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1 September 2008

## **S U M M O N S**

**MEETING:** Regulatory Board  
**DATE:** 9 September 2008  
**TIME:** 6.00pm  
**PLACE:** Council Chamber, Town Hall, Gosport  
**Democratic Services contact:** Catherine McDonald

LINDA EDWARDS  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

Councillor Hicks (Chairman)  
Councillor Carr (Vice Chairman)

Councillor Allen	Councillor Forder
Councillor Mrs Bailey	Councillor Geddes
Councillor Carter	Councillor Mrs Searle
Councillor Dickson	Councillor Miss West

The Mayor (Councillor Kimber) (ex officio)  
Chairman of Policy and Organisation Board (Councillor Smith) (ex-officio)

### **FIRE PRECAUTIONS**

(To be read from the Chair if members of the public are present)

**In the event of the fire alarm (single continuous sound) being activated, please leave the room immediately. Proceed downstairs by way of the main stairs or as directed by GBC staff, following any of the emergency exit signs. People with disability or mobility issues please identify yourself to GBC staff who will assist in your evacuation of the building.**

**IMPORTANT NOTICE:**

- If you are in a wheelchair or have difficulty in walking and require access to the Committee Room on the First Floor of the Town Hall for this meeting, assistance can be provided by Town Hall staff on request

If you require any of the services detailed above please ring the Direct Line for the Democratic Services Officer listed on the Summons (first page).

**NOTE:**

- i. Members are requested to note that if any member wishes to speak at the Board meeting then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off for the duration of the meeting.

**AGENDA**

Recommended  
Minute Format

**PART A ITEMS**

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

*All Members present are required to declare, at this point in the meeting or as soon as possible thereafter, any personal or personal and prejudicial interest in any item(s) being considered at this meeting.*

3. MINUTES OF THE MEETING OF THE BOARD HELD ON 12 AUGUST 2008 [copy attached]

4. DEPUTATIONS – STANDING ORDER 3.5

*(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Friday, 5 September 2008. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).*

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

*(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Friday, 5 September 2008).*

6. REPORTS OF THE DEVELOPMENT SERVICES MANAGER

*Schedule of planning applications with recommendations.  
(grey sheets – pages 1 – 33/1)*

PART II  
Contact Officer:  
Pat Aird  
Ext 5328

7. ANY OTHER ITEMS

*- which by reason of special circumstances the Chairman determines should be considered as a matter of urgency.*

**A MEETING OF THE REGULATORY BOARD**

**WAS HELD ON 12 AUGUST 2008**

The Mayor (Councillor Kimber) (ex-officio), Chairman of the Policy and Organisation Board (Councillor Smith) (ex-officio), Councillors Allen (P), Mrs Bailey (P), Carr (P), Carter (P), Dickson (P), Forder (P), Geddes (P), Hicks (P), Mrs Searle (P) and Miss West (P).

**53 APOLOGIES**

An apology for inability to attend the meeting was received on behalf of the Mayor, Councillor Kimber.

**54 DECLARATIONS OF INTEREST**

There were none.

**55 MINUTES**

RESOLVED: That the Minutes of the Regulatory Board meeting held on 15 July 2008 be approved and signed by the Chairman as a true and correct record.

**56 DEPUTATIONS**

It was reported that a deputation had been received on the following application:-

- Item 6/06 – K16476/1 – 95 Palmyra Road, Gosport

**57 PUBLIC QUESTIONS**

No public questions had been received.

**PART II**

**58 REPORT OF THE DEVELOPMENT SERVICES MANAGER**

The Development Services Manager submitted a report on applications received for planning consent setting out the recommendation in each case (a copy of which is affixed in the Minute Book as Appendix 'A').

RESOLVED: That decisions be taken on each application for planning consent as detailed below:

- 59 K17566 - REDEVELOPMENT OF FORMER CARE HOME TO PROVIDE 14NO. APARTMENTS, 2NO. RETAIL UNITS AND ASSOCIATED EXTERNAL WORKS AND PARKING (CONSERVATION AREA) (as amplified and amended by letters dated 18.6.08, 30.06.08, 24.7.08, 31.07.08, email dated 29.07.08 and plans received 25.07.08 and 31.07.08)**  
**Pier House 1 Marine Parade East Lee-On-The-Solent Hampshire PO13 9LA**

Members welcomed this application for the sympathetic development of this iconic property on the seafront at Lee-on-the-Solent. A Member stated that he had known the property for many years and, having recently been inside the buildings, could see that the current rooms were not suitable for development but that the retention of the façade was an excellent way to retain the character of the property.

RESOLVED: That planning application K17566 – Pier House, 1 Marine Parade East Lee-on-the-Solent be approved, subject to the conditions set out in the report of the Development Services Manager, for the following reason:

- i. That having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposal is an acceptable use in this location and will enhance the vitality and viability of the adjacent Shopping centre. The proposal will enhance the historic and architectural character and appearance of the Pier Street Conservation Area and will not have a harmful affect on the Marine Parade Area of Special Character or the amenities of prospective or adjoining occupiers or highway safety conditions in the locality. The proposal also includes measures to promote the use of renewable energy and makes adequate provision for refuse storage, open space and education. As such, the proposal complies with Policies R/DP1, R/DP3, R/DP6, R/DP7, R/DP8, R/DP10, R/BH1, R/BH2, R/CF6, R/S2, R/H4, R/H7, R/OS8, R/T2, R/T4, R/T10, R/T11, R/ENV4, R/ENV10, R/ENV12, R/ENV15 of the Gosport Borough Local Plan Review.

- 60 K8831/24 - PROPOSED SUPPORTED LIVING ACCOMMODATION COMPRISING DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF TWO STOREY L-SHAPED BUILDING (6 UNITS) AND A PAIR OF SEMI-DETACHED BUNGALOWS (2 UNITS) WITH CAR PARKING AND CYCLE AND REFUSE STORAGE (LISTED BUILDING IN CONSERVATION AREA) (as amended by plans received 31.07.08)**  
**Anglesey Lodge Anglesey Road Gosport Hampshire PO12 2DX**

Members were informed that a further objection had been received concerning the siting of the bins for rubbish collection. Officers advised that the Council's contractor required bins to be put out for road collection for this property and that there were no highway safety issues regarding this matter.

RESOLVED: That planning application K8831/24 – Anglesey Lodge, Anglesey Road, Gosport be approved, subject to the conditions set out in the report of the Development Services Manager, for the following reason:

- i. That having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposal is an acceptable use in this location and will preserve the architectural and historic character and appearance of the Conservation Area. The proposal will not harm the setting of the Listed Building, or highway safety conditions in the locality, or the amenities of the occupiers of neighbouring residents, or the interests of archaeology or nature conservation. As such the proposal complies with Policies R/DP1, R/DP6, R/DP8, R/BH1, R/BH2, R/BH3, R/BH8, R/T2, R/T11, R/OS10, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

- 61 K16424/2 - DEMOLITION OF SINGLE STOREY SIDE EXTENSION AND TWO STOREY REAR EXTENSION, INTERNAL ALTERATIONS AND ERECTION OF FOUR STOREY EXTENSION TO PROVIDE 5 NO.ONE BEDROOM FLATS AND 3 NO. TWO BEDROOM FLATS WITH ASSOCIATED PARKING AND BICYCLE STORAGE FACILITIES**  
**11A Brockhurst Road Gosport Hampshire PO12 3AJ**

Members were informed that this application had been withdrawn prior to the meeting.

- 62 K6069/10 - ERECTION OF THREE 1 BEDROOM FLATS WITH ASSOCIATED BIN & CYCLE STORAGE (LAND TO THE REAR OF 116 HIGH STREET) (CONSERVATION AREA) (as amended by plans received 24.07.08)**  
**116 High Street Gosport Hampshire PO12 1DU**

RESOLVED: That planning application K6069/10 – 116 High Street, Gosport be approved subject to a Section 106 agreement relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space and the payment of a commuted sum towards transport infrastructure, services and facilities, and subject to the conditions set out in the report of the Development Services Manager, for the following reason:

- i. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposal is at an acceptable density for this particular location and will assist in providing a variety of residential accommodation to meet the housing needs of the Borough. The development will be acceptable within the overall street scene and enhance the character and appearance of the Conservation Area, and will not have a detrimental impact on the amenities of neighbouring or prospective occupiers. Adequate provision is made for open space, transport infrastructure, cycle and refuse storage. As such the development complies with Policies R/DP1, R/DP3, R/BH1, R/BH2, R/H4, R/S3, R/S6, R/S7, R/T4, R/T11 and R/OS8 of the Gosport Borough Local Plan Review.

- 63 K6069/11 - CONSERVATION AREA APPLICATION - DEMOLITION OF PART OF THE BOUNDARY WALL AND REMOVAL OF IRON STORAGE SHED (LAND TO THE REAR OF 116 HIGH STREET) (CONSERVATION AREA) (as amended by letter dated 01.07.08 and by plans received 28.07.08)**  
**116 High Street Gosport Hampshire PO12 1DU**

RESOLVED: That Conservation Area Consent K6069/11 – 116 High Street, Gosport be approved subject to the conditions set out in the report of the Development Services Manager, for the following reason:

- i. That having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the demolition of these structures will enhance the character and appearance of the Conservation Area and as such complies with Policies R/DP1 and R/BH2 of the Gosport Borough Local Plan Review.

- 64 K16476/1 - ERECTION OF TWO STOREY REAR EXTENSION TO PROVIDE 1NO.TWO BEDROOMED GROUND FLOOR FLAT AND 1NO.TWO BEDROOMED FIRST FLOOR FLAT**  
**95 Palmyra Road Gosport Hampshire PO12 4EE**

Members were informed that a word had been missed from the first sentence of paragraph 1 of the reasons for refusal. It should read '..... for the occupiers of the proposed development.' They were further advised that no Section 106 agreement for the payment of a commuted sum towards the provision and/or improvement of outdoor playing space or transport infrastructure, services and facilities had been made, which constituted a further reason for refusal of this application.

Mr Tutton, Agent for this application, was invited to address the Board. He drew Members attention to developments previously allowed in the vicinity of 95 Palmyra Road, especially to the development of 97 Palmyra Road in 1996, when no parking provision had been made and no objection had been raised by Traffic Management. The area benefited from good bus services to the north, west and south, which, in his opinion, made the provision of car parking unnecessary for this current development and Mr Tutton requested the Board to consider the application in the light of a nil requirement for such provision. Mr Tutton stated that Policy RT11 of the Local Plan Review came into effect the day after the application was registered as being received by Development Control. He also said that he had had no time to produce an ecological report concerning the presence of a bat roost at No 95.

In answer to a Members' question concerning the consideration of density in determining the application for 97 Palmyra Road, it was confirmed that both the policy guidelines and the local situation concerning development density and car parking had changed since that development had been allowed and that each application had to be determined on its own merits. Members were aware from their own local knowledge that there was a problem with on street parking in this area. They were also concerned at the potential negative impact on service vehicles attempting to access the service road to the rear of Palmyra Road should further development take place.

A Member queried the siting of notices informing residents of the proposed development and asked whether officers were aware whether residents to the rear of Palmyra Road knew of the application. Officers replied that not receiving an objection from nearby residents did not constitute a reason why the application could not be considered by the Board.

RESOLVED: That planning application K16476/1 – 95 Palmyra Road, Gosport be refused for the following reasons:

- i. The proposed development by reason of its high density constitutes an overdevelopment of the plot which will result in a poor quality of environment for the occupiers of the proposed development. As such, it is contrary to Policy R/H4 of the Gosport Borough Local Plan Review.
- ii. The proposed development provides no provision for on-site car parking which will result in overspill car parking in the surrounding road network to the detriment of local amenity. No provision is made for visitor cycle parking. The proposal therefore conflicts with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.
- iii. The applicant has not submitted a bat survey and the Local Planning Authority are therefore unable to assess whether the proposed development is likely to have a detrimental impact on this protected species or its habitat. The proposal does not therefore comply with Policy R/OS13 of the Gosport Borough Local Plan Review.
- iv. Adequate provision has not been made for outdoor playing space or transport and highway improvements, nor the payment of a commuted sum in lieu of that provision contrary to Policies R/OS8, R/DP3 and R/T4 of the Gosport Local Plan Review.

**65 K10466/3 - DEMOLITION OF EXISTING SINGLE STOREY REAR EXTENSION, INTERNAL AND EXTERNAL ALTERATIONS TO PROVIDE 1ST AND 2ND FLOOR 1 BEDROOMED FLATS WITH ASSOCIATED PARKING AND AMENITY SPACE AND ERECTION OF SINGLE STOREY REAR EXTENSION (as amplified by e-mail received 28.07.08) (CONSERVATION AREA)  
5 Stoke Road Gosport Hampshire PO12 1LT**

Members were advised that a Section 106 agreement had been drawn up but not yet signed as the applicants were out of the country. The 8 week date for determination of the application was 21 August 2008. Delegated authority was sought to refuse the application should the Section 106 agreement not be completed by this date.

RESOLVED: That planning application K10466/3 – 5 Stoke Road, Gosport be approved subject to a Section 106 agreement relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space and the payment of a commuted sum towards transport infrastructure, services and facilities, and subject to the conditions set out in the report of the Development Services Manager, for the reason listed below. In the event that the Section 106 is not completed by 21 August 2008, authority be delegated to the Head of Development Control to refuse the application.



- i. That having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposed development is acceptable in this location. Due to its appropriate design, density and layout, the proposed development will preserve the character and appearance of the Stoke Road Conservation Area. It will not have a detrimental impact on the amenities of neighbouring or prospective occupiers. Adequate provision is made for car parking, open space, cycle and refuse storage. As such, the development complies with Policies R/DP1, R/DP, R/BH1, R/H4, R/S7, R/T2, R/T11, R/OS8, R/DP3 and R/T4 of the Gosport Borough Council Local Plan Review.

The meeting commenced at 6pm and concluded at 6.26pm

CHAIRMAN

## **GOSPORT BOROUGH COUNCIL – REGULATORY BOARD**

**9th September 2008**

### **ITEMS WITH RECOMMENDATIONS**

1. Copies of drawings and accompanying planning applications referred to in this schedule will be made available for inspection by Members from 5.00 pm immediately prior to the meeting. Unless otherwise advised, these plans will be displayed in the room in which the Regulatory Board is to be held.
2. The number of objections and representations indicated in the schedule are correct at the time the recommendations were formulated. Should any representations be made after this date, these will be notified to the Regulatory Board during the officer presentation.
3. Copies of all representations received from the public will be made available for inspection by Members in the same way as drawings will be made available, referred to in Note 1 above.
4. An index of planning applications within this schedule can be found overleaf, together with a summary of each recommendation.

INDEX				
<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	<u>Address</u>	<u>Recommendation</u>
01.	03-06	K17592	60 St Marys Avenue Gosport Hampshire PO12 2HX	Refuse
02.	07-11	K3815/2	58 Southcroft Road Gosport Hampshire PO12 3LE	Grant Permission
03.	12-15	K15067/2	Land To The Rear Of 118 - 120 High Street Lee-On-The-Solent Hampshire PO13 9DB	Refuse
05.	16-19	K7154/2	172A Anns Hill Road Gosport Hampshire PO12 3RE	Grant Permission
06.	20-23	K16756/2	154 (site A) Fareham Road Gosport Hampshire PO13 OAS	Grant Permission
07.	24-28	K17440/1	Land Adjacent To Huhtamaki Rowner Road Gosport Hampshire PO13 0PR	Grant Permission
08.	29-31	K17562	39 The Drive Gosport Hampshire PO13 0QB	Grant Permission
09.	32-33	K11228/1	22 Oakdene Gosport Hampshire PO13 0DB	Grant Permission

**ITEM NUMBER: 01.**  
**APPLICATION NUMBER: K17592**  
**APPLICANT: Mr Darren Edney**  
**DATE REGISTERED: 24.07.2008**

**DEMOLITION OF DETACHED GARAGE AND ERECTION OF REPLACEMENT SIDE GARAGE AND ERECTION OF 2 STOREY DWELLING WITH INTEGRAL GARAGE AND ASSOCIATED AMENITY SPACE**  
**60 St Marys Avenue Gosport Hampshire PO12 2HX**

***The Site and the proposal***

Number 60 is located in a prominent position at the eastern end of St Mary's Avenue where it merges into Bentham Road through a 90 degree bend. It is the south western half of a pair of two storey semi detached dwellings with a double rounded bay under a hipped tiled roof. Whereas other houses in these two roads are set on rectangular plots with the property frontage set back approximately 10 metres from the public highway, number 60 and number 62, and the pair of semi detached properties opposite, number 53 St Marys Avenue and number 22 Bentham Road, occupy triangular plots orientated at a 45 degree angle to the highway. The rear gardens of numbers 60 and 62 are approximately 25 x 35 metres and separated by very dense trees and hedging. To the rear are allotments beyond a row of established mature trees

There is a large detached double garage adjacent to the western boundary of number 60 which is accessed via a driveway at the front of the house. Number 60 has two ground floor windows and one first floor window in the south western elevation and two first floor windows in the rear elevation. There is a single storey extension at the rear.

To the west, number 58 is the eastern half of a pair of semi detached dwellings with a double bay frontage. It is set on a rectangular plot. The rear garden is approximately 25 metres long. The eastern elevation (facing the application site) contains two ground floor and two first floor windows. The rear elevation contains two first floor windows. There is a hipped roof conservatory at the rear and a small pitched roof garage sited against the shared boundary with number 60, 2 metres beyond the rear elevation of the conservatory. The boundary treatment between number 58 and 60 comprises a 1.6 metre high wooden fence at the front of the site, tapering down to 1.2 metres adjacent to the highway, with dense trees, shrubs and planting at the rear.

The surrounding area is characterised by two storey semi detached dwellings with rear gardens over 25 metres long. The majority of the properties date from the 1930s and 1960s, with the exception of a number of substantial detached dwellings at the western end of the road which date back to the Victorian era. The houses are of varied designs, but hipped tiled roofs predominate.

The applicant proposes to demolish the existing double garage at number 60 and erect a detached 4 bed-roomed chalet bungalow set back on the plot behind the rear elevations of both numbers 60 and 58 and orientated east-west. It would have a gable ended pitched roof with a ridge height of 7.4 metres. There would be three hipped roof dormers in the front roof-slope, lighting 2 bedrooms and a bathroom, and four hipped roofed dormers at the rear, lighting 2 bedrooms and a study. There will be 2 secondary bedroom windows in the eastern gable. In front of the main bungalow and set at a 45 degree angle to the front elevation would be a linked double garage with living accommodation in the roof space (designated a 'home office') lit by a pair of velux windows on the south-western facing roof slope and a window in the north western gable. The eastern elevation of the garage would be hard on the new side boundary of number 60. The western elevation of the bungalow would be set off the boundary with number 58 by 2.5 metres. There will be ground floor windows in all elevations of the dwelling except the western elevation facing number 58. A replacement single garage to number 60 is proposed on the western side of that property.

The existing rear garden is to be subdivided by a 1.5 metre high close boarded fence to provide separate amenity areas for the proposed and existing dwellings. Number 60 will retain a reduced

length rear garden 17 metres long. The proposed dwelling will have a side garden with an overall length of over 25 metres that runs behind number 60 .

Access to the site will be via the existing entrance to number 60. The applicant has indicated that a large Cedar tree at the rear of the site and adjacent to the western boundary would require lopping to accommodate the proposed dwelling.

### ***Relevant Planning History***

nil

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP7

Additions, Extensions and Alterations

R/H4

Housing Densities

R/T11

Access and Parking

R/DP3

Provision of Infrastructure, Services and Facilities

R/T4

Off-site Transport Infrastructure

R/OS8

Recreational Space for New Residential Developments

### ***Consultations***

Building Control	Disabled access needs to be considered
Streetscene (Parks & Horticulture)	update to be provided
Streetscene (Waste & Cleansing)	sufficient bin storage provided
Local Highway Authority	The proposed side garage is approximately 4.8 x 2.4 metres, substantially smaller than the required 6 x 3 metres internally. It cannot therefore be considered as a useable parking space. Transport contributions required.

### ***Response to Public Advertisement***

9 letters of objection;

Issues raised:-

- Chalet bungalow design and siting of dwelling is out of character
- Overlooking
- Insufficient parking will result in an increase in on-road parking
- Implications for highway safety from use of access and during construction
- Site located at a dangerous corner
- Publicity procedure inadequate/internet access unavailable/extension of publicity period required

- Road already heavily used by learner drivers
- Development would set an undesirable precedent for similar developments
- Plans do not correctly show the relative positions of the linked garage and house

### ***Principal Issues***

1. The site is located within the urban area where the principle of residential development is acceptable provided that the details accord with Policy R/DP1 of the Gosport Borough Local Plan Review. The main issues are therefore the density, the impact on the visual amenity of the locality, the amenities of adjoining and prospective occupiers, the servicing and parking arrangements and the provision for cycle parking, refuse storage, open space and transport contributions.

2. The proposed new dwelling will increase the density of the site from approximately 10 to 20 dwellings per hectare. This is below the range of 30-50 promoted by Policy R/H4 of the Local Plan Review. However, St. Mary's Avenue and Bentham Road are characterised by substantial properties on large plots and a low density is reflective of the locality. A higher density would be out of character and therefore inappropriate in this location.

3. The dwellings in St. Mary's Avenue and the neighbouring Bentham Road are typically set back from the road frontage by approximately 10 metres and are two storey in height. The introduction of a chalet dwelling, at the rear, with a set back over 20 metres from the public highway, would not reflect the established pattern of development in the area. In view of the prominent location of the site with long range views down Bentham Road, the chalet bungalow would appear an incongruous feature in the street scene and therefore detrimental to the visual amenity of the area. Although the retained garden at number 60 and the new garden for the proposed dwelling meet the guidelines set out in Appendix B of the Local Plan Review, due to the awkward shape of this plot the contrived layout appears cramped in comparison with adjacent plots. Consequently the proposal is contrary to Policy R/DP1 of the Local Plan Review.

4. The existing drive at the site provides access to a double garage and large parking area at the front of the site. The proposed dwelling will not result in a significant intensification in the use of the driveway. Therefore, although there are ground floor windows in the eastern elevation of number 58 and the south western elevation of number 60, I do not consider that the use of the access to serve the proposed bungalow would be detrimental to the amenities of the occupiers of the existing dwellings on either side. Due to the density and height of trees and hedges on the western side of the site, and the placement of the windows on the new dwelling there will be no detrimental impact on the amenities of the occupiers of numbers 58 or 60 in terms of loss of privacy. However, by reason of its height, siting and orientation the proposed chalet bungalow will result in an unacceptable loss of light to the garden of number 58 and light available to and outlook from the adjoining properties contrary to Policy R/DP1 of the Local Plan Review.

5. The proposal provides adequate and convenient facilities for the secure storage of bicycles and refuse bins. Appropriate provisions have also been made at the front of the site for visitor cycle parking. The existing boundary treatment tapers down at the northern end and provides an acceptable level of intervisibility between vehicles exiting the site and all other users of the public highway. Although the site entrance is located on a bend in the road, vehicles exiting the site would have a clear view of vehicles approaching from both directions. As such, I do not consider that the use of the proposed entrance either during construction or subsequently will be detrimental to highway safety. The proposed dwelling provides on-site parking in the form of a double integral garage. The integral garage has internal dimensions measuring approximately 5.5 x 5 metres and is therefore unlikely to be able to conveniently accommodate more than one vehicle. However, there is sufficient room at the front of the site to accommodate two further vehicles. Car ownership within the Anglesey ward averages 1.33 cars per household, the highest in the Borough. Therefore, with space to park at least three vehicles on site, the level of parking afforded for the proposed dwelling is adequate to meet both resident and visitor parking demands. The existing dwelling proposes on-site parking in the proposed side garage. However, at 4.8 x 2.4 metres internally, it is unlikely to be used to park a vehicle. The site is therefore only able to provide a single parking space at the front

of the dwelling. In light of the high level of car ownership within the Anglesey Ward, the provision of a single parking space is unlikely to be sufficient to meet the demands associated with resident and visitor parking, resulting in overspill parking in the surrounding road network contrary to Policy R/T11 of the Local Plan Review.

6. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a commuted sum towards the provision and/ or improvement of outdoor playing space and transport and highway improvements, in accordance with Policies R/OS8, R/DP3 and R/T4 of the Gosport Borough Local Plan Review. Without this obligation the proposal is unacceptable.

7. The application was advertised in accordance with the Borough Council's formally adopted Statement of Community Involvement by way of a site notice, erected adjacent to the entrance of the application site. Whilst it is unfortunate that documents are not available to view on line due to technical difficulties with the web site, all representations received up to the day of the Regulatory Board are taken into consideration. Significant disturbance during construction is not a planning consideration but can be dealt with under the Environmental Health legislation. Should the parking of construction vehicles on the road become a problem, this is a matter for the police. The use of the local road network by learner drivers is not a planning consideration. Concern has been raised over badger setts on the adjacent allotments but there is no evidence of badger activity on the site which would justify a refusal under Policy R/OS13. All applications must be considered on their merits and precedent is not an issue in this case. Whilst a degree of interpretation is required the relationship of the garage to the house is sufficiently detailed to be understood from the submitted plans.

#### **RECOMMENDATION: Refuse**

#### **For the following reasons:-**

1. The proposed development, by reason of its location and design, would result in an undesirable form of development, out of keeping with the established character of the locality, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

2. The proposed dwelling, by reason of its height, siting and orientation would be detrimental to the amenities of the occupiers of the adjoining dwellings by reason of loss of light and outlook, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

3. There is insufficient provision of on-site parking to meet the expected demand for the existing dwelling which will result in overspill parking in the surrounding road network to the detriment of the amenity of the area, contrary to Policy R/T11 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 02.**  
**APPLICATION NUMBER: K3815/2**  
**APPLICANT: Mr Kenneth White**  
**DATE REGISTERED: 01.08.2008**

**DEMOLITION OF FLAT ROOF SINGLE STOREY REAR WORKSHOP, CONVERSION OF EXISTING GROUND FLOOR SHOP AND FIRST FLOOR FLAT TO 1NO. 3 BEDROOMED DWELLING AND ERECTION OF TWO STOREY SIDE EXTENSION TO FORM 1NO. 3 BEDROOMED DWELLING WITH DETACHED DOUBLE GARAGE AND ASSOCIATED AMENITY SPACE (as amended by plan received 19.08.2008)**  
**58 Southcroft Road Gosport Hampshire PO12 3LE**

### ***The Site and the proposal***

The site occupies a prominent corner plot on the northern side of Southcroft Road, at the junction with Kingston Road. 58 Southcroft Road is a 2 storey building set under a tiled pitched roof with a substantial single storey flat roof element at the rear extending the length of the site. The western elevation of this extension forms the shared boundary with the adjoining dwelling, number 60. The site is currently vacant having previously been subdivided into a first floor flat with office/shop and light industrial usage at ground floor. There is a concrete hardstanding to the front and side of the property.

The area is predominantly characterised by semi-detached bungalows set on rectangular plots with rear gardens approximately 10-15 metres long. The adjoining dwelling to the west, number 60, is the eastern half of a pair of semi detached pitched roof bungalows. It has a lean-to conservatory on the rear elevation and a small side porch on the eastern elevation. To the north, number 1 Middlecroft Road is also a semi detached bungalow. This property has a small hipped roof side porch on the southern elevation with a single storey pitched roof element at the rear. There are two windows in the southern elevation of this property facing the application site. A pitched roof garage stands on the southern side of the rear garden, accessed via a rear service road. This property is separated from the application site by a 1.6 metre high breeze block wall.

It is proposed to demolish the substantial flat roof extension at the rear of the property and to convert the remaining building into a three bedroom house. The western elevation of the rear extension will be retained and reduced in height to 2.1 metres maintaining the shared boundary with number 60. The space left by the demolished extension will be laid to grass providing a garden area measuring approximately 9 x 6 metres. The applicant proposes to replace the ground floor shop front with three windows and a door, providing the main entrance to the new dwelling. Two replacement windows will be installed at first floor level. The rear elevation will be altered to include a set of double doors and windows at ground floor with two windows at first floor level.

A two storey side extension is proposed on the eastern elevation of the property and will provide a further three bedroomed dwelling. The extension has been designed with a tiled pitched roof and will be set 0.5 metres down from the existing ridge tile. It will be 4.5 metres wide and the front elevation will contain two sets of windows at ground floor level and two sets of first floor windows. There will be a single velux window in the front roofslope providing natural light to a second floor study. The rear elevation will contain a set of double doors and a window at ground floor level and two first floor windows. The rear roofslope will contain a single velux window serving a second floor en suite bedroom. There will be a single door, providing the principle access to the new dwelling and an obscure glazed window in the eastern elevation with two small obscure glazed windows at first floor level. A 9 metre long garden will be provided at the rear of the site which will be separated from number 58 by a 1.5 metre high close boarded fence. The eastern side of the garden (fronting Kingston Road) will also be bordered by a fence, erected to a height of 1.8 metres. A 1.2 metre high fence will be erected at the front of the site enclosing a small grassed area at the front of each of the dwellings.



Amended plans have been submitted which revise the provisions for car parking. On-site parking will be provided at the rear of the site with each dwelling served by two spaces. The spaces will be accessed via an extended dropped kerb. An existing disabled drivers bay which currently obstructs part of the proposed entrance is to be repositioned in order to facilitate the proposed access arrangement. Bin and secure cycle stores have been provided in the rear gardens of each dwelling with single visitor cycle hoops located at the front of the properties. Gates have been included in the boundary fencing to access to the cycle and bin storage facilities.

### ***Relevant Planning History***

K3815 new shopfront permitted 03.07.61

K3815/1 erection of first floor extension to create 2no. one bedroom flats with parking and separation of first floor flat from shop and erection of dormer refused 28.05.08

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP7

Additions, Extensions and Alterations

R/H4

Housing Densities

R/T11

Access and Parking

R/EMP3

Protection of Existing Employment Sites from Inappropriate Development

R/ENV14

Energy Conservation

R/ENV15

Renewable Energy

R/DP3

Provision of Infrastructure, Services and Facilities

R/T4

Off-site Transport Infrastructure

R/OS8

Recreational Space for New Residential Developments

R/S8

Local Shops Outside Defined Centres

### ***Consultations***

Building Control	disabled access must be considered
Environmental Health (Pollution & Environment)	no objection
Streetscene (Waste & Cleansing)	storage locations for both units is sufficient
Local Highway Authority	4 open parking spaces are provided. At 5.8 metres wide the spaces allow additional room for a vehicle entering and exiting. The number of spaces is considered adequate for this scale of development. Adequate cycle parking has been provided. The disabled drivers bay will need to be relocated to enable convenient access to the

spaces. The applicant will be required to cover the costs of moving the bay (value £250)

In order to provide an adequate level of intervisibility a visibility splay is required at the entrance to the drive.

### ***Response to Public Advertisement***

nil

### ***Principal Issues***

1. The application site is located within the Urban Area Boundary as defined on the Proposals Map and therefore, the principle of residential development is acceptable in this location provided that the details accord with Policy R/DP1 of the Local Plan Review. The main issues in this case therefore are the acceptability of the proposed development in terms of the loss of the ground floor workshop, office and shop, the residential density, design and the impact on the visual amenity of the locality, the amenities of adjoining and prospective occupiers, the adequacy of servicing/parking arrangements and the provision for cycle parking, refuse storage and open space.
2. The application site is not located within an Existing Employment Area as defined on the Proposals Map and therefore the loss of the existing workshop does not conflict with Policy R/EMP3 of the Local Plan Review. The applicant has indicated that the shop and office have been vacant for approximately 12 months and therefore re-use of the premises for residential purposes is appropriate and accords with Policy R/S8 of the Local Plan Review.
3. The proposed development will increase the density of the site from 34 dwellings per hectare (dph) to 69 dph which exceeds the density range set out in Policy R/H4 of the Local Plan Review. However, this density is similar to the surrounding area where semi detached dwellings predominate. The proposed dwellings are set on rectangular plots and at 9 metres long, the rear gardens are characteristic of other gardens in the area. In light of the above, the proposed development is reflective of the established pattern of development in the locality and does not constitute an overdevelopment of the site. It therefore complies with Policies R/DP1 and R/H4 of the Gosport Borough Local Plan Review.
4. The substantial single storey workshop is visible from both Kingston Road and Southcroft Road and forms an incongruous and oppressive feature in this highly prominent location. The demolition of this feature will be beneficial to the visual amenity of the locality and will help to create a more balanced layout within the site. The two storey extension has been designed with a tiled pitched roof to match the existing building and is set 0.5 metres lower than the existing ridge tile. At 4.5 metres wide, the extension is sympathetic to the dimensions of the existing building and will not appear incongruous in the street scene. The proposed dwellings with their garden areas to the rear are therefore characteristic of the surrounding properties and improve the overall appearance of the area. The boundary fencing is similar to the boundary treatment of many other dwellings and is acceptable in this location. Subject to a condition requiring the approval of the proposed secure cycle parking facilities, the development will improve the overall appearance of this prominent corner plot and accords with Policies R/DP1 and R/DP7 of the Local Plan Review.
5. The western elevation of the existing single storey workshop extends the entire length of number 60's garden and forms an oppressive and overbearing feature for the occupiers of this property. The demolition of workshop will open up the site, improving the outlook for residents and increasing the amount of natural sunlight entering the rear garden. The two storey side extension will not extend beyond the front or rear elevation of the existing building and is set 0.5 metres down from the existing ridge tile. At 4.5 metres, it is of limited width and in light of the orientation of the dwellings, will not have a detrimental impact on the amenities of number 60 or number 1 Kingston Road in terms of loss of light or outlook. The proposed first floor windows in the rear elevation will

not increase the propensity to overlook the adjoining dwellings over and above that which currently exists and due to the height of the proposed fencing there will be no mutual overlooking between gardens. The proposal therefore complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

6. The proposal provides adequate and convenient facilities for the secure storage of bicycles and refuse bins. Appropriate provisions have also been made at the front of the site for visitor cycle parking. A revised parking layout has been submitted which shows each dwelling will be provided with two on-site parking spaces. The spaces are of sufficient length to ensure vehicles are able to park without overhanging the adjacent public highway. The applicant has provided evidence indicating that car ownership within the Brockhurst ward averages 0.97 cars per household. The proposed level of parking is therefore adequate to meet both resident and visitor parking demands. The spaces are located over 15 metres from the junction between Kingston Road and Southcroft Road which is sufficient to ensure vehicles entering and exiting the site will not compromise highway safety. Safe and convenient access to the spaces will be afforded via an extended dropped kerb and the applicant has provided a suitable visibility splay to ensure a suitable level of intervisibility between vehicles exiting the site and all other users of the public highway. An existing disabled drivers bay will be repositioned to ensure satisfactory access. The proposed fencing at the front of the site is of limited height and is set back a sufficient distance from the public highway to ensure it does not reduce visibility at the junction between Kingston Road and Southcroft Road. It will not therefore be detrimental in highway safety terms. In light of the above, the proposed development complies with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

7. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a commuted sum towards the provision and/ or improvement of outdoor playing space and transport and highway improvements, in accordance with Policies R/OS8, R/DP3 and R/T4 of the Gosport Borough Local Plan Review. Without this obligation the proposal is unacceptable.

**RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

1. The payment of a commuted sum towards the provision and/ or improvement of outdoor playing space
2. The payment of a commuted sum towards transport infrastructure, services and facilities

**Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development is acceptable in this location. Due to its appropriate design, density and layout, the development will not have a detrimental impact on the visual amenity of the area or the amenities of neighbouring or prospective occupiers. Adequate provision is made for open space, cycle and refuse storage. As such, the development complies with Policies R/DP1, R/H4, R/S8, R/DP3, R/OS8, R/T4 and R/T11 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

2. Samples of all external facing and roofing materials, shall be submitted to, and approved by, the Local Planning Authority before works above slab level are commenced and the development shall thereafter be constructed in accordance with the approved details.

Reason - To ensure that the external appearance of the buildings is satisfactory, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The development hereby permitted shall not be brought into use until areas for the parking of vehicles have been provided and the areas shall be surfaced and subsequently retained and kept available at all times for these purposes in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

4. Before the development hereby permitted is first brought into use cycle storage facilities shall be provided and thereafter retained in accordance with a detailed scheme submitted to and approved by the Local Planning Authority.

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.

5. Facilities for the storage of refuse for removal from the premises shall be provided in accordance with a scheme to be submitted to, and approved by, the Local Planning Authority before the development is first brought into use and thereafter retained.

Reason - In order to protect the amenities of the area, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

6. The pedestrian gates in the eastern and northern boundary treatments shall be installed in such a manner so as to be incapable of opening out over the adjacent highway and driveway and shall be retained in that condition thereafter.

Reason - In the interests of highway safety and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

7. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no building or enclosure shall be placed or permitted to remain on the land hatched green on the approved plan without the prior consent in writing of the Local Planning Authority.

Reason - In order to ensure an appropriate level of on-site parking is retained, in the interest of local amenity and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

8. No development shall commence until the disabled parking bay hatched black on the approved plan has been repositioned to allow satisfactory access to the site.

Reason - In the interests of highway safety and to ensure adequate and car parking is provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 03.**  
**APPLICATION NUMBER: K15067/2**  
**APPLICANT: Church Hill Properties**  
**DATE REGISTERED: 13.06.2008**

**DEMOLITION OF BLOCK OF 3 GARAGES AND ERECTION OF 2 STOREY BUILDING INCLUDING 2NO. INTEGRAL GARAGES AND FRONT AND REAR DORMERS TO PROVIDE 1NO. 2 BEDROOM FIRST FLOOR FLAT WITH ASSOCIATED AMENITY SPACE**

**Land To The Rear Of 118 - 120 High Street Lee-On-The-Solent Hampshire PO13 9DB**

***The Site and the proposal***

The application site is located to the rear of numbers 118-120 High Street, within the Lee-on-the-Solent District Centre. The site is currently occupied by three prefabricated garages currently used for storage separated from the main frontage building by a small yard approximately 8 metres square.

The frontage of this part of the High Street is characterised by ground floor shops and commercial establishments with offices and flats above. The majority of the properties have relatively large yards at the rear backing onto the service road. Number 118-120 is a three storey property comprising an estate agent at ground floor with offices at first floor and residential accommodation on the second floor. The ground floor estate agency is accessed and serviced via the High Street and has no rear access. The building has been constructed from red brick under a tiled pitched roof and has a two storey hipped roof element at the rear. There are windows at ground, first and second floor in the rear elevation. There is an external staircase on the south eastern elevation providing access to first floor offices.

The adjoining property to the north west, number 122-124 is also a three storey building with a two storey hipped roof element at the rear and windows on all 3 floors. In addition it has a single storey hipped roof rear extension with a single window in the rear elevation. Further west the site is overlooked by the dormer and first floor windows on the east elevation of 126-128 High Street. The adjoining property to the south east is two storey with a gabled projection at the rear in which there is a single window at first floor and a lean-to workshop attached with access doors from the rear yard. To the north is the service road and beyond are the houses fronting Manor Way set predominantly on rectangular plots with rear gardens between 30-40 metres long.

It is proposed to demolish the terrace of three garages and erect a two storey building comprising two garages either side of an entrance hall at ground floor level with a two bedroom flat above. Bicycle storage is indicated in the hall. The proposed building will be approximately 7 metres square and just over 6 metres high to the ridge. The area between the rear elevation of this building and the nearest part of the rear elevation of number 118-120 High Street is proposed as an amenity area for both the proposed and existing flats, offices and shop with storage space for refuse bins. It measures approximately 7 x 8 metres and would be bordered to the east by the single storey lean-to on number 112-116 and to the west by a new fence. The front elevation of the new building would be set back 3.4 metres from the edge of the service road to provide a small forecourt.

***Relevant Planning History***

K.15067 change of use from ground floor hairdressers salon (Class A1) to studio flat permitted 09.07.98

K.15067/1 change of use and conversion from first floor offices to 2no. studio flats permitted 28.01.99

**Relevant Policies**

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP3

Provision of Infrastructure, Services and Facilities

R/T4

Off-site Transport Infrastructure

R/OS8

Recreational Space for New Residential Developments

R/H4

Housing Densities

R/S6

Residential Development at Ground Floor within Defined Shopping Centres

R/S7

Use of Upper Floors

R/T11

Access and Parking

R/H7

Conversion and Sub-division of Properties to Provide Residential Accommodation or Residential Institutions

**Consultations**

Building Control	unsatisfactory access for fire brigade
Environmental Health (Pollution & Environment)	no objection
Streetscene (Waste & Cleansing)	1 x 240 litre recycling and 1 x 240 litre domestic bin required. Adequate space provided.
Local Highway Authority	The internal dimensions of the integral garages do not meet the recommended dimensions of 6 x 3 metres. The building should be set back by at least 5.5 metres from the back edge of the service road so that cars parked in front of the flat do not overhang or obstruct the highway.

**Response to Public Advertisement**

2 letters of objection received;

Issues raised:-

- Approval would set an undesirable precedent for similar schemes
- Inappropriate use of rear service road
- Loss of view, natural daylight and privacy
- Development would have a negative impact on the property value of adjacent properties.

**Principal Issues**

1. The site is located within the Urban Area where the principle of residential development is acceptable provided it accords with the requirements of Policy R/DP1 of the Local Plan Review.

The servicing arrangements for the existing shop will not be altered. The main issues in this case therefore are the density of the proposed development, the impact on the character of the area and visual amenity of the locality, the amenities of adjoining and prospective occupiers, the adequacy of servicing and parking arrangements, and the provision for cycle parking, refuse storage, open space and transport contributions.

2. The proposed development will increase the density of the site from approximately 42 to 83 dwellings per hectare. Although this exceeds the density range of 30-50 set out in Policy R/H4 of the Local Plan Review, it is considered acceptable in a district centre with good links to public transport and a wide range of services. However, the High Street is the centre of the main commercial area in Lee-on-the-Solent and this part is characterised by shops with flats above, with relatively large yards backing onto the service road. The residential development to the north is characterised by residential properties set on rectangular plots with substantial rear gardens approximately 30-40 metres long with frontages to a main road. The application site does not have a frontage with a road of residential character and the only means of access is via the rear service road. The erection of a new dwelling in this location is therefore alien to the established pattern of development in the area and as such, is detrimental to the character of the locality, contrary to Policies R/H4, R/H7 and R/DP1 of the Gosport Borough Local Plan Review.

3. Whilst the garden may meet the guidelines set out in Appendix B of the Gosport Borough Local Plan Review in terms of its size, it will be significantly overlooked both by the windows of the adjacent properties and the external staircase which is the only means of access to the offices on the first floor. The entire north western side of the garden will be overshadowed by the high blank side elevation of the lean to at number 122-124. This arrangement would provide unsatisfactory living conditions for future occupiers, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

4. Having regard to the positioning of the windows at the rear of the buildings fronting onto the High Street and the proximity of the proposed dwelling to those buildings there will be both an unacceptable level of mutual overlooking and a loss of light and outlook to the occupiers of existing properties. The proposed development does not therefore comply with Policies R/DP1 and R/H7 of the Gosport Borough Local Plan Review.

5. At 3.4 metres deep, the forecourt at the front of the garages is of inadequate length to allow a vehicle to park without overhanging the adjacent service road, thus compromising highway safety. The internal dimensions of the proposed garages are just 5 x 2.5 metres, which is significantly smaller than the recommended size of 6 x 3 metres. The garages do not therefore afford safe and convenient access and are unlikely to be used for parking a vehicle. Census data suggests that car ownership within the Lee West ward averages 1.25 cars per household, the third highest in the Borough, with 33.55% of households owning two or more cars. The lack of adequate on-site parking is therefore likely to result in overspill parking in the surrounding road network, to the detriment of local amenity. The applicant has provided no evidence to justify the acceptability of a car free development and in light of the above, the development conflicts with Policy R/T11 of the Gosport Borough Local Plan Review.

6. The applicant has not confirmed a willingness to enter into a Section 106 Agreement relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space and off-site transport infrastructure. Without this obligation the proposal is unacceptable and conflicts with Policies R/OS8, R/T4 and R/DP3 of the Gosport Borough Local Plan Review.

7. Whilst the development provides inadequate access for the fire brigade, this issue can be addressed through the implementation of a sprinkler system. Adequate provision has been made for refuse and secure cycle storage. Although no provision has been made for visitor cycle storage, there is sufficient room at the front or rear of the site to accommodate such facilities. Each application has to be considered on its merits therefore precedent is not an issue in this case. The impact of development on property values is not a material planning consideration.

**RECOMMENDATION: Refuse**

**For the following reasons:-**

1. The erection of a dwelling in this location is alien to the established pattern of development in the area and as such is detrimental to the character of the locality contrary to Policies R/DP1, R/H4 and R/H7 of the Gosport Borough Local Plan Review.
2. The proposed amenity space will be significantly overlooked by the windows and external staircase in the rear elevations of the properties fronting the High Street which will be detrimental to the living conditions of future occupiers, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.
3. Due to the proximity of the new building to the existing buildings and the positioning of the windows on both the new and existing buildings the proposal would result in a loss of light, privacy and outlook to occupiers of adjacent properties contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.
4. Due to the limited size of the proposed garages and the area to the front of the garages, there is insufficient on-site car parking which will result in vehicles overhanging and parking in the service road and overspill car parking in the surrounding road network to the detriment of local amenity and highway safety. The proposal therefore conflicts with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.
5. Adequate provision has not been made for outdoor playing space or transport and highway improvements, nor the payment of a commuted sum in lieu of the provision, contrary to Policies R/OS8, R/DP3 and R/T4 of the Gosport Borough Local Plan Review.



**ITEM NUMBER: 05.**  
**APPLICATION NUMBER: K7154/2**  
**APPLICANT: Mr Adam Warringer**  
**DATE REGISTERED: 18.07.2008**

**ALTERATIONS AND CONVERSION OF EXISTING GARAGE/WORKSHOP TO FORM  
2NO. 2 BEDROOM DWELLINGS (as amplified by letter dated 27.08.08 and amended by  
plans received 27.08.08)**  
**172A Anns Hill Road Gosport Hampshire PO12 3RE**

### ***The Site and the proposal***

The application site is located within an existing residential area within the urban area boundary on the southern side of Wilmott Lane to the rear of 172a Anns Hill Road. The area is mainly residential except for a large cemetery on the north side of Wilmott Lane and a Council depot further along Wilmott Lane to the west. Immediately to the west of the site there is a terrace of 1960's two storey houses. Number 1 Wilmott Lane has a conservatory on its side elevation facing the building on the application site but there are no windows in its first floor side elevation. To the east of the site are 172 and 172a Anns Hill Road a former Victorian Public House converted into residential use in the 1960's. Planning consent exists to convert the adjoining property 172a Anns Hill Road into two flats. Various types of housing exist in the immediate area including Victorian terraced houses and blocks of flats.

The site is L shaped with a 16 metres frontage to Wilmott Lane and a maximum depth of 15 metres. On it are 2 linked buildings, one at the front with a small enclosed courtyard in the south eastern corner, and one set back into the deepest part of the site with car parking in front. There is a low blockwork wall along the western site boundary to this parking area. These buildings were formerly used as a furniture/upholstery workshop. They are part rendered with some areas to the rear being untreated blockwork under a mixture of flat and part tiled roofs. There are two high level windows in the rear elevation to the western building. The front elevation contains a door and a sealed garage door with the set back building containing a large window and roller shutter door. At the rear of the site there is a pedestrian alleyway serving houses on Anns Hill Road.

The proposal is to convert and alter the buildings to form 2 two bedroom dwellings. The building footprint is not to be extended but the existing openings are to be blocked up. There will be a new door and three windows in the front elevation of the eastern dwelling located along the back edge of the pavement. There will also be a set of double doors providing access to the rear courtyard with a window from bedroom 1 looking out into this area. There will be a new door and two windows in the recessed front elevation to the western dwelling with a bedroom window and door access to a newly created courtyard located at the rear of the site. The external walls and boundary walls are to be rendered and painted to match the adjoining two storey property. A matching interlocking concrete tiled roof is to be added to the north elevation of the western dwelling with a flat roof behind. The open area to the front of the building is to contain two 5.5 metres deep car parking spaces along with visitor cycle stands and bin storage. The amended plans submitted show there to be 900mm wide clear pedestrian access to the front door of dwelling 2. In addition secure long stay cycle storage is shown to be built into the units. There will be a new brick wall to the frontage western side boundary.

### ***Relevant Planning History***

K4006 alterations to form 2 dwellings permitted 30.01.62  
K4006/1 conversion of existing dwelling to form 2 flats permitted 27.10.04  
K7154/1 retention of use of premises as upholstery workshop and construction of two story extension and garage permitted 23.02.84

## ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP3

Provision of Infrastructure, Services and Facilities

R/DP7

Additions, Extensions and Alterations

R/H4

Housing Densities

R/T4

Off-site Transport Infrastructure

R/T11

Access and Parking

R/DP1

General Standards of Development within the Urban Area

R/OS8

Recreational Space for New Residential Developments

## ***Consultations***

Building Control	Fire service access satisfactory. A clear access route of 900mm width is required from Wilmott Lane to the principal entrance of proposed dwelling 2.
Streetscene (Waste & Cleansing)	Each flat requires 1x240 litre domestic and 1x240 litre recycling bin. Store shown of adequate size to accommodate these 4 bins.
Local Highway Authority	Revised parking layout with two spaces adequate with nearby parking for visitors available on street to the north in Anns Hill Road adjacent to the cemetery. Boundary wall for first 2.4 metres to be kept at 0.6 metre to improve visibility. Cycle parking complies with minimum requirements. Transport contributions required.

## ***Response to Public Advertisement***

1 letter of observation

Issues raised: no objection to the conversion to residential use; drainage connection; rear fire exit

## ***Principal Issues***

1. The application site is located within the Urban Area Boundary and the existing commercial use is not located in an area allocated for employment use and consequently the principle of residential development is acceptable provided that the details accord with the criteria outlined in Policy R/DP1 of the Gosport Borough Local Plan Review. The development has adequate Fire Service access. Matters relating to means of escape and drainage connections are not material planning considerations but issues that will be dealt with under the Building Regulations. Therefore the main issues in this case are the acceptability of the proposed density within such an area, whether the proposal will be acceptable within the overall street scene and improve the character of the area, the impact on the amenities of nearby and prospective residents and the provision of transport infrastructure, car and cycle parking, refuse storage facilities and open space.

2. Whilst the development will result in a density of approximately 100 dwellings per hectare the adjoining property has recently been given consent for conversion into two flats and there are a number of high density developments in the immediate area. Moreover the site is located within 50 metres of a bus stop in Anns Hill Road providing an average of 6 buses per hour to Gosport and Fareham. There are also Neighbourhood Shopping Centres within easy walking distance at either end of Anns Hill Road. The conversion and refurbishment of the buildings will improve the appearance of the overall street scene in what is a mainly residential area and provide small dwellings in a location where higher densities are acceptable. The footprint of the buildings is not to be extended and as such the conversion and design alterations to a domestic form will improve the appearance of the area. Therefore the proposal complies with Policies R/DP1, R/DP7 and R/H4 of the Gosport Borough Local Plan Review.

3. Given the location and scale of these single storey buildings within the plot is not to change there will be no loss of light to neighbouring properties. There will be no windows on the south and west elevations therefore there will be no loss of privacy to neighbouring occupiers. A condition is proposed preventing the installation of windows in the south and west elevations to the dwellings to ensure the continued protection of the amenities of adjoining residents. As such the proposal complies with Policy R/DP1 of the Gosport Borough Local Plan Review and will not be detrimental to the amenities of adjoining residents.

4. The hard landscaped walled courtyards at the rear of the development will provide limited on-site amenity space for residents. The site provides adequate storage facilities for refuse to the relevant capacity standards with collection from the existing dropped kerb to Wilmott Lane.

5. Census evidence shows that Privett Ward has an average of 1.12 cars per household but in this particular location the level of 1 car parking space per unit is considered acceptable, as parking for visitors is available on street to the north in Anns Hill Road adjacent to the cemetery. Adequate space and facilities are to be provided within the site to ensure secure long stay cycle provision and short stay visitor cycle parking provision meets minimum standards. The proposal therefore complies with Policy R/T11 of the Gosport Borough Local Plan Review.

6. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space in accordance with Policy R/OS8, and payment of a sum towards transport infrastructure in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review for the 2 units of accommodation. Without this obligation the proposal is unacceptable.

**RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

1. The payment of a commuted sum towards the provision and/or improvement of outdoor playing space.
2. The payment of a commuted sum towards transport infrastructure, services and facilities.

**Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development of two dwellings in this existing residential area is appropriate and will assist in providing a variety of residential accommodation to meet the housing needs of the Borough. The minor external alterations to the building are acceptable within the overall street scene and will improve the appearance of the area and the use will not have a detrimental impact on the amenities of neighbouring residents or prospective occupiers. Adequate provision is made for open space, transport infrastructure, car and cycle

parking and refuse storage. As such the development complies with Policies R/DP1, R/DP3, R/DP7, R/H4, R/T4, R/T11 and R/OS8 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

2. The development hereby permitted shall not be brought into use until areas for the parking of vehicles shall have been provided and the areas shall be surfaced and subsequently retained and kept available at all times for these purposes in accordance with a scheme to be agreed in writing by the Local Planning Authority.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

3. The approved facilities for the storage of cycles shall be provided before the development is first brought into use and thereafter retained.

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.

4. The facilities hereby approved for the storage of refuse for removal from the premises shall be provided before the development is first brought into use and thereafter retained.

Reason - In order to protect the amenities of the area, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no windows shall be constructed in the south and west elevations of the dwellings hereby permitted, without the prior consent in writing of the Local Planning Authority.

Reason - In order to protect the amenity of the occupiers of the adjoining properties and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 06.**  
**APPLICATION NUMBER: K16756/2**  
**APPLICANT: First Alliance (Fareham Reach No3 Ltd)**  
**DATE REGISTERED: 04.08.2008**

**DEMOLITION OF EXISTING BUILDING AND ERECTION OF BUILDERS MERCHANTS (SUI GENERIS) WITH ASSOCIATED EXTERNAL STORAGE, ACCESS, CAR PARKING AND LANDSCAPING (REVISED APPLICATION)**  
**154 (site A) Fareham Road Gosport Hampshire PO13 OAS**

***The Site and the proposal***

The application site is located on the former Cyanamid site and was originally used as the factory sport and social club. It comprises approximately 0.56 hectares of land occupied by vacant buildings with a total floor space of 1,070 sq metres. It is set back from Fareham Road behind a landscape strip c. 10 metres wide which is laid to lawn with a number of mature trees. There are future proposals to widen Fareham Road at this point and Hampshire County Council has indicated they would welcome proposals to safeguard part of the land for this purpose.

The principal accesses to the industrial estate as a whole are provided by traffic controlled junctions, one at Lederle Road and one to the north just inside the Borough boundary. There is also a limited access from two points between these junctions, one of which originally served this site.

The application is a revision of K167256/1 to demolish the existing buildings and erect a purpose built builders merchants storage unit with a small trade counter. As before the new building will be single storey and approximately 14 metres high to the eaves to provide 1,453 square metres of floor space. However it will be sited on the frontage, instead of the rear, with a service yard and storage areas to the rear instead of at the front. The parking area has also been moved from the back to the front of the site but stays on the north side of the building. It will accommodate 16 cars (8 for staff) and 12 covered cycle parking spaces. There will be a customer entrance at the rear of the building to a small part of the store open to the general public. Modifications to the existing access will ensure vehicles will only be able to exit the site by turning into the estate and heading north. The landscape strip adjacent to Fareham Road will be maintained and additional landscaping works undertaken. A boundary fence and gates will be erected to secure the site.

A builders merchants does not have a specified use class under the Town and Country Planning (Use Classes) Order 1987 (as amended) and is therefore considered 'sui generis'. This building is to be occupied by Jewsons as a warehouse with trade sales with limited sales to the general public (c.10%). The applicant has stated that the majority of their sales are made through telephone/fax orders and delivered to the customer directly. The degree of general sales permitted from the site will be controlled by a S106 agreement. It is anticipated that the operation will generate 15 jobs.

***Relevant Planning History***

K12345/66 change of use from leisure/social club to offices/research and development (class B1a and B1b) And Revised Access To A.32 withdrawn

K12345/68 change of use and sub-division of existing planning unit into multiple undefined planning units for industrial (class B1 and B2) and storage/distribution (class B8) uses permitted 01.4.04

K16756 change of use of former works sports and social club to childrens day nursery (class D2) permitted 07.10.04

K16756/1 Demolition of existing buildings and erection of a builders merchants (sui generis) with associated access, servicing, car parking and landscaping permitted 26.02.06

## ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/CH1

Development within the Coastal Zone

R/DP1

General Standards of Development within the Urban Area

R/EMP3

Protection of Existing Employment Sites from Inappropriate Development

R/EMP5

Extension of Existing Employment Uses and Redevelopment of Redundant Employment Sites

R/EMP7

Low Employment Generating Uses

R/ENV14

Energy Conservation

R/ENV15

Renewable Energy

R/T2

New Development

R/T3

Internal Layout of Sites

R/T10

Traffic Management

R/T11

Access and Parking

R/S1

Shopping and Commercial Allocations

R/S2

Location of Additional Shopping & Leisure Floorspace

## ***Consultations***

Local Highway Authority

no objection

## ***Response to Public Advertisement***

nil

## ***Principal Issues***

1. The main issues are the principle of the use in this location, the design of the development and how it relates to the character and appearance of the area, the traffic generated by the proposal and the impact in terms of highway safety, and the provision to be made for car and cycle parking.

2. The principle of this type of use within a general industrial site has been accepted through the grant of planning permission K16756/1. The site is located within the Urban Area and Coastal Zone and allocated for Employment within the Local Plan Review. Planning permission K12345/68 allowed for a maximum of 60% of the gross floor space of the former Cyanamid site to be used for non B1 and B2 uses and this proposal will not exceed that restriction. Builders merchants are compatible with industrial operations and, although classed as 'sui generis', the use has an affiliation with storage and distribution (B8). The retail element of the proposal is small and will be controlled through a legal agreement. Consequently the proposal will not have an adverse impact on the retail function of the designated shopping centres within the Borough. The proposal has a low employment density equivalent to 1 job per 97 sq metres whereas most general warehousing uses equate to 1 job per 50 sq metres. However this was the sport and social club and has been

given consent for a day nursery. On balance, therefore, the use has been considered appropriate in this location in compliance with Policies R/EMP3, R/EMP5, R/EMP7, R/S1 and R/S2.

3. The design of the proposed building has not changed significantly from that permitted. It has an industrial appearance which is appropriate in this location. It will still be set back from Fareham Road behind a landscape buffer which will be retained to ensure that the development reflects the open character of the area. The difference is that it is set forward on the site. Although it is further forward than the adjacent buildings on either side, because of the landscaped strip between the site and the road the building will not appear intrusive in the street scene. Moreover all the storage and servicing will be screened from view by the building and as such there is no requirement to control the location and height of outside storage by condition. There will be no impact on the coastal zone. Details of the materials, security fencing and landscaping will be required by condition. As such the proposal complies with Policy R/DP1 and R/CH1.

4. The application includes measures to control access and egress to minimise the traffic impact on the uncontrolled junction with the A32. The submission of details and implementation of vehicle controls and traffic management measures to control traffic movements will be required by condition. As such there will be no adverse impact on highway safety. Whilst it is difficult to influence customer travel choices, a Travel Plan will ensure opportunities are taken to reduce employees' dependence on the use of the private car. Car and cycle parking provision is sufficient and details of the layout and the implementation of the approved measures will be required by condition. The proposal therefore complies with Policies R/T2, R/T3, R/T10 and R/T11.

**RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

1. Operator Statement regarding the proportion of sales to the general public
2. Offering to safeguard land should the Highway Authority propose to widen the A32

**Reasons for granting permission:**

1. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other considerations, the use and design are appropriate in this location and the limited sale to the public will not have an adverse impact on the retail function of the designated shopping centres within the Borough. Measures to restrict access and egress will mitigate against any impact on highway safety and a travel plan will discourage reliance on the private car. Adequate provision is made for car and cycle storage. As such the proposal complies with Policies R/DP1, R/CH1, R/T2, R/T3, R/T10, R/T11, R/EMP3, R/EMP5, R/EMP7, R/S1 and R/S2 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990.

2. Before development commences a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out the measures and targets to be introduced to reduce reliance on the private car for both staff and customers accessing the development, the timescale for introduction of such measures and method of monitoring expected decrease in car use. The development shall not be brought into use until arrangements have been put in place and agreed by the Local Planning Authority in writing to ensure the Travel Plan is implemented in accordance with the approved details.

Reason – To reduce reliance on the private car and to comply with Policy R/T2 of the Gosport Borough Local Plan Review.

3. Before the development hereby permitted is first brought into use cycle storage facilities shall be provided and thereafter retained in accordance with a detailed scheme submitted to and approved by the Local Planning Authority.

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.

4. Before development commences a traffic management plan to control vehicle movements to and from the site onto the A32 Fareham Road shall be submitted to and approved by the Local Planning Authority in writing. The development should be carried out in accordance with the approved traffic management plan.

Reason – In the interests of highway safety and to comply with Policy R/T2 of the Gosport Borough Local Plan Review.

5. Details of all external facing and roofing materials shall be submitted to, and approved by, the Local Planning Authority before works above slab level are commenced. The development shall thereafter be carried out in accordance with the approved details.

Reason - To ensure that the external appearance of the building is satisfactory, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

6. Details of the boundary fences and gates shall be submitted to, and approved by, the Local Planning Authority before works above slab level are commenced. The development shall thereafter be carried out in accordance with the approved details.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

7. No development shall take place until full details of the landscaping works have been submitted to and approved by the Local Planning Authority and these works shall be carried out as approved.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1 and R/DP6 of the Gosport Borough Local Plan Review.

8. The approved landscaping scheme shall be completed within the next planting season following completion of the building shell, and any trees or plants which die are removed or become seriously damaged or diseased during the first five years, shall be replaced with others of identical species (or as may otherwise be agreed in writing with the Local Planning Authority) during the next planting season.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1 and R/DP6 of the Gosport Borough Local Plan Review.

9. The development hereby permitted shall not be brought into use until the areas shown on the approved plan for the parking, turning, loading and unloading of vehicles shall have been made available, surfaced and marked out, and these areas shall be retained for that purpose at all times.

Reason - In the interests of highway safety and to ensure adequate car parking, loading and unloading facilities are provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.



**ITEM NUMBER: 07.**  
**APPLICATION NUMBER: K17440/1**  
**APPLICANT: Gosport Care Ltd**  
**DATE REGISTERED: 10.07.2008**

**CONSTRUCTION OF 3 STOREY 32 BEDROOM NURSING HOME WITH ANCILLARY  
ACCOMMODATION**  
**Land Adjacent To Huhtamaki Rowner Road Gosport Hampshire PO13 0PR**

***The Site and the proposal***

The application site is located just south of the new Brune Medical Centre adjacent to the Huhtamaki factory on the north west side of the roundabout at the junction of Fareham Road and Rowner Road. To the west an 86 bed nursing home is under construction and beyond is the cycle path along the disused railway line which borders the residential area of Rowner. To the south and east there is extensive landscape bunding with a substantial tree screen.

The application is a revision of application K17440 (for an 86 bed nursing home and health related office block) and proposes a 32 bed nursing home instead of the permitted office block on the eastern half of the site. The building is designed in the same contemporary style as the permitted nursing home and adjacent medical centre. It is a 3 storey L shaped building with a rotunda at the south east corner adjacent to the access from Rowner Road and wings across each arm of the L. The roof is flat with gull wing features over the wings. The building is to have a plinth of dark blue engineering brick with rendered panels above in a mixture of materials and stairwell towers in the same engineering brick as the plinth. The access is from the existing access from Rowner Road into the factory which has been upgraded to serve the medical centre and extended further west into the site for the 86 bed nursing home. Car parking (12 spaces), cycle parking (10 long-stay and 10 visitor spaces) and refuse storage will be provided at the rear of the building and the frontages to the access road and Rowner Road are to be landscaped to create a garden for the residents.

The application is supported with a Travel Plan, a Transport Assessment, an Arboricultural Statement and a Design and Access Statement.

***Relevant Planning History***

K17094 Erection of 2 Storey Health Centre permitted 24.10.06  
K17440 Erection of 86 bed Nursing Home and 3 Storey Health Related Office Building permitted 02.04.08

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

- R/CF4  
Provision of New Health and Community Facilities
- R/DP1  
General Standards of Development within the Urban Area
- R/DP3  
Provision of Infrastructure, Services and Facilities
- R/EMP6  
Development for Employment Uses within Urban Areas
- R/ENV14  
Energy Conservation
- R/H8  
Accommodation for the elderly
- R/OS14  
Biodiversity Action Plans
- R/T11

Access and Parking  
R/T10  
Traffic Management  
R/T3  
Internal Layout of Sites  
R/T4  
Off-site Transport Infrastructure  
R/T5  
South Hampshire Rapid Transit

### ***Consultations***

Building Control	To be updated
Environmental Health (Commercial)	To be updated
Housing Services (Strategic)	To be updated
Streetscene (Parks & Horticulture)	To be updated
Local Highway Authority	There is a reduced level of car parking at the site for the scale of development proposed, however the applicant has submitted a Travel Plan with the proposals, which includes targets / measures to reduce travel to the site by car and increase travel by non-car modes. Moreover there are funds secured through the previous permissions to progress a Traffic Regulation Order (TRO), if required, to prevent parking on the highway to protect Rowner Road. Cycle parking provision for staff exceeds the minimum standard, A minimum of 16 spaces should be available for visitors. Transport Contributions of £10,000 were negotiated for the previously approved office scheme. The applicant has demonstrated that the proposed nursing home is likely to generate fewer trips than the offices. This also means that junction capacity is not an issue.

### ***Response to Public Advertisement***

nil

### ***Principal Issues***

1. The site is allocated in the Gosport Borough Local Plan Review as a Community/Health Facility Allocation therefore the development is acceptable in principle. The main issues are whether this is a suitable location for a nursing home and the impact on the character and appearance of the area, residential amenity, access, and provision to be made for car and cycle parking.

2. In assessing the suitability of the site for a nursing home the proposal needs to be considered against the criteria of Policy R/H8 which relates to accommodation for the elderly. The key issue is

accessibility to services. The site occupies a central location in the Borough close to an established residential area and in close proximity to bus stops with regular services and a cycle route. It is approximately 650 metres from the Rowner Road Local Centre with some facilities at the north end of Brockhurst Road. It is also close to the leisure facilities at Holbrook. In addition the medical centre permitted to the north east has recently been completed and will be particularly accessible to the occupants of the nursing home. An added benefit will be the employment opportunities within the nursing home for the adjacent resident population.

3. In design terms the proposed building makes good use of the corner site. The rotunda entrance feature draws the eye and the projecting north and west wings have an appropriate horizontal emphasis. The mass of the building is successfully broken up by the use of contrasting materials and the layout. In design terms it complements the Brune Medical centre and permitted nursing home to the west and has a positive impact on the street scene. Consideration has been given to energy use and consumption of resources within the design and materials palette in compliance with Policy R/ENV14.

4. The development is separated from the nearest residential properties by the permitted nursing home to the west which is set further back on the site and the road to the south. It will not therefore impact on the amenities of existing occupiers. There is a south facing enclosed garden with views into it from the communal lounges which provides adequate amenity space for the occupants.

5. The Transport Assessment submitted with the application concludes that the capacity of the junction is adequate for the proposed development. Car parking provision is acceptable. Moreover, a TRO to prevent parking in Rowner Road has been funded by the Brune Medical Centre development and a scheme to manage traffic including details of the measures to be taken to ensure visibility at and prevent obstruction of the junction and prevent parking on the access road was required by condition 4 of K17094 (the planning permission for that development) and K17440, the previous planning permission for this site. Further measures can be secured as part of this development. These measures should prevent any inappropriate parking on the site that would conflict with the requirements of Policies R/T3, R/T10 and R/T11. Moreover, in order to ensure that the site is accessible by means other than the private car, a contribution has been secured by way of a section 106 agreement as part of the previous application K17440 towards the improvement of public transport and cycling facilities to meet increased demand generated by the proposal. The 32 bed Nursing Home will generate less trips than the permitted offices. The Travel Plan submitted with the application sets out measures to reduce use of the private car with appropriate targets. The implementation of this Travel Plan will be secured by condition. Cycle storage is to be provided in the form of 10 long stay and 10 short stay spaces. These exceed the minimum requirements and as such comply with Policy R/T11.

### **RECOMMENDATION: Grant Permission**

#### **Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is acceptable in this location and will not be detrimental to the character and appearance of the street scene or amenities of adjoining occupiers. The proposed landscaping will encourage biodiversity and the design incorporates energy efficiency features. Measures have been put in place to ensure the safety and convenience of pedestrians and encourage other methods of transport than the private car. As such the proposal complies with Policies R/CF4, R/DP1, R/DP6, R/T3, R/T4, R/T5, R/T10, R/T11, R/ENV14, R/OS14, R/EMP6 and R/H8 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990.

2. Details, including samples, of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority before works above slab level are commenced. The development shall thereafter be carried out in accordance with the approved details.

Reason – To ensure external appearance of the building is satisfactory and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The development shall be operated in accordance with the Travel Plan hereby approved.

Reason – To maximise opportunities to access the site by means other than the private car in compliance with Policy R/T2 of the Gosport Borough Local Plan Review.

4. Before the development hereby permitted is first brought into use cycle storage facilities shall be provided and thereafter retained in accordance with a scheme submitted to and approved by the Local Planning Authority in writing.

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.

5. The development hereby permitted shall not be brought into use until the areas shown on the approved plan for pedestrian access and the parking of vehicles shall have been made available, surfaced and marked out, and these areas shall be retained for that purpose at all times.

Reason - In the interests of highway safety and to ensure adequate access and parking is provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

6. No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SuDS) in accordance with the principles of sustainable drainage systems set out in Appendix E of PPG 25, and the results of the assessment provided to the Local Planning Authority. Where a SuDS scheme is to be implemented, the submitted details shall:

(i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

(ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

(iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details.

Reason - In the interests of the safety and amenity of future occupants, to prevent pollution of the water environment and to reduce the risk of erosion, flooding and ecological damage in compliance with Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

7. The approved facilities for the storage of refuse for removal from the premises shall be provided before the development is first brought into use and thereafter retained and maintained.

Reason - In order to protect the amenities of the area, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

8. The trees and hedges on the site which are to be retained shall be protected during building operations by strict compliance with the Local Planning Authority's "Code of Practice relating to the Protection of Trees on Building Sites" (copy enclosed).

Reason - To ensure the enhancement of the development by the retention of natural features, and to comply with Policies R/DP1 and R/DP8 of the Gosport Borough Local Plan Review.

9. No development above slab level shall take place until full details of the hard landscaping works have been submitted to and approved by the Local Planning Authority and these works shall be carried out as approved.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1 and R/DP6 of the Gosport Borough Local Plan Review.

10. No development above slab level shall take place until full details of the soft landscaping works have been submitted to and approved by the Local Planning Authority and these works shall be carried out as approved. These details should include planting plans showing the number, density, height and species of all plants, and a scheme for the future maintenance.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1 and R/DP6 of the Gosport Borough Local Plan Review.

11. The approved landscaping scheme shall be completed within the next planting season following the first occupation, and any trees or plants which die are removed or become seriously damaged or diseased during the first five years, shall be replaced with others of identical species (or as may otherwise be agreed in writing with the Local Planning Authority) during the next planting season.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1 and R/DP6 of the Gosport Borough Local Plan Review.

12. A traffic and landscaping management plan including details of the measures to be taken to ensure visibility at and prevent obstruction of the junction of the new access with the existing access and parking on the access road shall be submitted to and approved by the Local Planning Authority in writing and thereafter carried out in accordance with the approved details before the development is first brought into use and thereafter retained.

Reason - In the interests of highway safety and to comply with policies R/T3, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 08.**  
**APPLICATION NUMBER: K17562**  
**APPLICANT: Mr John Cane**  
**DATE REGISTERED: 29.05.2008**

**ERECTION OF TWO STOREY REAR EXTENSION AND SINGLE STOREY SIDE PORCH  
EXTENSION (as amended by plans received 13.08.08 and 18.08.08)  
39 The Drive Gosport Hampshire PO13 0QB**

***The Site and the proposal***

The application property is a two storey detached dwelling located on the southern side of The Drive cul-de-sac. The property has been constructed from brown brick with a tiled pitched roof and contains a side dormer window in the eastern elevation facing number 37. There is a lean-to roof canopy over the door in the eastern elevation and a substantial conservatory on the rear elevation. The rear garden is approximately 30 metres long and is bordered on all sides by 2 metre high fencing and dense trees and hedges to a height of approximately 3-4 metres. The adjoining dwelling to the west, number 41, is a two storey detached dwelling with a single storey hipped roof element at the rear. To the east, number 37 is a two storey detached dwelling with a flat roof single storey extension on the rear elevation. Attached to the rear elevation of the extension is a small lean-to conservatory. The extension and conservatory both contain single windows in the western elevation facing the application site. The property has a large ground floor landing window in the western elevation. A small wooden shed stands adjacent to the western elevation, towards the rear of the property.

The applicant proposes to demolish the roof canopy on the eastern elevation and the rear conservatory and erect a single storey side extension and two storey rear extension. Amended plans have been submitted reducing the width of the single storey side extension to ensure the soffit doesn't overhang the shared boundary with number 37. The amended plans indicate that the extension will be 5 metres long and 1.1 metres wide. It has been designed with a tiled pitched roof built to a height of 4 metres. The eastern elevation will contain a full length window serving a hallway and a small bathroom window. There will be single doors in both the southern and northern elevations.

The proposed two storey rear extension will be built to the height of the existing ridge and will extend 3 metres beyond the property's original rear elevation. The rear elevation will contain two sets of patio doors at ground floor contain with two large two bedroom windows at first floor level. A single window has been included in the ground floor of the eastern elevation. The plans show that there will be a single velux window in each roof slope providing additional light to the proposed first floor bedrooms.

***Relevant Planning History***

nil

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP7

Additions, Extensions and Alterations

## **Consultations**

Nil

## **Response to Public Advertisement**

1 letter of objection;

Issues raised:-

- side extension will result in the loss of the detached appearance between numbers 37 and 39
- loss of outlook and privacy to landing window of number 37
- loss of evening light to rear patio area and rear lounge window at number 37
- damage to shared boundary wall between number 37 and 39
- future maintenance of western elevation of number 37
- digging of foundations

## **Principal Issues**

1. The main issues in this case are the acceptability of the design of the proposal and the impact it will have on the visual amenity of the locality and the amenities of the adjoining neighbours in terms of loss of light, outlook and privacy.

2. The single storey side extension has a simple pitched roof design and is set back from the front elevation by approximately 3 metres. This is a sufficient distance to ensure that the visual gap at the front of numbers 39 and 37 is retained, maintaining the detached appearance of the dwellings when viewed from The Drive. The two storey rear extension has been designed with a tiled pitched roof to match the original roof shape. At 3 metres deep it will not form an incongruous feature on the rear elevation and will not be detrimental to the overall appearance of the property. In light of the above, the proposed development is acceptable in design terms and complies with Policies R/DP1 and R/DP7 of the Local Plan Review. A condition will ensure the use of matching materials.

3. Due to its location on the eastern side of the property, the proposed single storey side extension will not have a detrimental impact on the amenities of the occupiers of number 41 to the west. The extension is of limited dimensions and will not extend beyond the existing front or rear elevations. Due to its siting against an existing two storey side elevation the addition will not result in a loss of light or outlook to the landing window at number 37. The amended plans indicate that the extension will be set in from the shared boundary by 50mm. This will ensure that it is sited entirely within the boundaries of the application dwelling. Whilst the hallway window in the eastern elevation of the proposed extension will oppose the landing window at number 37, neither window serves a habitable room. As such, I do not consider that there will be an unacceptable loss of privacy to the occupiers of either property. At 3 metres deep, the proposed two storey rear extension will not extend a significant distance beyond the original rear elevation. Although it will be built to the height of the existing ridge tile, the roof plains slope away from the adjoining properties. I do not consider therefore that the extension will appear overbearing or oppressive when viewed from either adjoining dwelling. Due to the orientation properties and the existing high boundary treatment on the eastern side of the site, there will not be a significant loss of evening light to the rear patio area or rear lounge window at number 37. The extension will replace an existing conservatory which contains windows in the eastern elevation. In light of this and the high fencing, I do not consider that the ground floor window in the eastern elevation will result in an unacceptable level of overlooking. The rear conservatory at number 41 is located behind a row of 4 metre high trees and the two storey addition will not therefore have a detrimental impact on the amenities of the occupiers of this residence in terms of loss of light. The first floor windows in the rear elevation will not increase the propensity to overlook either adjoining neighbour over and above that which currently exists. As such, the proposal will not have a detrimental impact on the amenities of the occupiers of either adjoining dwelling and is acceptable in this location. It therefore complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

4. The future maintenance and repair of the western elevation of number 37 and issues relating to foundations are private legal matters between the interested parties. Disruption caused during building work and disputes over damage to boundary walls could be addressed via the Environmental Health legislation and the Party Wall Act.

**RECOMMENDATION: Grant Permission**

**Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed by reason of its design and siting will not have a detrimental impact on the amenities of the neighbouring properties or the visual amenities of the area. As such, the development complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

2. The materials to be used shall match in type, colour and texture, those on the existing dwelling unless otherwise agreed in writing with the Local Planning Authority.

Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.



**ITEM NUMBER: 09.**  
**APPLICATION NUMBER: K11228/1**  
**APPLICANT: Mrs N Thomas**  
**DATE REGISTERED: 11.07.2008**

**ERECTION OF PITCHED ROOF OVER EXISTING FLAT ROOF OF MAIN DWELLING HOUSE**  
**22 Oakdene Gosport Hampshire PO13 0DB**

***The Site and the proposal***

The application property is the northern half of a pair of two storey semi detached flat roofed dwellings located on the north eastern side of the Oakdene cul-de-sac. The property has been constructed from red brick and has a small single storey flat roof extension on the front elevation. The rear garden is approximately 20 metres long and is bordered at the rear by a number of substantial trees. Beyond the back garden is a cycle path.

The dwellings in Oakdene were originally constructed with flat roofs. However, over time, a number of the houses (numbers 5, 7, 9, 11, 13, 15, 17, 19, 21 and 30) have constructed pitched roofs of red or grey concrete interlocking tiles. Both the adjoining dwellings, numbers 20 and 24 have retained their flat roofs and have single storey lean-to additions on the rear elevation. Neither dwelling has windows in the side elevations facing the application site. Numbers 18-24 are all set back from the road frontage by approximately 4 metres.

The applicant proposes to erect a pitched roof of grey interlocking tiles over the existing flat roof. The alteration will increase the height of the property by 2.7 metres. A single window will be installed in the newly formed southern gable, facing number 20. The proposed roof alteration will not provide additional living accommodation in the roof, but is required to overcome problems with damp.

***Relevant Planning History***

K4896/1 conversion of car ports to garages permitted 28.11.66  
K11228 single storey front extension permitted 08.10.82  
K9081 construction of pitched roof (numbers 5 and 7) permitted 04.06.76  
K13509 construction of pitched roof permitted (number 9 and 11) permitted 07.10.98  
K11354/1 construction of pitched roof permitted 06.10.89  
K10733/1 construction of pitched roof permitted 06.10.89  
K10495/1 construction of pitched roof permitted 26.04.85  
K9186/1 construction of pitched roof permitted 26.04.85  
K7819/2 construction of pitched roof permitted 05.12.78  
K10481 construction of pitched roof permitted 21.05.80

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:  
R/DP1  
General Standards of Development within the Urban Area  
R/DP7  
Additions, Extensions and Alterations

***Consultations***

None

## ***Response to Public Advertisement***

nil

## ***Principal Issues***

1. The main issues in this case are the acceptability of the design of the proposal and the impact it will have on the appearance of the streetscene and the amenities of the occupiers of the adjoining dwellings.
2. The erection of a pitched roof will improve the overall appearance of the dwelling. Although, number 24 will retain a flat roof, the proposal will not result in an unacceptable imbalance to the pair of semi detached dwellings. Many properties within Oakdene have altered their roof shape and the development will not form an overly prominent feature in the streetscene. The applicant has confirmed that the roof will be constructed using grey interlocking tiles and this acceptable in this location. The proposal is acceptable in design terms and complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.
3. Due to the orientation of the dwellings, the proposed alterations will not have a detrimental impact on the amenities of number 20 to the south in terms of loss of light. As there is a single storey lean-to extension on the rear elevation of number 24, raising the roof by 2.7 metres will not result in a loss of light to the rear garden area of this dwelling. The proposal will not result in a loss of privacy or outlook to either adjoining property and as such, complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

## **RECOMMENDATION: Grant Permission**

### **Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed by reason of its design, siting and orientation, will not have a detrimental impact on the neighbouring properties or the visual amenity of the area. As such, it complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

### **Subject to the following conditions:-**

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.  
Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).