

Notes for Presentation / Supplement to Comments

Introduction

From track



From Forest facing south west

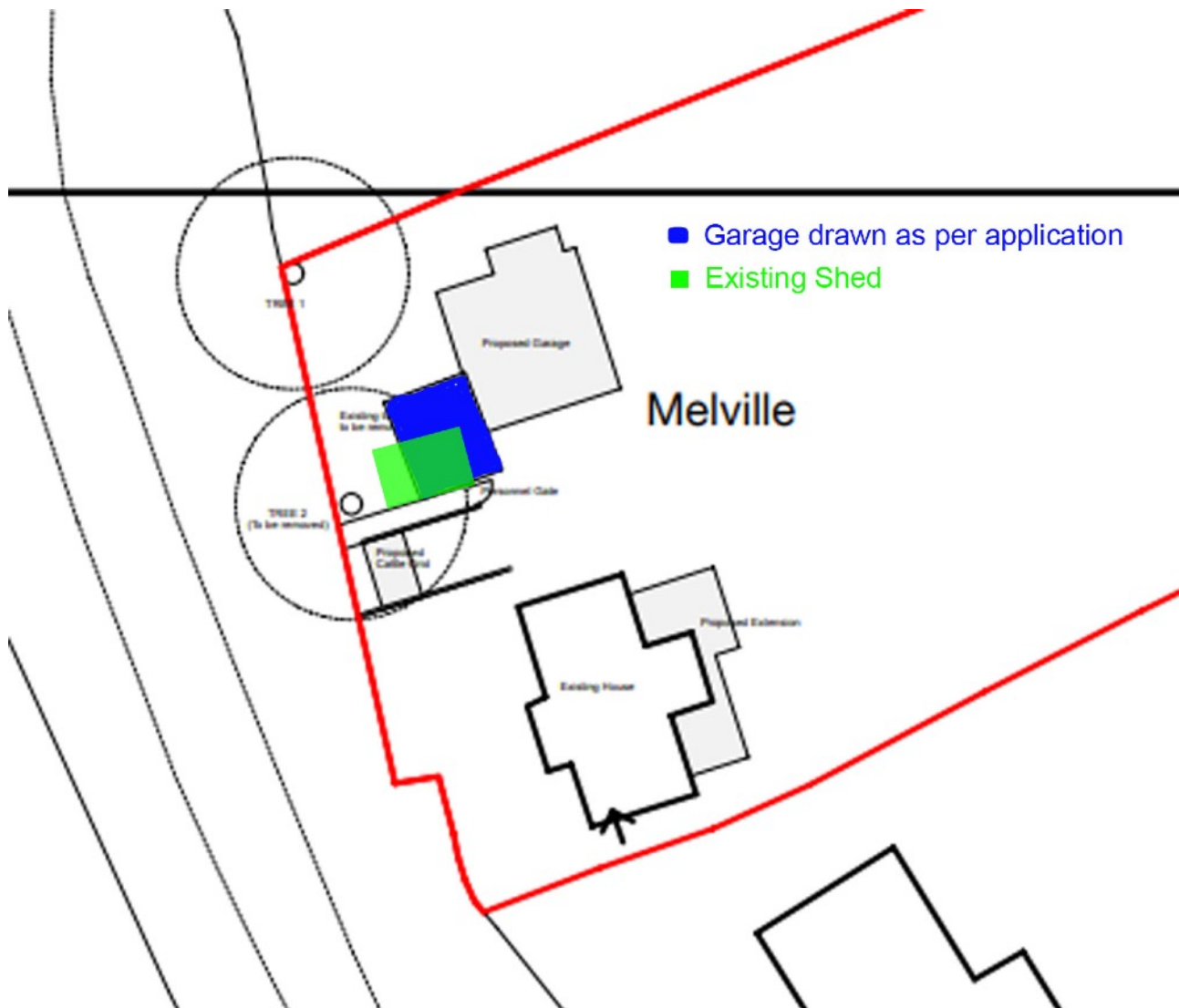


Facing south



The application contains several important errors including:

Reference to an existing garage - currently only a shed / field shelter exists



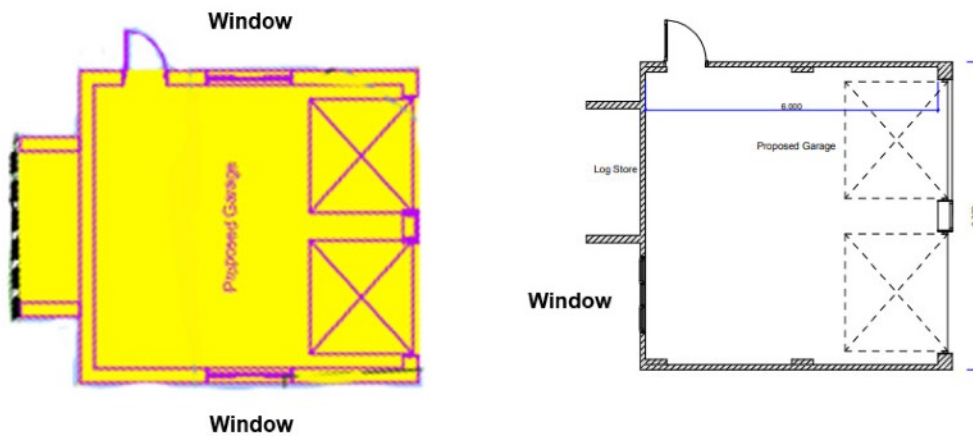
Shed from track



Shed from Furze Hill Cottage

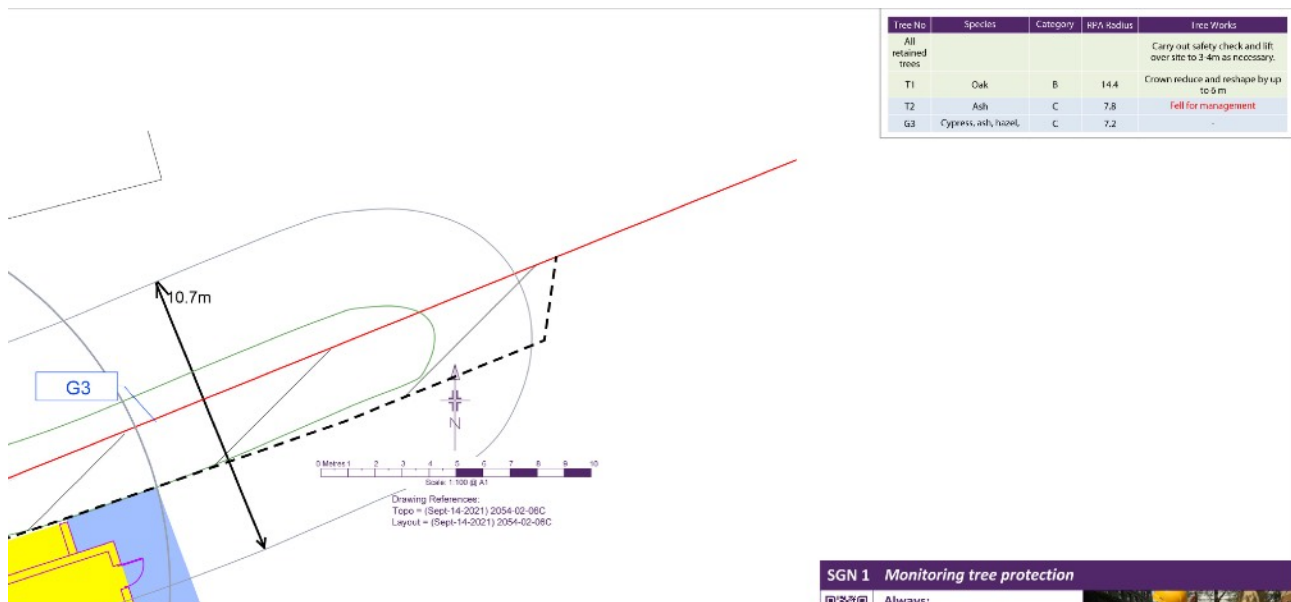


Difference in drawings of position of and quantity of windows in proposed garage; and position of log store



The Arboricultural Assessment refers to a drawing that is not provided as part of the application. A number of trees are not included in the assessment and it refers to an existing cattle grid. No cattle grid exists and the proposed one goes through the RPA

The Tree Protection Drawing shows an incorrect detail for the RPA of G3. Both the Arboricultural Assessment and the Tree Protection drawing refer to a RPA radius of 7.2. However the drawing is more like 5.35m (see below where I have measured the diameter at 10.7m ie a radius of 5.35m from using the scale). Thus the drawing shows a significantly smaller RPA for G3 than it should.



Consideration to the significant slopes is not shown on the application

Slopes up from Furze Hill Cottage



Slope from forest



The application does not show an elevation containing both the proposed dwelling and garage. In order for the garage to minimise damage to the roots it will be on piles with a gap between the existing levels and the base of the proposed garage.

The slope estimated to be an angle of 6.5 degrees, and with a minimum gap between base and ground level of 100mm, would result in a height of approximately 1m at its furthest extent.

Thus stairs and landing to access side door and log-store will be required. These are not shown on the application.

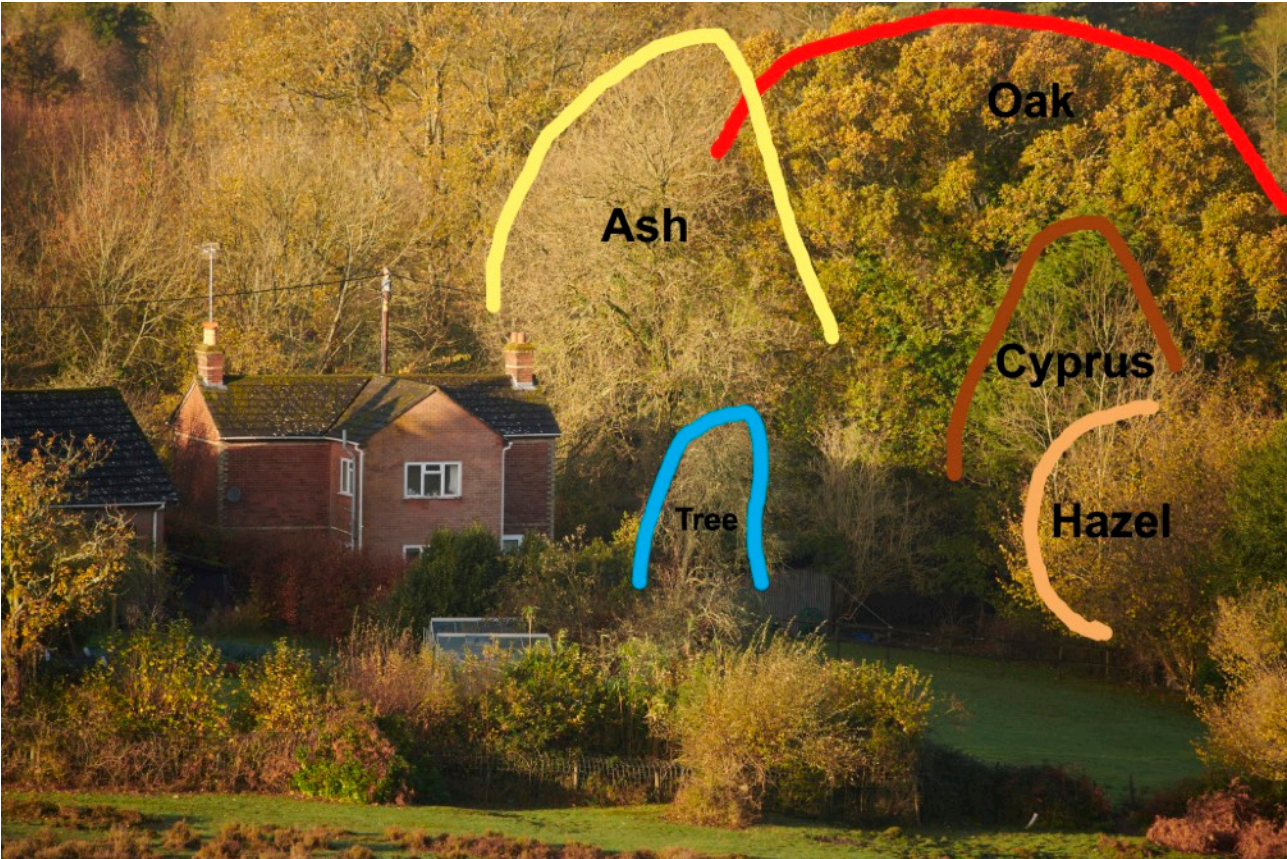
Overall the piles will increase the bulk of building and along with its length and width are excessive.

The design is not representative in the conservation area or locality.

Based on the existing levels which according to the application will be maintained an illustration of the proposed garage from the track and forest are shown below.



Anticipated significant damage to trees:



Arboricultural assessment

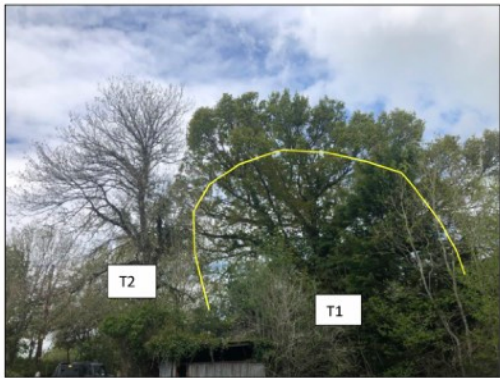


Photo 5: Tree T2, a low-quality ash to be removed. The yellow line indicates the approximate extent of crown reduction required to tree T1 as a result of historic storm damage.

Significant destruction of Oak leaving it as little more than a trunk - 6m cut off; more than is required to make it safe from falling branches - branches that are dangerous should be identified

Arboricultural Assessment shows at most 2m off the crown whereas the proposal as per the Tree Protection plan would be to take 6m off

Tree No	Species	Category	RPA Radius	Tree Works
All retained trees				Carry out safety check and lift over site to 3-4m as necessary.
T1	Oak	B	14.4	Crown reduce and reshape by up to 6 m
T2	Ash	C	7.8	Fell for management
G3	Cypress, ash, hazel,	C	7.2	-

Felling of Ash tree

Ecology report requires May to August survey of bats in order for pruning of oak - not done
Ecology report states hedges that are suitable habitat for dormice. These will be damaged via pruning and penetration of the RPA, and loss of light by the proposed garage.
Damage to screening including that to FHC
Items missing from Arboricultural Assessment including tree close to balcony
Damage to RPA from construction, piles, cattle grid and wall etc
All trees not shown

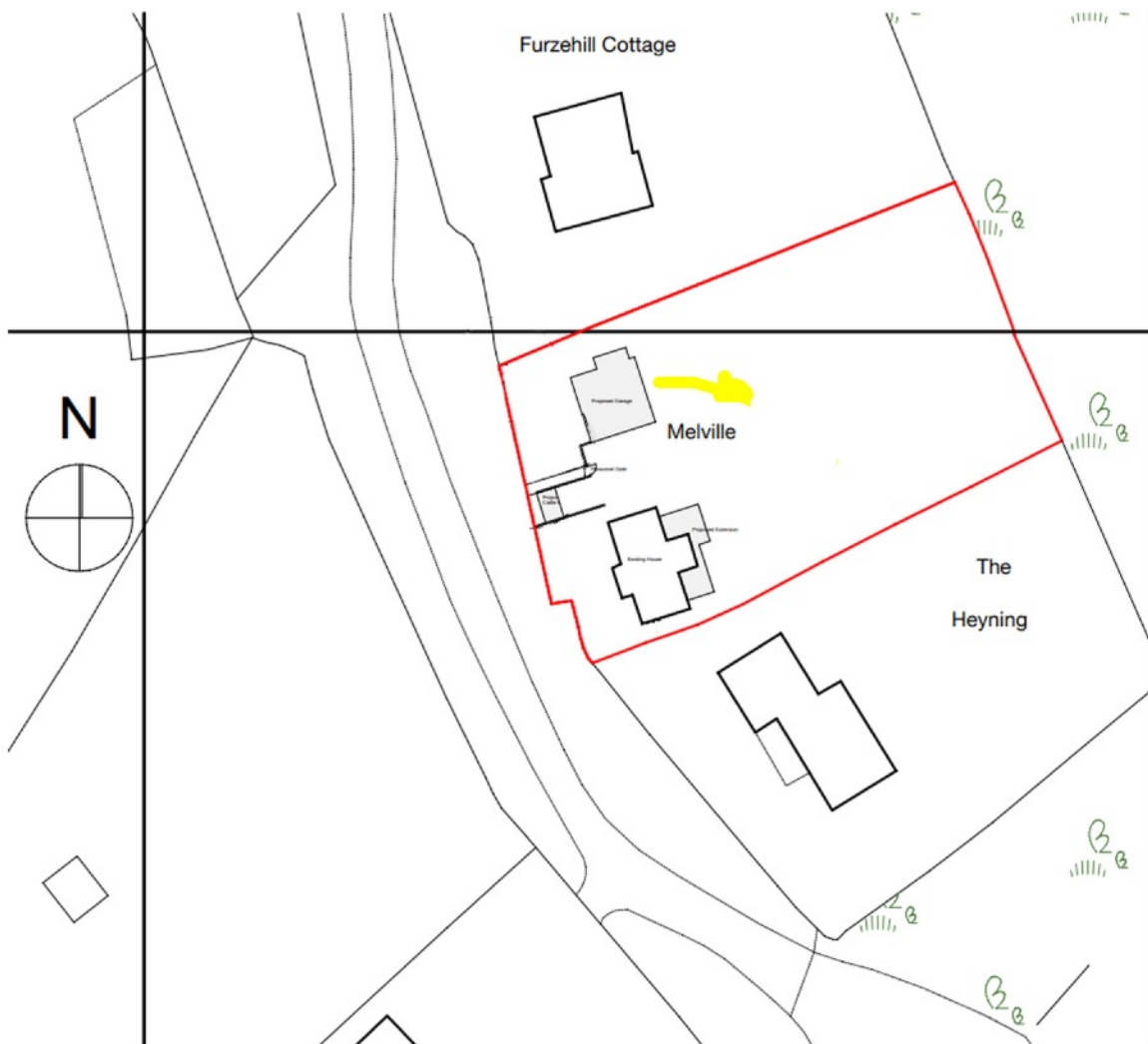
Significant damage to landscape both from lane and forest

Alternative designs of garage not considered

According to BS 5837:2012 which is about guidance relating to design demolition and construction states under section on Proximity of structures to trees (5.3.1) *that the default position should be that structures are located outside the RPAs of trees to be retained. However, where there is an overriding justification for construction within the RPA, technical solutions might be available that prevent damage to the tree(s).*

The planning application provides no such overriding justification why the proposed garage has to be in its proposed location. The application is therefore not compliant with BS 5837.

If a garage is permissible a less intrusive and damaging design would be one which is smaller, preserves and harmonises more with the landscape, and away from the trees conforming to BS 5837, for example



Cattle Grid

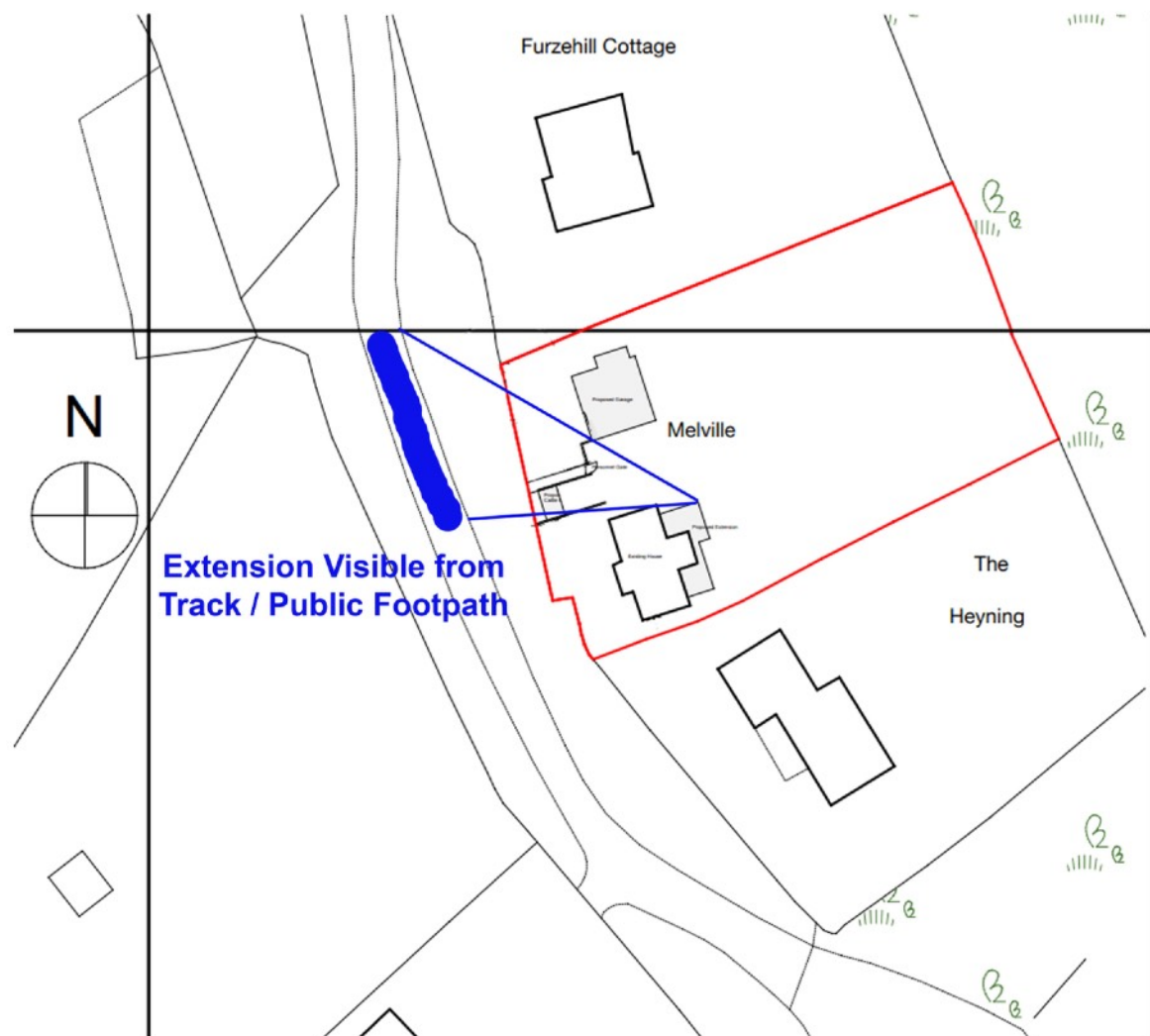
Cattle grids are often used as preference over gates when access is required on a regular basis, and when parking up to open gates will obstruct the highway.

The cattle grid will widen access, damage RPA, create unnecessary noise with vehicles crossing it, without animal ramp trap small animals when they fall in, is shown with pedestrian side entrance in addition to the one to the front door.

No overriding justification has been given for a cattle grid rather than a gate and under BS 5837 should not be allowed.

Frontage

removal of tree / hedge
addition of side pedestrian gate
widening of vehicular access
addition of walls
gentrification
extension visible from road



Parish response on previous submission 21/00630

From the previous submission 21/00630 the parish response is below. (Note the previous submission did not include the proposed garage):

The following recommendations for refusal still remain and are still applicable:

First bullet - no evidence provided when the extension was complete /first habited.

Second bullet - not all items addressed in new proposal

Third bullet - whilst some detail has changed the balcony still remains and overlooking is still an issue

Fourth bullet - no change. The applicant has however had some time to consider landscaping and none has been included in the application

Fifth bullet - some information provided

Sixth bullet - a limited bat survey has been conducted. It states a further survey is required, undertaken between May and August, should the Oak (T1 in the Arboricultural Assessment) be pruned. This survey has yet to be done.

PARISH RESPONSE ON PLANNING APPLICATION 21/00630

Location	MELVILLE, FURZE HILL, FORDINGBRIDGE, SP6 2PT
Received Date	12 August 2021
Received from	Ellingham, Harbridge & Ibsley Parish Council

Recommend refusal for the reasons listed below:

- Until the habitable floorspace extant in 1982 is determined, it is not known if the proposal would comply with the limitations of Policy DP36.
- The applicant advised that the white brick quoining on the original dwelling would be mirrored in the proposed extension (this doesn't feature on the existing extension) and the proposal would be subservient and distinct from the original rectangular dwelling. While these are to be approved of, the overall proposed design, particularly the balcony and extent of door glazing panels, were not thought appropriate or sympathetic to the building, local area or W.E. Conservation Area as a whole. The front of the building presents as a modest commoner's cottage, the proposed rear would be out of character with this (SP16 & 17).
- With the building being close to the neighbouring property to the south, it was felt that the balcony would afford unreasonable overlooking of its garden.
- The views from the east (open heathland on the Adjacent Common, on higher ground) into the rear of the properties on this lane, would be impacted by this proposal (SP16), though the applicant advised that any landscaping / screening planting had not yet been considered and would be the subject of a later phase of works at the property.
- It is disappointing that D&A and CM Statements were not available advising more detail about building materials and mitigation of the impact of the construction.
- It was noted that a bat survey had not been carried out and that one might be appropriate.

To be noted:

In the event of approval:

- All materials, equipment, spoil and contractors' vehicles should be stored/parked within the site boundary, to minimise damage to the SSSI verges
- Any external lighting should incorporate PIR control and be subject to NPA approval, to minimise additional light pollution
- The National Trust should be consulted about potential vehicle impact / damage to the gravel access lane during the construction