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**7 March 2011**

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

**MEETING:** Regulatory Board  
**DATE:** 15 March 2011  
**TIME:** 6.00pm  
**PLACE:** Council Chamber  
**Democratic Services contact:** Lisa Young

LINDA EDWARDS  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

The Mayor (Councillor Allen) (ex officio)  
Chairman of the P and O Board (Councillor Hook) (ex officio)

Councillor CR Carter (Chairman)  
Councillor Edwards (Vice Chairman)

Councillor Ms Ballard	Councillor Langdon
Councillor Geddes	Councillor Ronayne
Councillor Henshaw	Councillor Scard
Councillor Hylands	Councillor Wright

### **FIRE PRECAUTIONS**

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

**In the event of the fire alarm 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.**

**Legal Democratic and Planning Services:** Linda Edwards – Borough Solicitor  
Switchboard Telephone Number: **(023) 9258 4242**  
Britdoc Number: **DX136567 Gosport 2** Website: **[www.gosport.gov.uk](http://www.gosport.gov.uk)**

**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. Councillors are requested to note that, if any Councillor who is not a member of the Board 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 15 FEBRUARY 2011.

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, 11 March 2011. 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, 11 March 2011).*

6. REPORTS OF THE BOROUGH SOLICITOR

*Schedule of planning applications with recommendations.  
(grey sheets – pages 1 –21/1 )*

PART II  
Contact Officer:  
Debbie Gore  
Ext 5455

7. ANY OTHER ITEMS

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

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

**15th March 2011**

### **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.

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<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	<u>Address</u>	<u>Recommendation</u>
01.	3	K17880	Land At Rear Of 90a - 92 Fareham Road Gosport Hampshire PO13 0AG	Refuse
02.	9	K17914	14 Monroe Close Gosport Hampshire PO12 2RT	Grant Permission
03.	14	K17904	Land North Of Montgomery Road And West Of Harris Road Gosport Hampshire	Grant Permission
04.	16	K17903	Land East Of Harris Road Gosport Hampshire	Grant Permission
05.	18	K8152/1	Land West Of Layton Road And East Of Nobes Avenue Gosport Hampshire	Grant Permission
06.	20	K1947/1	Land To The West Of Prideaux Brune Avenue Gosport Hampshire	Grant Permission

**ITEM NUMBER: 01.**  
**APPLICATION NUMBER: K17880**  
**APPLICANT: Rank Development Ltd**  
**DATE REGISTERED: 25.10.2010**

**ERECTION OF 20 BED CARE HOME AND ASSOCIATED ACCESS, CAR PARKING, CYCLE STORAGE AND LANDSCAPING (as amplified by additional information received 24.11.10, 03.12.10 and 17.12.10)**  
**Land At Rear Of 90a - 92 Fareham Road Gosport Hampshire PO13 0AG**

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

This application was presented to the Regulatory Board on 07.12.10, however, as additional information was submitted immediately prior to the meeting, Members resolved to defer the application for further consideration.

The application site is currently garden land situated to the rear of 90a and 92 Fareham Road which are on the east side of the highway. Number 90a is a detached, two storey brick dwelling with access and a driveway to its west side. It has been extended at the rear to provide a conservatory and the garden extends approximately 60m beyond the rear elevation. Beyond the southern boundary of number 90a, within the rear garden of number 90, is a large, single storey, brick built outbuilding. This has a tiled pitched roof and covers a floor area similar to that of the main dwelling.

Number 92 is a large, detached, two storey dwelling with a painted render exterior. It, too, has been extended to the rear at single storey level and its garden extends beyond this to a similar depth as no. 90a. The boundary between the two properties consists of a 2m high close boarded fence for approximately 35m from the rear of the properties where it then alters to a 2m high hedgerow. There are a number of trees in the rear garden of number 92 which are positioned to the east side and along the northern and eastern boundaries. There is a single storey outbuilding in the north eastern corner of the garden and an established drop kerb to the east side of this. There is also a detached, single storey garage on the northern boundary, situated closer to the house. This property takes pedestrian access from its west side and vehicular access, with an established dropped kerb, from the north direct from Bedenham Lane. Bedenham Lane is a currently an unadopted, cul-de-sac, however, the Local Highway Authority has advised that adoption is imminent.

The northern boundary of number 92 consists of dense planting ranging between 3m and 4m in height. A grass verge of approximately 7m in width runs between this boundary and the highway. There are two trees on this highway verge approximately 5m in height. To the north, beyond Bedenham Lane, the southern side of an industrial building is visible. This is a large single storey building located within Venture Business Park and is protected in the Gosport Borough Local Plan Review for employment purposes. To the east side of the site is Frater Gate Business Park which comprises a series of smaller, two storey units also allocated for employment purposes. The main access to these units is via Aerodrome Road, however, there are removable bollards across the eastern end of Bedenham Lane in order that it can provide a secondary, emergency access. All of the land in this area is flat.

The application proposes the construction of a 20 bedroom care home fronting Bedenham Lane. This would be a three storey building, 8.8m tall and approximately 26m long. It would have a symmetrical design with matching gables at either end containing single casement windows. A long stretch of pitched roof would run between these two gables with an unbroken ridgeline. There would be two, pitched roofed dormer windows in the north elevation of the roof. A large chimney is proposed to the centre of the roof. The rear elevation would follow a similar pattern, however, would be broken by a two storey projecting section on the south east corner of the building. It is proposed that the building would be constructed of facing brick work, with render details and plain tile hanging to the gables. The roof would also be covered by plain tiles. A brickwork string course would run through the centre of the main facade between ground and first floor levels, with sash style windows

headed by brick gauged lintels and stone sills. The accommodation would comprise 20 bedrooms spread over three floors. This would be supplemented by a large dining room at ground floor adjacent to a lounge room and sun room. A further lounge would be provided at first floor. The main access with reception and office would be located on the east side of the building and there would be two internal staircases through the building; one on its west side and the second to the south east corner. Basement accommodation would provide servicing for the care home including kitchen, laundry, plant and medical rooms.

The main access to the site would be via the established dropped kerb to the north east corner. 7 no. car parking spaces would be provided to the east side of the building with visitor cycle parking. A bin store would be provided to the north east corner of the car park with long stay cycle parking facilities being provided in a garden area located to the south of the building beyond the rear boundary of number 90a Fareham Road. This garden space would measure 12m in length by approximately 6.5m in width. Garden space would also run along the south side of the main building, intercepted by a number of retained trees.

The application is supported by a Design and Access Statement, Transport Assessment, Travel Plan, Arboricultural Impact Assessment, an Ecology report, a Noise Impact Assessment, a Site and Amenity Assessment, and supporting information received 03.12.10, and 17.12.10, all of which have been circulated to members ahead of the Regulatory Board meeting for their information.

Since the application was originally received, and following negotiation with officers the plans have been amended to reduce the overall height of the building, better articulate the north elevation, introduce gables to the dormers on the north elevation and provide an additional window to the roof of the west elevation. The schedule of materials on the north elevation has also been amended to better compliment one another and provide a more consistent appearance to the north elevation.

Plans originally submitted with the application also failed to demonstrate how large service vehicles would access the site along Bedenham Lane, turn within the site, and then egress into Fareham Road in a forward gear, which is necessary, taking into account the volume of traffic travelling along the A32. Following discussion with the Local Highway Authority, amended plans have been submitted that demonstrate that the necessary manoeuvres could take place. This would involve moving the bollards at the eastern end of Bedenham Lane further to the east to provide a turning head. This would require the applicants to enter into an agreement with the Local Highway Authority once the highway was adopted. These works could be controlled by planning condition.

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

Nil

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/H8

Accommodation for the elderly

R/T11

Access and Parking

R/ENV10

Noise Pollution

R/DP3

Provision of Infrastructure, Services and Facilities

R/T2

New Development

R/T4

Off-site Transport Infrastructure

R/T10  
Traffic Management

**Consultations**

Building Control	Access for Fire Brigade is satisfactory. Some internal changes required to satisfy means of escape.
Streetscene (Parks & Horticulture)	No objection. There are no trees worthy of retention. The Arboricultural Impact Assessment is an accurate reflection of the site conditions and trees.
Streetscene (Waste & Cleansing)	Trade waste collection for this facility would not be provided by Gosport Borough Council.
Local Highway Authority	The revised access arrangements allow large service vehicles to turn adjacent to the site meaning vehicles can access Fareham Road in a forward gear. The applicant would need to enter into a Section 278 agreement with the Highway Authority before the development commenced to allow these works to take place. 7 on site car parking spaces are acceptable. A Transport, Services and Infrastructure Contribution is required.
Environmental Health (Commercial)	The kitchen will need to be fitted within an exhaust system and extractor fan that is appropriately sized, and precautions to minimise noise, vibrations and smells taken. Air conditioning units shall also be fitted with the appropriate acoustic housing, silencing and system design.
Defence Estates	No objection.

**Response to Public Advertisement**

1 letter of objection

Issues raised:

- no objection in principle
- additional traffic on the A32 needs to be addressed
- Council Tax will increase as a result of this development

1 letter of support

Issues raised:

- careful consideration given to suitability of the site and design of the building
- access from Bedenham Lane is appropriate
- no impact on neighbours
- supports current shortage of this type of facility in the Borough
- will generate employment during and after construction
- good use of land



## ***Principal Issues***

1. The impacts of additional traffic on the A32 could be addressed through the provision of a Transport Infrastructure, Services and Facilities contribution and the improved car parking and turning provision on site, and any increase in Council tax is not a material planning consideration. The site is located in the Urban Area where this type of development may be acceptable provided that the details accord with amended Planning Policy Statement 3 (PPS3) which has removed the presumption in favour of building on garden land and Policy R/DP1 of the Gosport Borough Local Plan Review. The main issues for consideration are therefore the acceptability of this site for this type of development, the appropriateness of the design, the need for this type of development in the Borough, the resulting living environment for prospective residents and the impact on the amenities of the occupiers of neighbouring properties, existing trees, and highway safety.
2. This site is at the transition between the residential development fronting Fareham Road and the industrial development to the east and north. The primary views of the site are from Fareham Road along Bedenham Lane set against the back drop of industrial units to the east and a large brick, industrial building to the north. This view of the site sets the main context as the A32 adjacent to the site is the busiest route in the Borough. It forms part of the residential streetscene and it is this character that the development should respect; this character being medium sized dwellings set in relatively spacious plots with large gardens providing good separation from the business park to the east. The proposal would erode this character creating a large built form in a backland position. The siting and presence of the building would differ from the character and established pattern of development whereby larger, more dominant, buildings front Fareham Road. Whilst a large building has been erected to the rear of number 90 Fareham Road, this building was constructed under permitted development tolerances and is ancillary to the use of the main dwellinghouse and it therefore falls outside of the control of the Local Planning Authority. It is also far smaller in scale than the proposal. The applicant has worked with officers cooperatively to seek to overcome concerns specifically about the design of the building, as set out below. Notwithstanding this, the scale and presence of the resulting large building proposed interrupts the established character of existing residential development in the locality and is unacceptable.
3. The Government has recently amended the definition of previously developed land within Appendix B of Planning Policy Statement 3: Housing (PPS3) to exclude private residential gardens and, as such, there is no presumption in favour of development on garden land. No specific justification has been provided as to why this development must be sited in this location. It is acknowledged there is need for care provision in the Borough, however, there is sufficient and available previously developed land that could be used for the development of a care home. No consideration or discounting of alternative sites accompanies the planning application and there is no justification as to why this site is needed for this specific purpose. Gosport is a principally urban authority but has the benefit of being able to demonstrate a five year housing land supply meaning there is potential for an alternative site for this type of development. There is no overriding justification of need on this specific site in this instance. Taking into consideration the erosion of the character of the area, as set out in paragraph 2 above, and absence of specific justification relating to the need for this development on this site, the proposal would be unacceptable and contrary to the aims and objectives of PPS3 and Policy R/DP1 of the Gosport Borough Local Plan Review.
4. The size, scale and mass of the building does differ from the existing residential buildings. It would stand taller than, and have a greater frontage width than, the existing residential properties in Fareham Road. It is considered that the subtle changes to the design have assisted in visually breaking the building. For example, the introduction of gables to the dormer windows on the north elevation mean that the ridgeline will now appear broken as viewed from street level. The applicant has also taken opportunity to provide a photomontage which illustrates the oblique views of the proposed care home that would be achieved from Fareham Road. It remains the case, however, that the building would stand in close proximity to the highway and would have limited space around it to landscape. On balance, it is considered that the design of the building is now acceptable and previous concerns about this element of the application have been overcome, however, this does not outweigh the concerns outlined in paragraphs 2 and 3 above.

5. It is accepted that this site is accessible from a transport perspective which would provide access to town centre facilities. There are no protected open green spaces within easy walking distance, however, the applicant has clarified that the level of on-site amenity space relative to the guidance set out in the Gosport Borough Local Plan Appendix B has been exceeded. Further information has been submitted on types of amenity space appropriate for this type of development and it is considered that the space provided on site meets the requirements for this type of accommodation. The quality and usability of this space could be compromised to some extent by the location of the employment allocations adjacent to the site whereby the types of intermittent noises associated with industrial uses could have some impacts during the day. Nevertheless, on balance, the amount and quality of outdoor space for prospective residents is considered to be acceptable in this instance. Each room would have access to ensuite facilities and a range of indoor living/dining space would be provided which would enhance the on-site enjoyment for residents.

6. There are limited amenities such as shops in the vicinity to serve residents. The nearest Local Centres are in Gregson Avenue and Brewers Lane which are not within easy walking distance for elderly residents. However, the applicant has indicated that the site is in close proximity to a convenience store, a leisure development, and a public house. Whilst these facilities do not provide a good range for occupants, the transport links to the town centre mean the proposal, on balance, meets the test of Policy R/H8 of the Gosport Borough Local Plan Review. The site is isolated, particularly in terms of its access point, and does not provide opportunity for residents to be integrated with society. The applicant has, however, clarified that hairdressers, chiropodists, church leaders, and entertainment will be provided on site. Taking these factors into consideration, the proposal is considered to be, on balance, acceptable in compliance with Policies R/DP1 and R/H8 of the Gosport Borough Local Plan Review.

7. The building would be situated in excess of 30m beyond the rear elevation of no. 92 Fareham Road with the part of the roof closest to this property sloping away from the shared boundary. The width of the building as viewed from this neighbour will be 15m in total, however, this elevation would be staggered with a proportion of it being set a further 10m towards the east. There would be a dormer window serving a stairwell on this elevation which could be obscure glazed to prevent overlooking of the neighbour adjacent. There would be windows in the façade set furthest from this neighbour, however, the separation distances ensure that no harmful overlooking would result. In respect of number 90a Fareham Road, whilst there would be a series of windows overlooking the eastern part of this garden from the south elevation of the proposed care home, as this is effectively the secondary part of the garden serving this property, with the primary amenity space being situated closest to the main house, this relationship would be acceptable. The building would be visible from the rear of number 90a, however, the separation from the rear elevation of over 25m ensures that the development will not have an overbearing impact. The position of the building means there will be no harmful overshadowing of any of the neighbouring properties. The proposal would create additional activity along the north side of number 92, however, its proximity to Fareham Road at present means that this additional activity would not have a harmful impact on the amenities of the occupiers of this property or other neighbouring properties. The proposal therefore complies with Policy R/DP1 of the Gosport Borough Local Plan Review in this respect.

8. There are a number of high quality trees on the site, particularly along the eastern boundary and within the main garden area. The Arboricultural Impact Assessment concludes that a number of the trees are of low grade and make a limited contribution to the public domain and could therefore be removed and replaced. The Tree Officer concurs with the conclusions reached in the report and does not consider there are any trees worthy of a Preservation Order on the site. The schedule for removal and replacement of some trees is acceptable and the tree protection arrangements proposed could be controlled by condition. The proposal therefore complies with Planning Policy Statement 9 and Policy R/DP1 of the Gosport Borough Local Plan Review in this respect.

9. The site would utilise an existing access to the north east corner which is acceptable. The amended plans demonstrate that the site can be satisfactorily accessed and serviced. In respect of car parking, it is accepted that the site is in an accessible location and therefore a reduction in car parking requirements can be applied. The level of car parking provided is satisfactory to meet

demand. A contribution towards improvements to Transport Infrastructure, Services and Facilities is required. Although the applicant has confirmed a willingness to enter into the necessary legal agreement, no agreement is in place to secure the required payment and without it the development is unacceptable and contrary to Policies R/DP3, R/T2, R/T3, R/T4 and R/T11. Authority is therefore sought from the Board to enter into the necessary Section 106 agreement in the event of an appeal to overcome proposed reason for refusal 2 below.

**RECOMMENDATION: Refuse**

**For the following reasons:-**

1. The proposed development, by reason of its siting within the rear garden of numbers 90a and 92 Fareham Road, would result in an undesirable form of backland development that is out of keeping with the established pattern of development in the locality, detrimental to the character of the area and the established building hierarchy. There is no overriding justification of need for this development on this site and the proposal is therefore contrary to Planning Policy Statement 3 (PPS3) and Policy R/DP1 of the Gosport Borough Local Plan Review.
2. Adequate provision has not been made for Transport Infrastructure, Services and Facilities, nor the payment of a commuted sum in lieu of the provision, contrary to Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review.

And

that in the event of an appeal, authority be given to the Borough Solicitor to enter into a Section 106 agreement to overcome reason for refusal no. 2 above, and once the Section 106 is completed, to withdraw this reason for refusal at appeal.

**ITEM NUMBER: 02.**  
**APPLICATION NUMBER: K17914**  
**APPLICANT: Mr Barratt**  
**DATE REGISTERED: 14.01.2011**

**ERECTION OF SINGLE/TWO STOREY SIDE EXTENSION AND SINGLE STOREY FRONT  
& REAR ADDITIONS (as amended by plan received 25.02.11)  
14 Monroe Close Gosport Hampshire PO12 2RT**

***The Site and the proposal***

Monroe Close is a 1960s cul-de-sac comprising a total of 18no. two storey, detached dwellings. There are 2no. garage blocks on the southern side of the Close, containing a total of 21no. garages. The application site is located at the western end of the Close, and on the northern side of the road. The application property is a two storey, two bedroom, detached dwelling, constructed with a buff brick lower half and tile hung upper. It has a tiled pitched roof and hipped roof conservatory on the rear elevation. The rear garden is approximately 15 metres long and is bordered by a 1.8 metre high fence. The dwelling is sited at the western end of a row of three dwellings that have an almost identical appearance. The ridges of all three dwellings are orientated north-south, with prominent pitched gables fronting the highway and the front elevations are all aligned. Each dwelling has a garage on its western side, accessed via a short drive, long enough to park an additional car. The drive of the application house is accessed via an extended dropped kerb which is also used by the occupiers of number 16 Monroe Close, to the west.

Number 16 also has a tiled, pitched roof. However, unlike the application property, and numbers 10 and 12 to the east, the ridge is orientated west-east. The original front elevation of the dwelling is sited forward of the application property, and numbers 10 and 12, by approximately 0.75 metres. The property has a single storey hipped roof front addition, including a bay window and canopy and this extends approximately 2 metres beyond the original front elevation. There is also a subservient, two storey, hipped roof extension on the rear elevation. The dwelling contains two ground floor windows, serving a kitchen and utility room and two first floor windows in the side elevation facing onto the application property. The forward-most of the first floor windows serves a bedroom while the window positioned towards the rear of the elevation serves a bathroom and is obscure glazed. There is a hipped roof garage on the eastern side of the dwelling, adjacent to the shared boundary with the application site. In addition to the garage, there is room to park an additional three cars on the driveway and an area of paving at the front of the property. Further west, number 18 is also a two storey detached dwelling. Like number 16, the ridge of this property is orientated west-east. The front elevation of this dwelling is set approximately 7.5 metres further forward than that of the application dwelling. The rear elevations of the two storey properties to the rear of the application site in Amersham Close are located over 25 metres from the rear elevation of the application dwelling.

With the exception of numbers 11 and 18, which have no vehicular access, all the other properties in Monroe Close have car parking available. Numbers 3, 4, 6 and 8 have no on-site parking, however, they are served by a garage within the easternmost of the garage blocks. Number 2 has a single garage in the rear garden. Numbers 1, 5, 7, 10, 12 and 14 all have two parking spaces available on site, one within their side garages and one on their front drive. Numbers 7 and 9, located in the south western corner of the Close, each have 2no. garages and further space to park two additional cars. The Close is also served by a parking bay positioned on the southern side of the road. The lay-by is capable of accommodating up to six vehicles. On street parking is also available immediately to the south of the application site, where two cars may be parked without obstructing the adjacent driveways.

The application is for the erection of a single storey front extension and front roof canopy, two storey/single storey side extension and single storey rear extension.

The proposed front extension will extend 1 metre beyond the original front elevation and will be 2.45 metres wide. It will contain a single door and window in the southern elevation and will be sited 5 metres from the shared boundary with number 12, to the east. The extension has a hipped roof, which will extend across the front of the property to create a canopy. The canopy will be constructed onto a single supporting column.

The proposed two storey side extension will be sited on the western side of the property. It has a double pitched roof with a gabled hip at the rear. The ridge will be set to a height of 6.2 metres, 0.65 metres lower than the ridge of the original roof. The addition will be set back 0.45 metres from the original front elevation so that a driveway of 5 metres in length is retained at the front of the site. It will be 8.8 metres deep and will extend 1.5 metres beyond the original rear elevation of the property. The addition will be 2.85 metres wide and will be set off the shared boundary with number 16 by 1 metre. The ground floor of the extension will provide an integral garage (4.95 metres long and with a minimum internal width of 2.55 metres) and a breakfast room. The first floor will be subdivided to provide two additional bedrooms. The front elevation will contain a garage door and first floor window and there will be a first floor window in the rear elevation. Integral to the two storey side extension is an 0.8 metre wide single storey element along its western elevation. The single storey aspect of the proposal will contain two rooflights in its western roofslope. It will be set of the shared boundary with number 16 by 0.3 metres.

The single storey rear extension will be attached to the northern elevation of the two storey/single storey side extension. It will be 2.6 metres wide, 2.75 metres deep, 2.25 metres high to the eaves, rising to 3.6 metres with the slope of the lean-to roof. It will provide a storage room and WC and will contain a single window in the northern elevation and a door in the eastern elevation. The addition will be sited 0.15 metres from the boundary with number 16 and over 8 metres from the shared boundary with number 12. It will extend 1.2 metres beyond the rear elevation of the existing conservatory on the eastern side of the rear elevation. The proposed development would be built using matching materials.

Amended plans have been submitted revising the siting of the proposed side extensions. Under the originally submitted drawings, the front elevation of the proposed two storey addition was shown flush with the original front elevation. However, in order to increase the length of the retained driveway at the front of the house, the extension has been set back 0.45 metres behind the original front elevation. The single storey side extension has also been set in from the shared boundary by an additional 0.2 metres to 0.3 metres.

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

K10798 - application at number 16 for the erection of a single storey front extension - permitted 06.05.81

K10798/1 - application at number 16 for the erection of a two storey rear extension - permitted 12.07.85

K10798/2 - application at number 16 for the erection of pitched roofs to existing porch and detached garage - permitted 19.04.02

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/T11

Access and Parking

## **Consultations**

Local Highway Authority

No objection. There are no records of applications for disabled driver bays being refused in Monroe Close within the last five years.

## **Response to Public Advertisement**

1 letter of representation confirming no objection

6 letters of objection

Issues raised:-

- drainage
- the boundary line on the plans is incorrect
- the extension will overhang the boundary with number 16 Monroe Close
- the development will disturb the footings, foundations and structural stability of the garage at number 16 Monroe Close
- previous applications for disabled parking bays within the Close have been refused
- the applicants already own 2no. cars and a trailer
- the development will result in an increased demand for parking, exacerbating the existing parking problems within the Close
- planning officers need to visit the site in order to assess the parking problems that exist within the Close
- the development will reduce the length of driveway at the front of the application property and parked cars are therefore likely to overhang the adjoining public pavement, to the detriment of pedestrian safety
- the development is out of character and will alter to the appearance of the streetscene
- the development will result in overlooking of the rear garden of number 16 Monroe Close
- the development will result in a loss of light to, and outlook from, the side windows at number 16 Monroe Close

## **Principal Issues**

1. Issues relating to drainage will be dealt with through the Building Regulations. The plans are correct and accurate for the purposes of determining this planning application. The plans show that the single storey side element and single storey rear extension will be set off the shared boundary with number 16 by 0.3 metres and 0.15 metres respectively and the applicant has advised that no part of the development will overhang the adjoining site. Damage to adjoining property during the construction period is a private legal matter between the interested parties and not a planning consideration. Hampshire County Council has confirmed that no applications have been refused in the Close within the last 5 years for a disabled parking bay. Officer site visits are always undertaken as part of the consideration of a planning application. The main issues in this case therefore are the acceptability of the design of the extensions and their impact on the appearance of the dwelling and the streetscene, the wider visual amenity of the locality, the amenities of the occupiers of the adjacent dwellings, parking and access and highway and pedestrian safety.

2. The application property forms one of a row of three dwellings that, by reason of their uniform design and siting, create a rhythm to the streetscene on the northern side of the Close. In the interests of visual amenity, it is important therefore that the proposed development does not appear discordant with the adjacent built form or create an over prominent feature in the streetscene. In this respect it is noted that the proposed two storey side extension has been set back 0.45 metres from the front elevation and it has been designed with a subservient hipped roof, reducing both its overall mass and its prominence in the streetscene. The extension is also sited on the western side of the dwelling, away from numbers 10 and 12, and adjacent to number 16, which by reason of its design, siting and front extensions, is different in appearance to the neighbouring properties. The ridge line of number 16 also runs perpendicular to the application property, with a large pitched gable fronting

the application site. In light of this, the staggered alignment of the front elevations and the siting of the application dwelling at the western end of the cul de sac where the character of the dwellings changes, the proposed addition will not jar with number 16 or create an incongruous feature in the streetscene. The two storey element of the side addition will be set off the shared boundary by 1 metre and this is sufficient to ensure that a suitable visual gap is retained between each building at first floor level to avoid a terracing affect in the streetscene. The proposed front extension and roof canopy will only extend 1 metre beyond the original front elevation and will have a similar appearance to the additions at number 16. In light of this, they will not create incongruous features on the front elevation or detract from the appearance of the property or the streetscene. Due to its siting at the rear of the property, the proposed single storey addition will not be visible from public view. Notwithstanding this, it is similar to other extensions in the locality and is acceptable in this location. Under the circumstances, the proposed development, by reason of its appropriate design, siting and orientation is acceptable, in accordance with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. As the proposed development will be sited over 25 metres from the rear elevations of the properties in Amersham Close, there will be no impact on the amenities of the occupiers of these dwelling in terms of loss of light, outlook or privacy. Due to their siting on the western side of the dwelling, the proposed side and rear additions will not harm the living conditions of the occupiers of number 12 to the east. Due to the orientation of the properties, it is possible that the occupiers of number 16 will experience a limited amount of overshadowing. However, this is likely to be restricted to the early part of the morning. In addition to this, the proposed two storey element of the side extension will not extend beyond the original front elevation and will only extend 1.5 metres beyond the original rear elevation. It has a subservient roof and will be set off the shared boundary with number 16 by 1 metre, retaining a separation distance of over 5 metres between the opposing first floor side elevations. In the light of this, and the staggered layout of the properties and the position of the existing windows, it is not considered that the proposed development will have an unacceptable impact on the living conditions of the occupiers of number 16 in terms of loss of light or outlook. No first floor windows are proposed in the side elevation of the extension and the first floor window in the rear elevation will not increase the propensity to overlook the rear garden of this property over and above that which currently exists from the existing first floor windows. Due to their position in roofslope and their siting in relation to the garage at number 16, the rooflights in the single storey side addition will not result in a loss of privacy to the neighbouring dwelling. The proposed development therefore accords with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. The proposed development will increase the number of bedrooms at the site from two to four. Although the levels of car ownership within a particular household cannot be controlled by the Local Planning Authority, on-site car parking provision can be reasonably expected to meet the likely demands of the household it is serving. For Privett Ward, the average number cars per household is 1.12. Under the proposed development, one space will be available within the integral garage and one on the retained driveway, which at 5 metres, is of sufficient length to ensure that a car is able to park without overhanging the adjacent pavement. This provision is likely to be sufficient to meet the demand for resident and visitor parking and the proposal is unlikely to result in harmful overspill parking in the local road network, to the detriment of local amenity and highway safety. Notwithstanding this, with the exception of numbers 11 and 18, all the properties in Monroe Close have at least one parking space available, with the majority of dwellings having two or more available spaces. Additional parking is also available within the lay-by at the front of the application site (two spaces) and in the lay-by towards the entrance of the Close (six spaces). The properties in Monroe Close are therefore particularly well served by car parking and there is capacity to accommodate additional vehicles within the parking bays, without there being a detrimental impact on local amenity or highway and pedestrian safety. In light of this, and as the property will continue to be accessed via the existing dropped kerb (which affords an appropriate level of intervisibility between vehicles exiting the driveway and all other users of the highway), the proposal complies with Policy R/T11 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 harm the appearance of the dwelling or streetscene, or be detrimental to the wider visual amenities of the locality, the amenities of the occupiers of neighbouring properties or highway and pedestrian safety. As such, the proposal complies with Policies R/DP1 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. 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 Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The development hereby permitted shall be carried out in accordance with the following approved plans:

41/DEC/10, 41/DEC/10/1 and 41/DEC/10/A

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.



**ITEM NUMBER: 03.**  
**APPLICATION NUMBER: K17904**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 02.02.2011**

**REGULATION 3 - RETENTION OF 23no. REPLACEMENT GARAGES**  
**Land North Of Montgomery Road And West Of Harris Road Gosport Hampshire**

***The Site and the proposal***

The application site is a communal area of Council owned allocated garaging that is located on the corner of Montgomery Road and Harris Road. The original garages were constructed in the 1960's and were laid out with 23 single garages in two rows. The garages consisted of one row of 12 garages on the north eastern side of the application site, 33.12 metres in length, 5 metres deep and 2.03 metres high at the rear, rising to 2.3 metres high at the front. On the south eastern side of the site there was a row of 11 garages, 30 metres in length, 5 metres deep and 2.03 metres high at the rear rising to 2.3 metres high at the front. The garages were originally constructed with internal dimensions of 4.85 metres by 2.6 metres and built of concrete panels with a combination of corrugated sheeting and felt roofs and in poor condition.

There are residential dwellings located on the north and south western site boundaries and Montgomery Road and Harris Road to the north and south east. The site is bounded by boundary walls of varying heights and is accessed from Montgomery Road.

These garages have been replaced with prefabricated concrete garages with a pebbledash finish, corrugated profiled roof sheeting and white metal doors. The garages have slightly smaller dimensions than the previous. The replacement garages are 5 metres deep, 2.19 metres high at the rear, rising to 2.3 metres high at the front and have internal dimensions of 4.8 metres by 2.4 metres. The north eastern block of garages is 30 metres in length and the south western block is 28 metres in length. As a result of the garages being smaller in width than the originals, there is a section of hardstanding remaining at the southern end of each row.

Works on site commenced following submission of the application and during a site visit it was noted that the works did not accurately correspond with the submitted application papers. The drawings were consequently amended and the application re-advertised. This is a retrospective application for the retention of the replacement garages as built.

***Relevant Planning History***

Nil

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/T11

Access and Parking

R/OS13

Protection of Habitats Supporting Protected Species

***Consultations***

Housing Services (Operational And Energy)	The application was made on behalf of Housing Services. The scheme is fully supported.
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Local Highway Authority

The existing satisfactory access is retained.  
Access and manoeuvrability are acceptable.

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

No response.

### ***Principal Issues***

1. The main issues in this case are the acceptability of the design of the garages and the impact on the visual amenity of the locality and the amenities of the occupiers of the adjoining dwellings, highway and pedestrian safety and whether the proposal has a detrimental impact on protected species.
2. The design of the garages is in keeping with other garages within the area and they have similar dimensions to those replaced and therefore are not out of character with the locality. Moreover, it is considered that the removal of the dilapidated garages and replacement with new structures, with consistent materials and form, has enhanced the appearance of the area. The proposal to retain the garages will therefore not have a detrimental impact on the visual amenity of the locality, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.
3. The absence of windows and inward facing orientation of the garages, in addition to the relationships with the neighbouring properties and the intervening boundary treatments, is such that there is no harmful impact on the living conditions of the occupiers of adjacent properties in terms of loss of light, outlook or privacy, or additional disturbance. As such, the proposal complies with Policy R/DP1 of the Gosport Borough Local Plan Review.
4. The existing access to and from the site is adequate and there is no reduction in the number of available parking spaces on the site. The location of the garages is such that the garage doors can be opened without them overhanging or obstructing the public highway. As such, the development is not detrimental to highway or pedestrian safety, in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.
5. The site is located within 50m of areas that have been identified as providing habitats for protected and notable species of grass, fern and moths. Whilst these areas are of significant importance, having regard to the location of the works on an area of existing hardstanding, the proposal has not had a detrimental impact on these important habitats in compliance with Policy R/OS13 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 is acceptable in this location. It is acceptable in design terms, has enhanced the appearance of the area, and has not had a harmful impact on the amenities of the occupiers of the neighbouring properties or highway and pedestrian safety, or protected species and, as such, complies with Policies R/DP1, R/T11 and R/OS13 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 04.**  
**APPLICATION NUMBER: K17903**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 02.02.2011**

**REGULATION 3 - RETENTION OF 25no. REPLACEMENT GARAGES**  
**Land East Of Harris Road Gosport Hampshire**

***The Site and the proposal***

The application site is a communal area of Council owned allocated garaging that is accessed from a service road adjoining Harris Road. The original garages were constructed in the 1960's and consisted of 25 single garages in two rows and were in poor condition. The garages were laid out with one row of 13 garages on the eastern side of the application site, 35.75 metres in length, 5.3 metres deep, 2.2 metres high at the rear, rising to 2.3 metres high at the front. On the western side of the site, there was a row of 12 garages, 33 metres in length, 5.3 metres deep and 2.2 metres high at the rear rising to 2.3 metres high at the front. The garages were originally constructed with internal dimensions of 4.97 metres by 2.6 metres and built of brick with a combination of corrugated sheeting and felt roofs.

There are residential dwellings located on all sides of the site, with the eastern and southern boundaries being formed of rear gardens of houses fronting Gregson Avenue and Harris Road, with an intervening footpath. The north and western boundaries of the site are formed of blank side elevations of adjacent houses and associated boundary walls of varying heights.

These garages have been replaced with prefabricated concrete garages with a pebbledash finish, corrugated profiled roof sheeting and white metal doors. The garages have slightly smaller dimensions than the previous. The replacement garages are 5 metres deep, 2.19 metres high at the rear, rising to 2.3 metres high at the front and have internal dimensions of 4.8 metres by 2.4 metres. The eastern block of garages is 35.65 metres in length and the western block is 31 metres in length. As a result of the garages being smaller than the originals, there is a section of hardstanding remaining at the southern end of each row.

Works on site commenced following submission of the application and during a site visit it was noted that the works did not accurately correspond with the submitted application papers. The drawings were amended and the application re-advertised. This is a retrospective application for the retention of the replacement garages as built.

***Relevant Planning History***

Nil

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/OS13

Protection of Habitats Supporting Protected Species

R/DP1

General Standards of Development within the Urban Area

R/T11

Access and Parking

***Consultations***

Housing Services (Operational And Energy)	The application was made on behalf of Housing Services. The scheme is fully supported.
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Local Highway Authority

The existing satisfactory access is retained.  
Access and manoeuvrability are acceptable.

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

1 letter of support

Issues raised:-

- garages will help with problem of on-street parking in the area

### ***Principal Issues***

1. The main issues in this case are the acceptability of the design of the garages and the impact on the visual amenity of the locality and the amenities of the occupiers of the adjoining dwellings, highway and pedestrian safety and whether the proposal has a detrimental impact on protected species.
2. The design of the garages is in keeping with other garages within the area and they have similar dimensions to those replaced and therefore are not out of character with the locality. Moreover, it is considered that the removal of the existing garages and replacement with new structures, with consistent materials and form, has enhanced the appearance of the area, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.
3. The absence of windows and inward facing orientation of the garages, in addition to the relationships with the neighbouring properties and the intervening boundary treatments, is such that there is no harmful impact on the living conditions of the occupiers of adjacent properties in terms of loss of light, outlook or privacy, or additional disturbance. As such the proposal complies with Policy R/DP1 of the Gosport Borough Local Plan Review.
4. The existing access to and from the site is adequate and there is no reduction in the number of available parking spaces on the site. The location of the garages is such that the garage doors can be opened without them overhanging or obstructing the public highway. As such, the development is not detrimental to highway or pedestrian safety, in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.
5. The site is located within 50m of areas that have been identified as providing habitats for protected and notable species of grass, fern and moths. Whilst these areas are of significant importance, having regard to the location of the works on an area of existing hardstanding, the proposal has not had a detrimental impact on these important habitats in compliance with Policy R/OS13 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 is acceptable in this location. It is acceptable in design terms, has enhanced the appearance of the area, and has not had a harmful impact on the amenities of the occupiers of the neighbouring properties or highway and pedestrian safety or protected species and, as such, complies with Policies R/DP1, R/T11 and R/OS13 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 05.**  
**APPLICATION NUMBER: K8152/1**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 04.02.2011**

**REGULATION 3 - RETENTION OF 12no. REPLACEMENT GARAGES**  
**Land West Of Layton Road And East Of Nobes Avenue Gosport Hampshire**

***The Site and the proposal***

The application site is a communal area of Council owned allocated garaging that is accessed from Nobes Avenue. The 12 original single garages were constructed in the 1960's and laid out in a central block of two rows and were in poor condition. The garages consisted of one row of 5 garages on the north eastern side of the block, 12.8 metres in overall length, 5.12 metres deep and 2.3 metres high to the top of the flat roofs. On the south eastern side of the block, there was a row of 7 garages, 17.8 metres in overall length, 5 metres deep and 2.3 metres high to the top of the flat roofs. The garages were constructed with internal dimensions of 4.85 metres by 2.4 metres and built of concrete panels with a combination of corrugated sheeting and felt roofs.

There are residential dwellings located on all sides of the area. The adjacent dwellings back onto the site, and in all cases the separation distance from the garages to the dwellings exceeds 20 metres. The site is bounded by a variety of walls and fences up to 2 metres in height.

The original garages have been replaced with prefabricated concrete garages with a pebbledash finish, corrugated profiled roof sheeting and white metal doors. The garages have slightly smaller dimensions than the previous. The replacement garages are 5 metres deep, 2.19 metres high at the rear, rising to 2.3 metres high at the front and have internal dimensions of 4.8 metres by 2.4 metres. The north eastern row of garages is 12.7 metres in length and the south western row is 17.8 metres in length.

Works on site commenced following submission of the application. This is a retrospective application for the retention of the replacement garages as built.

***Relevant Planning History***

Nil

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/T11

Access and Parking

R/OS13

Protection of Habitats Supporting Protected Species

***Consultations***

Housing Services (Operational And Energy)	The application was made on behalf of Housing Services. The scheme is fully supported.
Local Highway Authority	The existing access has good visibility. Access and manoeuvrability are acceptable.

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

Update to be provided – publicity expires on 8 March 2011

### ***Principal Issues***

1. The main issues in this case are the acceptability of the design of the garages and the impact on the visual amenity of the locality and the amenities of the occupiers of the adjoining dwellings, highway and pedestrian safety and whether the proposal has a detrimental impact on protected species.
2. The garages are of similar design to those replaced. Moreover, it is considered that the removal of the dilapidated garages and replacement with new structures, with consistent materials and form, has enhanced the appearance of the area in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.
3. The absence of windows and the central location of the garages within the application site, in addition to the separation distances between the garages and the adjacent dwellings and the intervening boundary treatments, ensures that there is no harmful impact on the living conditions of the occupiers of adjacent dwellings in terms of loss of privacy, light or outlook, or additional disturbance. As such, the development complies with Policy R/DP1 of the Gosport Borough Local Plan Review.
4. The existing access to and from the site is adequate and there has been no reduction in the number of available parking spaces. The location of the garages is such that the garage doors can be opened without them overhanging or obstructing the public highway. As such, the development is not detrimental to highway or pedestrian safety, in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.
5. The site is located within 100m of areas that have been identified as providing habitats for protected bats. Having regard to the location and nature of the application site and the structure of the existing garages, the removal of the existing structures would not have had a detrimental impact on these important habitats, in compliance with Policy R/OS13 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 is acceptable in this location. It is acceptable in design terms, has enhanced the appearance of the area, and has not had a harmful impact on the amenities of the occupiers of the neighbouring properties or highway and pedestrian safety or protected species and, as such, complies with Policies R/DP1, R/T11 and R/OS13 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 06.**  
**APPLICATION NUMBER: K1947/1**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 08.02.2011**

**REGULATION 3 - DEMOLITION AND REPLACEMENT OF 13no. GARAGES**  
**Land To The West Of Prideaux Brune Avenue Gosport Hampshire**

***The Site and the proposal***

The application site is a communal area of Council owned allocated garaging that is accessed from a service road adjoining Prideaux Brune Avenue. The original garages were constructed in the 1960's and consisted of 13 single garages in two rows. There is one row of 8 garages on the eastern side of the application site, 22 metres in length, 5.1 metres deep and 2.3 metres high to the top of the flat roofs. On the south eastern part of the site, there is a pair of garages, alongside an electricity sub-station and a further 3 garages completing the row. The row is 18.4 metres in length, 5.7 metres deep and 2.3 metres high to the top of the flat roofs. The garages are constructed with internal dimensions of 5.6 metres by 2.6 metres and built of concrete with a combination of corrugated sheeting and felt roofs and are currently in poor condition.

There are residential dwellings located on all sides of the site, with the boundaries being formed of rear gardens of houses fronting Prideaux Brune Avenue, Bridgemarky Grove and Birch Drive and associated boundary walls of varying heights.

It is proposed to replace these garages with prefabricated concrete garages with a pebbledash finish, corrugated profiled roof sheeting and white metal doors. The garages will have slightly smaller dimensions than the previous. The replacement garages are to be 5 metres deep, 2.19 metres high at the rear, rising to 2.3 metres high at the front and have internal dimensions of 4.8 metres by 2.4 metres. The eastern block of garages will be 20.3 metres in length and the south eastern block 17.1 metres in length. As a result of the garages being smaller than the originals, there will be a section of hardstanding remaining at the southern end of each row and to the rear of the south eastern row of garages.

***Relevant Planning History***

Nil

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:  
R/DP1  
General Standards of Development within the Urban Area  
R/T11  
Access and Parking

***Consultations***

Housing Services (Operational And Energy)	The application was made on behalf of Housing Services. The scheme is fully supported.
Local Highway Authority	The existing satisfactory access is retained. Access and manoeuvrability are acceptable.
Southern Electric	Update to be provided.

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

Update to be provided – publicity expires on 8 March 2011

### ***Principal Issues***

1. The main issues in this case are the acceptability of the design of the garages and the impact on the visual amenity of the locality and the amenities of the occupiers of the adjoining dwellings and highway and pedestrian safety.
2. The design and dimensions of the garages is similar to those being replaced and therefore would not be out of character with the area. Moreover, it is considered that the removal of the existing garages and replacement with new structures, with consistent materials and form, will enhance the appearance of the area, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.
3. The absence of windows and the location of the garages within the application site, in addition to the separation distances between the garage openings and the adjacent dwellings being in excess of 20 metres, and the intervening boundary treatments, will ensure that there will be no harmful impact on the living conditions of the occupiers of adjacent properties in terms of loss of privacy, light or outlook or additional disturbance. As such, the proposal complies with Policy R/DP1 of the Gosport Borough Local Plan Review.
4. The existing access to and from the site is adequate and there will be no reduction in the number of available parking spaces on the site. The location of the garages is such that the garage doors can be opened without them overhanging or obstructing the public highway. As such, the development will not be detrimental to highway or pedestrian safety, in compliance with Policy R/T11 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 is acceptable in this location. It is acceptable in design terms and will enhance the appearance of the area, and will not have a harmful impact on the amenities of the occupiers of the neighbouring properties or highway and pedestrian safety and, as such, complies with Policies R/DP1 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. The development hereby permitted shall be carried out in accordance with the following approved plan:

10/298/PM/04 rev. A1

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.