

112 Copnor Road Portsmouth Hampshire PO3 5AN

Outline application for the construction of 7 two-storey terraced dwellinghouses (Principles access, layout and scale to be considered) Re-submission of 08/00005/OUT)

Application Submitted By:
Derek Treagus Associates

On behalf of:
Rigor Homes

RDD: 7th May 2008
LDD: 10th July 2008

MAP OF THE



SITE

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SITE, PROPOSAL AND RELEVANT PLANNING HISTORY

This application has been reported to the Committee at the request of Councillor Lynne Stagg.

The site is located on the east side of Copnor Road and was formerly in use as a service station, but is now a cleared site. There is an existing boundary wall to the east boundary of the site. To the south is an existing car sales use and 'The Harvest Home' Public House. To the north is an existing access to a builders yard, with two-storey dwellings beyond. To the east is Coniston Avenue, which has a terrace of two-storey dwellings, some of which have had loft conversions.

The application seeks outline permission for the redevelopment of the site with access, layout and scale to be considered. The details of the external appearance and landscaping would be dealt with at the Reserved Matters stage, through the submission of a further application. The proposal relates to the construction of a terrace of 7 dwellings. Access to the properties would be via pedestrian gates to both Copnor Road and Coniston Avenue. In terms of scale the proposed terrace would be 8.7 metres in height, which would provide three floors of accommodation. The layout indicates the building would have a central projection for three of the properties which would provide a visual break to the terrace.

A previous application (08/00005/FUL) for a similar development, with a different siting and footprint was withdrawn in March 2008.

POLICY CONTEXT

The relevant policies within the Portsmouth City Local Plan 2001-2011 would include: DC1 (Design Principles), DC5 (Amenity and Pollution), DC9 (Storage of Refuse), DC21 (Contaminated Land), DC25 (Transport Issues in New Development), DC27 (Contributions Towards Transport Imprvmts), DC28 (Parking Standards), DC46 (Public Open Space in New Res Development), DC47 (Residential density),

CONSULTATIONS

Crime Prevention Design Advisor

No comments received.

Head Of Public Protection

Condition required to provide a scheme for insulating the rooms against external noise.

Highways Authority (Colas)

Reinstatement of drop kerb required in consultation with Colas Ltd. May be possibility of refurbishment of paving with joint funding from Colas Ltd.

Highways Engineer

No objection.

REPRESENTATIONS

1 petition has been received containing 25 signatures from 14 addresses objecting on the following grounds; a) design does not relate to surrounding area; b) degrading Coniston Avenue to back access lower value location; c) noise and disturbance; d) use of rear access could result in bins stored on pavement, loss of parking and increase in parking; e) reduction in property values; f) should be two storey; g) over-development due to plot widths not relating to surrounding area; and h) suggest that 5 two-storey dwellings fronting onto Coniston Avenue and sited closer to Copnor Road, with parking accessed from the rear would be more acceptable.

COMMENT

The main issues for consideration are whether the principle of residential use is appropriate; the site can accommodate a development of 7 houses within the layout proposed without having a detrimental impact on the neighbouring properties or the street scene; and whether the proposed accesses are appropriate.

Copnor Road consists of a mix of building heights and styles and in close proximity to the site are a mix of two and three storey buildings. The closest dwellings within Copnor Road and Coniston Avenue are approximately 8.7 metres high, and consist of two-storey dwellings, some of which have had loft conversions. Although design is not being considered, it is necessary to consider how the redevelopment of this site with a building of this scale would impact on the adjoining properties and the streetscene. Subject to agreeing the external appearance of the building through the submission of a reserved matters application, the introduction of a two-storey building with roof accommodation, to form a terrace of 7 dwellings, and at a similar height to those within Coniston Avenue and adjacent within Copnor Road, would be an appropriate addition to the streetscene. Although the density of the development at 88dph would be higher than that of the properties in Coniston Avenue which have a density of 66dph, it is similar to that of other terraces within Copnor Road (121-133) at 118dph and the terraces within Tivoli Court opposite, which have a density of 166dph and is therefore in keeping with the wider character of the area.

Although the external appearance of the development would be dealt with at the Reserved Matters stage it is clear that the proposal would result in the rear elevations of the proposed terrace facing onto the front of the properties within Coniston Avenue and it would be difficult to

provide a dual fronted scheme. Copnor Road is a main arterial route through the city and it is, therefore, considered to be appropriate for orientation of the proposed terrace to front onto Copnor Road in line with the adjacent properties. The proposed dwellings would be separated from the existing properties within Coniston Avenue by a distance of 20 metres and as any views would be across the public highway this is considered to be sufficient to ensure there would not be a detrimental impact on these neighbouring properties in terms of outlook, light and privacy.

As noted above, the application does not seek permission for any issues related to the appearance of the building and as such the architectural detailing and materials to be used would be dealt with at the Reserved Matters stage. However, whilst the scale is considered appropriate, and the layout would provide an opportunity to provide some form of articulation to the front elevation, the indicative elevations provided with the scheme are not considered to be acceptable in their present form.

The proposed pedestrian accesses to each property are considered to be appropriate and will ensure access to essential facilities such as refuse stores and cycle stores would be possible from the rear. Whilst providing parking on the site may be desirable, the site is located on a bus route and close to local services and the layout provides the opportunity for appropriate cycle storage for each dwelling. Therefore alternative modes of transport are available for the development and in accordance with the maximum parking standards contained in the Local Plan, an objection on grounds of parking could not be sustained.

With regard to the other issues raised within the representations, it is not considered that there would be a detrimental impact on the neighbouring properties in terms of noise and disturbance due to the layout of the proposed properties and separation distances. A possible reduction in property values is not material to the determination of a planning application.

The applicants have confirmed that they are willing to make contributions towards open space and sustainable transport improvements in accordance with Policies DC27 and DC46.

RECOMMENDATION Conditional Outline Permission

Conditions

- 1) The development to which this outline permission relates must be begun no later than the expiration of five years from the date of the grant of this outline planning permission; or if later, the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.
- 2) In the case of any reserved matter, application for approval must be made no later than the expiration of three years beginning with the date of the grant of this outline planning permission.
- 3) Details relating to the design and external appearance of the proposed building (including a full schedule of external facing and roofing materials), and the landscaping of the site (ie the Reserved Matters) shall be submitted to and approved by the Local Planning Authority in writing before any development is commenced.
- 4) Prior to the first occupation of the dwelling(s) bicycle storage facilities shall be provided in accordance with a detailed scheme to be submitted to and approved by the local planning authority in writing, and those facilities shall thereafter be retained.
- 5) A scheme for insulating the habitable rooms fronting Copnor Road against external noise shall be submitted to the local planning authority for approval before the development is commenced.
- 6) No development pursuant to this permission shall commence until there has been submitted to and approved in writing by the local planning authority:-

(a) a desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 and BS10175:2001;
and, unless otherwise agreed in writing by the Local Planning Authority,
(b) a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as being appropriate by the desk study in accordance with BS10175:2001- Investigation of Potentially Contaminated Sites - Code of Practice;
and, unless otherwise agreed in writing by the Local Planning Authority,
(c) a detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

7) The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 6(c) that any remediation scheme required and approved under the provisions of condition 6(c) has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed in writing by the Local Planning Authority such verification shall comprise;
(a) as built drawings of the implemented scheme;
(b) photographs of the remediation works in progress;
(c) Certificates demonstrating that imported and/or material left in situ is free of contamination. Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 6(c).

8) The existing access to the site shall be stopped up and the footway crossing reinstated before the development hereby permitted is first brought into use.

The reasons for the conditions are:

- 1) To comply with Section 92 of the of the Town and Country Planning Act 1990.
- 2) To comply with Section 92 of the of the Town and Country Planning Act 1990.
- 3) In order to secure a satisfactory form of development in accordance with policy DC1 of the Portsmouth City Local Plan 2001-2011.
- 4) To ensure that adequate provision is made for cyclists using the premises in accordance with policies DC1, DC5 and DC25/DC28 of the Portsmouth City Local Plan 2001-2011.
- 5) In the interests of amenity in accordance with policies DC1 and DC5 of the Portsmouth City Local Plan 2001-2011.
- 6) In order to ensure that the site is free from prescribed contaminants in accordance with policy DC21 of the Portsmouth City Local Plan 2001-2011.
- 7) In order to ensure that the site is free from prescribed contaminants in accordance with policy DC21 of the Portsmouth City Local Plan 2001-2011.
- 8) In the interests of highway safety in accordance with policy DC25 of the Portsmouth City Local Plan 2001-2011.

The reason for the recommendation is:

1) In the opinion of the Local Planning Authority, the proposed development can be accommodated within this site without having a significant impact on the amenities of adjoining or future occupiers in terms of loss of light, outlook, or privacy. The construction of an appropriately designed building of this height would be appropriate to the appearance of the surrounding area. The proposal is therefore in accordance with policies DC1, DC5, DC9, DC21, DC25, DC27, DC28, DC46 and DC47 of the Portsmouth City Local Plan 2001-2011.

