

Notes on Planning Application TCP/2947/H P/1631/16

Application site is part of the curtilage of 55 Fishbourne Lane.

The application is for the demolition of a small garage and sheds within the garden of 55 Fishbourne Lane and the construction of a two bedroom bungalow. This follows the refusal of an earlier application for a three bedroom two storey detached house on this land.

The application site lies within Fishbourne Village but this does not have a settlement boundary defined in the Island Plan. As such the proposed development does not lie within or adjoining a defined settlement boundary so is not supported by Island Plan Policy SP1 which directs where development is appropriate. A caveat is that exceptions may be considered if there is a local need identified to justify a departure from that policy.

A local housing need study does identify two bedroom houses as potentially meeting a local need. However, there is no local need evidence offered in support of the application.

The Fishbourne Supplementary Planning Document adopted by the Isle of Wight Council follows this policy approach and if a local need is shown adds additional criteria which should be met by such exceptional development. These are set out in Policy FP1 and in respect of this proposal:-

*1. Respect the character of its surrounding area and by doing so not significantly increase the density of housing in the area.*

This proposal is for a two bedroom bungalow between a larger two storey dwelling (number 55) and a chalet bungalow (number 57). The height of the proposed bungalow is smaller than either neighbouring dwelling and is not consistent with the character of this locality. The Elevation, Location Plan and the Street Scene drawings show a linking structure between the proposed development and 55 Fishbourne Lane which would suggest an annex. This is not shown on the Floor Plan and the application form states a 'detached bungalow'. The application should not be approved if these discrepancies persist.

The site, a wedge shape stated to be 0.05Ha, is smaller than many in the area and is considerably narrower, particularly where the proposed dwelling is located and its frontage onto Fishbourne Lane. Whilst materials are proposed to reflect those of number 55 the scale of the proposal is smaller and appears to be cramped and squeezed between the two existing properties and at odds with the general character of the area. If similar gaps in the area were to be approved and developed in future in a similar fashion it would have an adverse effect on the overall density of housing in the area. The street scene shows the overlap of the existing extension of number 57 in front of the proposed dwelling. This re-enforces the cramped appearance of the proposed development. The proposal appears out of character with the existing street scene and does not maintain or enhance the quality of the built environment.

*2. Wherever possible use previously developed land.*

The site is part of the garden, including outbuildings, of the existing residential dwelling on the site. As such it is defined in National Guidance as a 'greenfield site' and not previously developed land.

*3. Demonstrate that there is adequate sewer capacity to serve the proposed development or that capacity can be provided;*

No evidence is offered of adequate sewer capacity or alternative provision to be provided. The application form just states connection to existing mains and provision of soakaways. It is stated that these will not increase the risk of flooding elsewhere.

*4. Not compromise traffic safety*

The proposed dwelling is to be accessed by sharing the existing vehicular access for number 55 Fishbourne Lane. Whilst the increase in traffic from one dwelling on to Fishbourne Lane is unlikely to be significant it is not clear how the existing block paved area is to be split and used by each property although notated as a shared turning area on the site plan. The application boundary would suggest only a thin strip of land being the curtilage of the new property. This is not sufficient to allow a vehicle or more than one vehicle to turn within the area and allow the vehicle to enter and leave the site in forward gear. It is not considered appropriate for vehicles to back into the site from (nor out of the site on to) Fishbourne Lane, a classified highway, particularly as it serves a busy main ferry route to the mainland. As defined in the application the development of the site could lead to increased traffic hazard. The Parish Council strongly object to this potential traffic hazard. Should the proposed development be approved this should be subject to conditions or legal agreement making permanent provision for a dedicated area within the curtilage of 55 Fishbourne Lane for vehicles serving the proposed development and existing property and its garage to turn around.

Conclusion

The proposed dwelling is not in accordance with the principles for the location of new development set out in the adopted development plan, The Island Plan policy SP1, nor in accordance with exceptions to that policy for local need. The proposal is also at odds with the adopted policy for Fishbourne set out in the Fishbourne Supplementary Planning Document. The proposed dwelling will appear cramped and out of character within the street scene, density and layout of development in the area. Increased traffic hazard could arise as inadequate space exists within the application site for vehicles to enter and leave the site in forward gear and no formal provision exists to use adjoining land within the curtilage of 55 Fishbourne Lane. The development currently proposed does not overcome the reasons cited for refusing earlier proposals for developing this land.

8/1/17