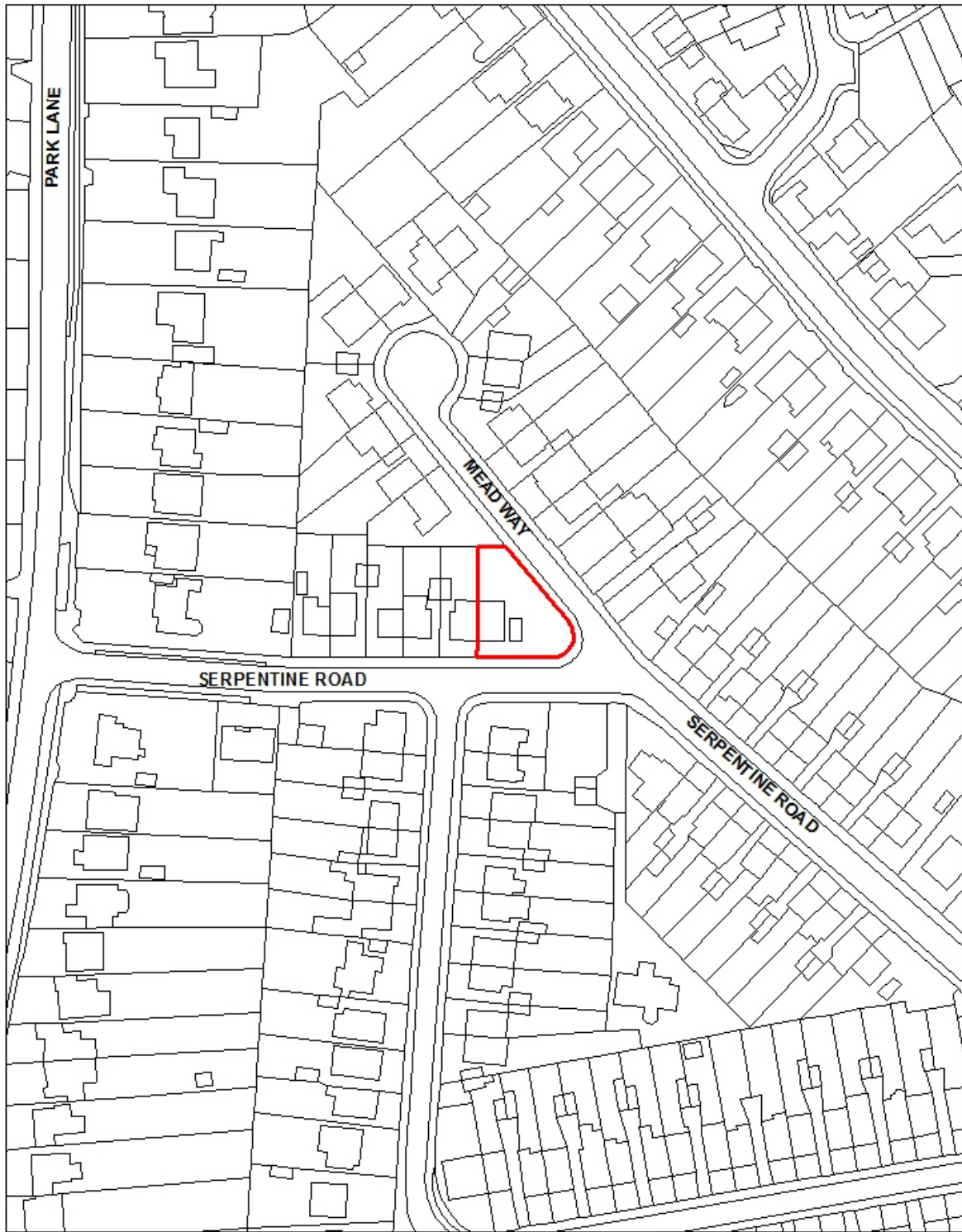
PERMISSION: Development to commence within three years; Development in accordance with approved plans and documents; New dwelling shall meet Code for Sustainable Homes Level 4; Vehicular access from Serpentine Road and Mead Way created before dwelling is occupied; Car parking provision as approved plans retained; Details of surface water drainage system; Construction Management Plan (contractor's car parking, delievery arrangements, materials storage, etc.);Hours of construction; Remove permitted development rights for future extensions, outbuildings, roof alterations or areas of hardsurfacing.

Background Papers

P/14/0993/FP

FAREHAM

BOROUGH COUNCIL



113 Serpentine Road
Scale 1:1,250



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