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31 March 2014

S U M M O N S

MEETING: Regulatory Board
DATE: 08 April 2014
TIME: 6.00 pm
PLACE: Council Chamber, Town Hall, Gosport
Democratic Services contact: Vicki Stone

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

The Mayor (Councillor Beavis) (ex-officio)
Chairman of the Policy and Organisation Board (Councillor Hook) (ex-officio)

Councillor Ronayne (Chairman)
Councillor Mrs Hook (Vice Chairman)

Councillor Ms Ballard
Councillor Carter CR
Councillor Ms Diffey
Councillor Farr
Councillor Geddes

Councillor Gill
Councillor Hazel
Councillor Jessop
Councillor Langdon
Councillor Wright

FIRE PRECAUTIONS

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

In the event of the fire alarm sounding, please leave the room immediately. Proceed downstairs by way of the main stairs or as directed by GBC staff, follow 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. 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

PART A ITEMS

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

All Members present are reminded to declare, at this point in the meeting or as soon as possible thereafter, any disclosable personal interest in any item(s) being considered at this meeting

3. MINUTES OF THE MEETING OF THE EXTRAORDINARY REGULATORY BOARD HELD ON 04 FEBRUARY 2014.

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, 04 April 2014. 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, 04 April 2014).

6. 14/00076/OUT – HYBRID APPLICATION COMPRISING: DEMOLITION OF ALL EXISTING BUILDINGS AND THE ERECTION OF A 1550 SQUARE METRE FOOD STORE (CLASS A1) AND 1 NO. 275 SQUARE METRE COMMERCIAL UNIT (CLASSES A1, A2, A3, A4, A5, B1 AND D1) (APPEARANCE, LAYOUT, SCALE, ACCESS AND LANDSCAPING) AND THE ERECTION OF UP TO 48 NO. RESIDENTIAL UNITS (CLASS C3) (SCALE, LAYOUT AND ACCESS)

PART II
Contact Officer:
Ian Humble
Ext: 5604

To consider planning application, reference 14/00076/OUT, for the demolition of all existing buildings and the erection of a 1550 square metre food store (Class A1) and 1 no. 275 square metre commercial unit (Classes A1, A2, A3, A4, A5, B1 and D1) (Appearance, Layout, Scale, Access and Landscaping) and the erection of up to 48 no. residential units (Class C3) (Scale, Layout and Access) (as amended by plan received 03.03.14 and amplified by information received 10.03.14 and 18.03.14 and Construction Method Statement received 19.03.14)

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PART II
Contact Officer:
Debbie Gore
Ext: 5455

7. REPORTS OF THE BOROUGH SOLICITOR AND DEPUTY CHIEF
EXECUTIVE

*Schedule of planning applications with recommendations.
(grey sheets – pages 7/1-32/1)*

8. ANY OTHER ITEMS

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

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**A MEETING OF THE EXTRAORDINARY REGULATORY BOARD
WAS HELD ON 4TH FEBRUARY 2014**

The Mayor (Councillor Beavis)(ex-officio); Councillors Allen (P), Ms Ballard(P), Carter CR, Ms Diffey (P), Farr (P), Geddes (P), Gill (P), Hazel (P), Hook (P), Mrs Hook (P), Jessop(P) , Langdon (P), Ronayne (P) and Wright (P).

It was reported that in accordance with Standing Order 2.3.6, Councillor Hazel had been nominated to replace Councillor Carter CR for this meeting.

75 APOLOGIES

An apology for inability to attend the meeting was received from Councillor Carter CR.

76 DECLARATIONS OF INTEREST

There were no Declarations of Interest.

77 DEPUTATIONS

Deputations had been received on the following application:

- Item 1 - 13/00538/FULL – 154 Fareham Road, Gosport

78 PUBLIC QUESTIONS

No public questions had been received.

PART II

79 REPORT OF THE BOROUGH SOLICITOR

The Borough Solicitor submitted a report on applications received for planning consent setting out the recommendation in each case.

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

**80 13/00538/FULL – USE OF LAND AND BUILDINGS FOR FLEXIBLE CLASS B1(B) AND (C), B2 AND B8 USE (INCLUDING OPEN STORAGE) AND TRADE COUNTER USE, EXTERNAL ALTERATIONS TO SOUTHERN ELEVATION AND ALTERATIONS TO EXISTING CAR PARKING AND EXISTING ACCESS FRO LEDERLE LANE (AS AMPLIFIED BY TRANSPORT INFORMATION RECEIVED 14.01.14)
154 FAREHAM ROAD, GOSPORT HAMPSHIRE**

Consideration was given to the Report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 13/00538/FULL.

Members were advised that a local resident has expressed concern about the proposal to operate the Class B Units with Trade Counters without a restriction on opening hours. The resident had therefore suggested that in interests of residential amenity, a planning condition should be used to restrict the times that these units may operate.

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It was further advised that the latest planning application seeks permission for the same class B uses as approved in 2012 under application reference K12345/76 but on this occasion the applicant had made specific reference to Trade Counters in the application description and had identified specific floor areas on the plans in order to provide assurance to prospective occupiers/tenants that they may operate an associated/ancillary Trade Counter from the site in conjunction with a Class B use without breaching planning controls.

The Planning Officers assessment contained within the report was that the provision of associated/ancillary Trade Counter uses would not cause additional harm or disturbance to residential amenity over and above the established and consented Class B uses as approved under planning permission reference K12345/76, which does not include any conditions restricting opening hours. Officers planning judgement was therefore that it was not, reasonable to include a condition specifically restricting the opening hours of the Class B Units with Trade Counters as part of this latest planning application. Conditions were proposed that would control the overall quantum of Class B floorspace at the site that may operate with an associated/ancillary Trade Counter as well as the maximum size of individual Class B Units that would be permitted to operate with associated Trade Counters in order to retain an appropriate mix/balance of uses across the existing employment site.

Mr Neil Holmes was invited to address the Board whereby he advised that he was speaking on behalf of Oceanic Estates who acquired the site in early 2012 and advised Members that planning consent K12345/76 confirmed the use of the site for B uses - (B1 (b) & (c), B2, B8 and B8 Open Storage).

Mr Holmes advised that the proposed application followed the same principle as K12345/76 with 1100sq metres of the front units available for Trade Counter use in connection with the consented Class B uses. He stated that 1100sq metres was approximately 10% of the overall floor area which was, generally, accepted as being ancillary and not requiring planning consent.

Mr Holmes noted the concerns previously raised with regards to traffic generation and advised Members that the application did not generate significantly more vehicular trips than the previous permitted uses, to date, and would be less than the historic trip generation.

Mr Holmes reported that the additional trips generated by the proposed development was around 40 additional trips per day whereas the trips generated by the now demolished offices would be around 1500 a day. In addition, The Highways Authority had scrutinised the applicant's traffic assessment in detail and Members were drawn to Page 5 of the Planning Officers Report whereby it stated "that the impact on the A32/Lederle Junction throughout the working day would be less than the previous Cyanamid site's operation". It was confirmed that the traffic generation calculations were based on the national standard for trip generation analysis – TRICS.

Mr Holmes advised that Oceanic Estates was a long-term investor in employment sites and was currently refurbishing the 127,000sq.ft retained building to bring it up to an acceptable standard for letting to potential Class B use tenants. It was further advised that the proposed Class B uses with associated/ancillary trade counters would widen the opportunities for future employment in Gosport reducing the need to travel out of Gosport to find work.

Mr Holmes reported that Oceanic Estates was now a Stakeholder in the Management Company, with a right to access the whole site from Barwell Lane, resulting in improved access arrangements for the site generally and improving upon the permission granted under reference K12345/76, reducing the need for all vehicles to access the site via the A32/Lederle Lane junction.

Mr Holmes further advised that the proposed application was not a retail use and did not set a

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precedent for granting retail uses on the site. The application proposed was to increase and broaden the employment opportunities on the site, improve access to the site from Barwell Lane without significantly increasing traffic generation.

In respect to the suggestion that opening hours should be restricted, Mr Holmes advised that this would not be consistent with the existing and consented Class B uses which had no restriction on hours of operation. It was advised that the trade counter element would reduce the likely affect on residential amenity due to the nature of operation of Class B industrial uses.

Members welcomed the clarification on the use of the Barwell Lane access and the full assessment of the traffic generation and the explanation provided in respect of the opening hours and unanimously agreed that the application would be a benefit to Gosport and welcomed the employment opportunities that this site would create.

RESOLVED: That application 13/00538/FULL – 154 Fareham Road, Gosport, be approved subject to the conditions in the report of the Borough Solicitor and Deputy Chief Executive

**81 13/00555/FULL – INSTALLATION OF 4NO. SYNTHETIC SPORTS PITCHES
TOGETHER WITH ERECTION OF 4M HIGH FENCING (AS AMPLIFIED BY
EMAIL RECEIVED 20.01.14)
HMS SULTAN, MILITARY ROAD, GOSPORT, HAMPSHIRE**

Consideration was given to the Report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 13/00555/FULL.

Members were advised that the publicity for this application had expired and that no representations had been received in respect of the proposal.

RESOLVED: That application 13/00555/FULL – HMS Sultan, Gosport, be approved subject to the conditions in the Report of the Borough Solicitor and Deputy Chief Executive.

82 ANY OTHER BUSINESS

Members were updated on an appeal decision received in respect of Fine Cars, Lee-on-the-Solent. The appeal was dismissed as the Inspector considered that the noise assessment did not satisfactorily identify and address all relevant impacts and therefore, in taking a precautionary approach, concluded that the development would have a harmful impact on the amenities of the occupiers of adjacent residential properties, in particular those to the north and west. The Inspector did not support the Council's reasons for refusal on the grounds of highway safety or visual impact.

The meeting concluded at: 6.15pm

CHAIRMAN

AGENDA ITEM NO. 06

Board/Committee:	Regulatory Board
Date of Meeting:	8 April 2014
Title:	14/00076/OUT – Hybrid application comprising: Demolition of all existing buildings and the erection of a 1550 square metre food store (Class A1) and 1 no. 275 square metre commercial unit (Classes A1, A2, A3, A4, A5, B1 and D1) (Appearance, Layout, Scale, Access and Landscaping) and the erection of up to 48 no. residential units (Class C3) (Scale, Layout and Access)
Author:	Borough Solicitor and Deputy Chief Executive
Status	For Decision

Purpose

- i) To consider planning application, reference 14/00076/OUT, for the demolition of all existing buildings and the erection of a 1550 square metre food store (Class A1) and 1 no. 275 square metre commercial unit (Classes A1, A2, A3, A4, A5, B1 and D1) (Appearance, Layout, Scale, Access and Landscaping) and the erection of up to 48 no. residential units (Class C3) (Scale, Layout and Access) (as amended by plan received 03.03.14 and amplified by information received 10.03.14 and 18.03.14 and Construction Method Statement received 19.03.14)

Recommendation

To **Grant Planning Permission** subject to:

- a) appropriate conditions covering those matters set out in Appendix B of this report.
- b) appropriate planning obligations to secure the provision of, or a contribution towards, improvements towards highway and transport infrastructure; Traffic Regulation Orders; open space; educational facilities; affordable housing; ecological and recreational disturbance mitigation measures; and a training and employment plan.
- c) Delegate authority to the Head of Development Control, in consultation with the Borough Solicitor and Deputy Chief Executive, to determine the appropriate planning obligations, subject to viability assessments, and conditions.

1.0

Background

- 1.1 The site, the subject of this application, has previously been occupied by 2 no. commercial establishments involved in the manufacturing of industrial vacuum cleaners and industrial/leisure safety equipment. The buildings at the site provide a total floorspace of 5,131 square metres.
- 1.2 The physical condition of the buildings has deteriorated, detracting from the visual amenity of the locality and compromising the long-term, economic viability of the site.
- 1.3 1 no. of the previous businesses operating from the site has relocated to a modern, purpose-built, facility in Lederle Lane. The second company continues to operate from the site, but is seeking to find alternative facilities within the Borough.

2.0 Application Site and Surroundings

- 2.1 The application site has a total area of 0.79 hectares. For the purpose of this report, the site has been split in to 2 no. parts, identified on the plan annexed to this report as Area A and Area B.
- 2.2 The application site is located within the Urban Area Boundary, the 'Coldharbour' Mixed Use Area and the Coastal Zone Policy Area, as defined on the Proposals Map of the Gosport Borough Local Plan Review. The site is identified as an area of archaeological interest. Portsmouth Harbour, a Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI), is to the north, beyond Gosport Boat Yard. These are of international importance to wading birds. Noteworthy flora includes Dwarf Eelgrass, Narrow-Leaved Eelgrass, Marine Eelgrass and Golden Samphire. The northernmost edge of the site is located within Flood Zones 2 and 3. The remainder of the site is located within Flood Zone 1. To the south of the site, and on the opposite side of Mumby Road, is the northern boundary of the High Street Conservation Area and High Street Principal Shopping Centre.
- 2.3 The site is generally flat, but with a shallow decline in gradient towards its north-eastern corner, where the land falls by approximately 1 metre. There is also a decline in gradient towards the north western corner of the site.
- 2.4 The land was most recently redeveloped in the 1950s, however, in the intervening years, the one and two storey buildings that occupy the site, have been significantly altered and extended, in order to meet changing operational requirements.
- 2.5 The buildings which, in total, occupy approximately two-thirds of the site, are constructed from a combination of concrete, brick and breezeblocks, with both mono-pitched and dual-pitched roofs. They extend up to the back edge of the public highway on both the southern and western (fronting Mumby Road) and northern (fronting Harbour Road) sides of the site. There is a large, open area of car parking on

the eastern side of the site, which provides sufficient space to park approximately 60 no. cars.

- 2.6 There are currently 3 no. points of vehicular access into/out of the site. 1no. of the accesses is positioned on the western side of the site, approximately half way along the western frontage with Mumby Road and adjacent to the southern elevation of the Clarence Square Council School building. The remaining accesses are located on the eastern side of the site, on Harbour Road.
- 2.7 The site occupies a prominent position on Mumby Road (A32), where there is a bend in the road, opposite the junctions with North Cross Street and Minnett Road. The southern and western sides of the site front onto Mumby Road.
- 2.8 Mumby Road is a two-way carriageway (including a designated cycle lane) that is subject of a 30 mile per hour (mph) speed restriction. The northern and eastern sides of the site front onto Harbour Road. Harbour Road provides access to a number of adjacent commercial units/sites, including the adjacent Gosport Boat Yard and the associated slipway. Unrestricted, on-street car parking, is available on Harbour Road, sited between double yellow lines, that have been implemented in order maintain access across an existing vehicular entrance.
- 2.9 There is a right-turn lane within the centre of the Mumby Road, to the south-west of the site, which is used by eastbound vehicles waiting to turn right into North Cross Street. There is also a central refuge to facilitate pedestrian crossing.
- 2.10 The surrounding area is characterised by a combination of industrial, commercial and residential uses.
- 2.11 Adjacent to the north-western boundary of the application site is a two storey, red brick, building known as Clarence Square Council School. The building is included on the Borough Council's List of Buildings of Local Interest, for its historic and architectural interest. The principal façade of the building originally addressed Clarence Square, an area of the town laid out by the late 17th Century, and developed around a natural inlet in the coastline. During the 18th Century, the southern side of Clarence Square saw the erection of a row of Georgian townhouses. The townhouses would have occupied, what is now, the northernmost extent of the application site. The town houses were demolished as part of the program of post-war slum clearance and the Clarence Square Council School building is, therefore, all that remains from the original development. The building still contains a number of timber, sash windows in its southern and northern elevations. The principal access into the building is from the northern elevation, however, there are also accesses in the western elevation, fronting Mumby Road. There is a modern, two storey extension on the western side of the building, the first floor of which has been finished using corrugated sheeting. The ground floor is rendered and painted white. The building

is currently used as office space, as well as for retail and storage. There is a vehicular access on the eastern side of the building which is used to service a set of double doors.

- 2.12 Approximately 200 metres to the north-west of the application site, and on the eastern side of Mumby Road, is the 'Rope Quays' development, a mixed-use scheme, approved in March 2003, under planning permission reference K15900. This development comprises a combination of residential and commercial floorspace, as well as a doctor's surgery. The development is constructed, for the most part, from red brick and render, with significant areas of glazing and exposed metalwork. The buildings range in height from two to fourteen stories.
- 2.13 To the east of the application site, and on the eastern side of Harbour Road, is a two storey, red brick, building that is in industrial use. The building has numerous ground and first floor windows in its western elevation, fronting onto the application site, together with 2no. roller-shutter doors, to facilitate the delivery of goods/materials.
- 2.14 To the south-east of the application site, and on the southern side of Mumby Road, is Wises Court, a large, three and four storey, red brick, residential development. The building is sited adjacent to the back edge of the public highway.
- 2.15 Public car parking is available in the North Cross Street public car parks (approximately 50 metres away), the Minnett Road North and Minnett Road South public car parks (approximately 100 metres away), and the Clarence Road public car park (approximately 130 metres away).
- 2.16 The Gosport Bus Interchange and Ferry Terminal are located approximately 350 metres to the east. The Ferry Terminal provides access to Portsmouth Harbour which, itself, provides access to higher order services. The Bus Interchange provides services to a range of locations within the Borough, as well as services to Fareham, Warsash and Southampton.
- 2.17 There are a total of 7no. trees in, and adjacent to, the application site, including within the adopted public highway. None of the trees are formally protected.

3.0 Relevant Planning History

- 3.1 K18151 – Outline Application – Mixed use development including a residential tower block of up to 150 no. units (Class C3), a hotel with up to 75 no. bedrooms (Class C1) and flexible ground floor uses with a floorspace of up to 1250 square metres, including retail shops, restaurant and public house (Classes A1, A2, A3, A4, A5, B1 and D1), together with associated parking and amenity space – considered at the Regulatory Board on 7 May 2013, at which time it was resolved to grant Outline planning permission, subject to conditions and planning

obligations to secure the provision of or a contribution towards improvements to the highway; traffic, transport and pedestrian safety; open space; educational facilities; affordable housing; ecological mitigation measures; and a training and employment plan.

- 3.2 The legal agreement has not yet been completed and Outline planning permission has not, therefore, been granted.
- 3.3 The indicative layout drawings for Outline planning application K18151 showed the demolition of all existing buildings at the site. The indicative layout plan shows 3no. buildings on the site. The tallest building is shown as a 'landmark', residential tower, positioned in the north eastern corner of the site and having a maximum height of twelve stories. The plans show the building to have an L-shaped footprint 'stepping down' in height on its southern and western sides to reflect the scale of adjacent buildings and those that would have historically occupied the 'Clarence Square' development.
- 3.4 The indicative plans show 1no. of the buildings in the south eastern corner of the site, where the north-south aligned section of Harbour Road forms a junction with Mumby Road. The building is shown to provide a mix of commercial floorspace at ground floor level (Classes A1, A2, A3, A4, A5, B1 and D1), with residential accommodation above.
- 3.5 The third building is shown to comprise a public house/restaurant at ground floor level, with hotel accommodation above. The proposed hotel would have up to 75no. bedrooms. The indicative plans show an outside eating and drinking area at the front of the building, for use by clientele of the public house/restaurant.
- 3.6 The indicative plans show a formal area of public open space on the western side of the site, adjacent to the outside eating/drinking area associated with the public house/restaurant. The indicative plans show a circular water/art feature, enclosed by low hedging, tree planting and benches. The public space is shown to form part of a formalised pedestrian route through the application site, and onto Harbour Road and the wider environs of the waterfront.
- 3.7 The indicative layout for Outline planning application reference K18151 shows a total of 182no. car parking spaces. 113no. spaces were shown for the 150 no. residential units, equating to 0.75 spaces per unit. The spaces are shown to be provided within both 'above ground' and basement/undercroft car parking areas.
- 3.8 The indicative plans also show 44no. car parking spaces for the proposed hotel. 18no. car parking spaces are shown for the public house/restaurant. 7no. spaces are shown for the remaining commercial floorspace.
- 3.9 Although access was a Reserved Matter, the indicative plans showed 4 no. indicative points of vehicular access, positioned on the northern

and eastern sides of the site (Harbour Road) and the southern and western sides of the site (Mumby Road). This arrangement would have utilised an existing access point on the western side of the site.

- 3.10 The indicative plans show how road markings in the highway could be amended in order to manage traffic on Mumby Road.
- 3.11 The Transport Statement, submitted in support of the Outline application, showed that the proposed development would generate 1854 no. vehicular movements per day. It was calculated that the development would likely generate 145 no. vehicular movements in the morning peak (0800 – 0900) and 197 no. vehicular movements in the evening peak (1700 – 1800).
- 3.12 The Council is currently considering a separate advertisement application at the site, for illuminated and non-illuminated signage associated with the proposed food store.

4.0 The Proposal

- 4.1.1 Within Area A of the application site, permission is sought for:
- Demolition of all buildings
 - Erection of a 1550 square metre food store (Class A1)
 - Erection of a 275 square metre commercial unit (Classes A1, A2, A3, A4, A5, B1 and D1)
 - New and upgraded vehicular and pedestrian accesses
 - Car parking
- 4.1.2 Full details of the development have been submitted for consideration (ie, the Appearance, Layout, Scale, Landscaping and Access).
- 4.1.3 Within Area B, it is proposed to demolish all buildings and erect a new building to provide up to 48 no. residential properties (Class C3).
- 4.1.4 Details of the proposed Scale and Layout of the building, as well as the Access arrangements have been submitted for consideration. Details of Landscaping and Appearance have not been submitted for consideration and are Reserved Matters.
- 4.1.5 The application is supported by a Design and Access Statement, which outlines the principles that guided the formulation of the proposed re-development, together with an appraisal of the key design concepts that would form the basis of the detailed design proposals.
- 4.1.6 The application is supported by an Arboricultural Report, a Transport Statement, an Heritage Statement, a Framework Travel Plan, a Flood Risk Assessment and a Preliminary Risk Assessment, which investigates the possible implications of ground contamination across the whole of the proposed redevelopment area.

4.2 Area A

4.2.1 *Design and Layout*

4.2.2 The proposed 1550 square metre food store would be sited on the eastern side of the site, adjacent Harbour Road. The plans show that the food store would have a rectangular footprint and that it would be sited no closer than 3 metres from the back edge of either Mumby Road or Harbour Road. The plans show that the food store would be sited over 40 metres from the Clarence Square Council School building.

4.2.3 Internally, the building would be subdivided to provide the principal retail floor space (ie, aisles and check-outs), together with a 'back of house' area, positioned on the eastern side of the building. WCs, a staff room, a meeting room, a store and office space would be provided in the south eastern corner of the building. The plant and service area for the food store (designed to receive deliveries from articulated vehicles) would be located at the northern end of the building, adjacent to the northern boundary of Area A.

4.2.4 The building has been designed with a flat roof, set to a height of 5.5 metres. The building would be 1.5 metres lower than the adjacent building on the eastern side of Harbour Road.

4.2.5 The principal pedestrian entrance to the building would be sited within the western elevation, adjacent to the Mumby Road frontage and within a large area of full height glazing.

4.2.6 Full height glazing would also extend across the Mumby Road frontage. The western elevation would be finished using white render, with high level windows extending along the full length of the façade. A projecting canopy would extend over the glazed entrance and wrap-around the south western corner of the building, above the glazing fronting Mumby Road. The proposed eastern elevation, fronting Harbour Road, would have a white rendered finish. It would include 2 no. pedestrian doors (providing access to the 'back of house' area), served by steps. There would be a projecting canopy at the northern end of the elevation, which would provide covered, pedestrian access to the residential element of the scheme submitted within Area B. The canopy would be erected over a set of steps, complete with decorative railings.

4.2.7 It is proposed to alter the layout of Harbour Road on the eastern side of the building, to enhance the appearance of this section of the highway. Parts of the existing pavement would be 'built out' in order to create tree pits, with a total of 6 no. new trees planted on the western side of the highway. Details have been submitted showing the provision of a total of 10 no. decorative lighting columns, sited on the western side of the road, adjacent to the eastern elevation of the proposed food store. The columns would be off-set at different angles to provide an innovative and unique design feature that serves to enhance the appearance of the eastern elevation and the public experience of this section of the highway more generally.

- 4.2.8 On the western side of the building, adjacent to the main entrance, it is proposed to provide a trolley bay. 11 no. bicycle hoops would be provided on the southern side of the building, adjacent to the Mumby Road frontage. The facilities would provide bicycle parking for up to 22 no. bicycles.
- 4.2.9 'Conservation style' paving would be used around the perimeter of the building in order to provide pedestrian access. The submitted plans show that the paving would be of charcoal colour.
- 4.2.10 The proposed commercial unit ('pod') would provide an overall floor area of 275 square metres. It would be sited on the western side of the site, adjacent to Mumby Road, and opposite the junction with North Cross Street. The building would have an irregular footprint, with curved side elevations culminating at a point at the rear. The front elevation of the building would be sited no closer than 2 metres from the back edge of Mumby Road. There would be a projecting canopy on the front elevation, extending 1 metre beyond the principal façade. The building would be sited 20 metres from the southern elevation of the Clarence Square Council School building and over 35 metres from the western (front) elevation of the proposed foodstore.
- 4.2.11 The front elevation, facing on to Mumby Road, would be almost entirely glazed with the remainder of the elevations clad in aluminium panels. The fascias and roof would also be constructed from aluminium. There would be 2 no. sets of double doors in the front elevation providing access to the building.
- 4.2.12 The roof of the building would have a curved profile. It would be 4 metres at its lowest point (fronting Mumby Road), rising to a maximum height of 7.5 metres at the rear of the building.
- 4.2.13 The plans show that 'conservation style', smooth flag paving (harvest buff in colour) would be provided on all sides of the building, with an area of decking on the south eastern side, complete with tables and chairs. The decking would be enclosed by rock-filled, gabion walls, capped with a timber coping and complemented by raised planting beds. The gabion wall would extend along the Mumby Road frontage, as a free standing structure, set to a height of 0.45 metres, again, complemented by planters.
- 4.2.14 Illuminated bollards would be provided around the perimeter of the building. Bicycle parking facilities, for 6 no. bicycles, would be provided adjacent to the front elevation.
- 4.3 *Employment Generation*
- 4.3.1 The applicant has indicated that the proposed food store and commercial unit within Area A of the application site are likely to generate up to 40 no. jobs.
- 4.3.2 The proposed opening hours for the food store and commercial unit are:

8am – 10pm (Monday to Saturday)
10am – 6pm (Sundays and Bank Holidays)

4.4 *Access and Car Parking*

- 4.4.1 The proposed food store and commercial unit within Area A would be served by a total of 88 no. car parking spaces, including 4 no. disabled bays and 6 no. 'parent and child' spaces. The spaces would be made available to both staff and customers of the food store and commercial unit.
- 4.4.2 The supporting documentation advises that the proposed food store operator uses a 'Private Eye' system to control parking by recording number plates so as to enforce prescribed parking periods.
- 4.4.3 The standard car parking bays would be 5 metres long and 2.5 metres wide. The parent and child spaces would be 5 metres long and 3 metres wide. The proposed disabled parking bays would be 6 metres long and 3.6 metres wide. The disabled bays would be sited in close proximity to the building to which they relate.
- 4.4.4 The majority of the proposed car parking for the food store and commercial unit would be provided centrally within Area A, to the west of the proposed food store. 2 no. additional rows of car parking, providing a total of 18 no. spaces, would be sited immediately to the north of the proposed commercial unit. It is anticipated that these spaces will most likely be used by visitors to this building. 10 no. of these proposed spaces would be sited adjacent to the southern elevation of the Clarence Square Council School building, behind a dwarf, retaining wall. The proposed retaining wall would be sited 1 metre from the southern elevation of the Clarence Square Council School building, so that an access path is available, to allow for future maintenance of this building.
- 4.4.5 The applicant has indicated that the parking bays would be surfaced using block paving, with the edges of the spaces denoted by paving of a contrasting colour.
- 4.4.6 The internal layout is such that the aisle widths within the car parking areas would be not less than 6.5 metres. The main vehicular circulation routes would be surfaced using blacktop asphalt.
- 4.4.7 The proposed car parking area within Area A would be accessed via the existing access on the western side of the site, off Mumby Road, to the south of the Clarence Square Council School building and approximately 35 metres from the existing junction to the north between Harbour Road and Mumby Road. The access would be sited approximately 20 metres to the north of the junction between North Cross Street and Mumby Road.

- 4.4.8 The existing road markings within the highway would be altered, in order to provide a designated, right turn lane in to the application site (for north bound traffic).
- 4.4.9 The plans accompanying the submitted Transport Statement show that a visibility splay of 2.4 x 59 metres can be achieved at the proposed access.
- 4.4.10 2 no. existing accesses would be made redundant by the proposed development and would, therefore, be closed.
- 4.4.11 The application is supported by information that analysis the likely trip generation associated with the proposed food store and commercial unit and the associated impacts on the existing highway network.
- 4.4.12 Analysis of the data reveals that the peak hours for vehicular traffic within the existing highway network are currently between 0730 – 0830 and 1615 – 1715. A third peak was evidenced between 1115 – 1215.
- 4.4.13 It is anticipated that the proposed food store and commercial unit within Area A of the application site will generate a total of 1003 no. vehicle movements a day, compared to 341 no. trips associated with the existing operation of the site. The applicant has indicated that there would be 22 no. trips generated between 0800 – 0900 and 101 no. trips generated between 1700 - 1800. Research undertaken on behalf of the applicant indicates that it is anticipated that 48 per cent of all the trips to the proposed food store and commercial unit will be made by vehicles already on the highway network (ie, linked trips) and, therefore, the development would not introduce significant numbers of new trips on to the A32.
- 4.4.14 The applicant has modelled the predicted trip generation. The data indicates that it is expected that across the twelve hour day (0700 – 1900), there would be 127 no. right turns in to the site (ie, vehicles travelling from the north) and 379 no. left turns in to the site (ie, by vehicles travelling south, towards to the Town Centre). The modelling shows that, during the same twelve hour period, a total of 126 no. vehicles are expected to exit the site and turn left on to the highway network, with 371 no. vehicles making a right turn on to the A32.
- 4.4.15 The submitted Transport Statement indicates that the proposed development (adjusted to take account of the trips already expected to be on the highway network), would increase traffic flows on the highway network, immediately adjacent to the application site, by 6.3 per cent over the above described twelve hour period.
- 4.5 *Deliveries and Servicing*
- 4.5.1 The applicant has indicated that, typically, the proposed food store would receive 1 no. delivery a day. Occasionally, 2 no. deliveries would be made to the store. Deliveries to the food store would be made using an articulated lorry. The store would also receive a modest number of smaller deliveries of local produce, using smaller vehicles. The delivery

of produce would be a one man function, carried out by the driver. Typically, deliveries to the proposed food store would take up to 30 minutes to complete. Delivery vehicles would access the site from the proposed access on the western side of the site.

4.5.2 The application is supported by tracking drawings which show the method by which the articulated delivery vehicles would access the site, turn, and manoeuvre into the designated delivery area at the northern end of the proposed food store. The delivery area would provide a ramped access to the store's loading bay, which would be fitted with a 'dock leveller' in order to provide a flush ramp from the floor of the lorry to the surface storage area.

4.5.3 The Transport Statement advises that deliveries to the site would typically take place outside of peak network hours, as well as outside of peak trading hours.

4.5.4 It is anticipated that the proposed commercial unit on the western side of Area A would receive deliveries by smaller, 7.5 tonne, rigid heavy goods vehicles. These smaller vehicles would also access the site from the proposed access on the western side of the site. A designated delivery bay is shown immediately to the north of the proposed commercial unit. The delivery bay would be 7.2 metres long and 3.2 metres wide. Tracking drawings have been provided to show the method by which a 7.5 tonne delivery vehicle would manoeuvre in order to access the proposed delivery bay.

4.6 *Pedestrian Access*

4.6.1 Alterations are proposed to the existing highway in order to aid pedestrian movements across Mumby Road and on to the application site.

4.6.2 A new, central pedestrian refuge is proposed at the northern end of North Cross Street, together with tactile paving. It is also proposed to increase the width of an existing pedestrian refuge positioned centrally within Mumby Road, to improve safety for pedestrians crossing the highway.

4.7 **Area B**

4.7.1 *Layout*

4.7.2 The proposed residential development would be sited on the northern side of the application site, closest to the waterfront, to utilise sea views.

4.7.3 The submitted plans show that the building would have a largely rectangular footprint. The residential element of the scheme would be separated from the car park and food store within Area A, by a 2.1 metre high fence.

- 4.7.4 Part of the southern elevation of the building would be sited within 5 metres of the northern elevation of the proposed food store. There would be a separation distance of 8 metres between the western elevation of the proposed residential building and the opposing eastern elevation of the original, Clarence Square Council School building.
- 4.7.5 32 no. car parking spaces would be provided. Each parking bay would be 5 metres long and 2.5 metres wide. A communal bin and refuse store would be provided on the ground floor. The plans show that the store would include doors in the northern elevation to facilitate collection of bins from the public highway.
- 4.8 *Access*
- 4.8.1 The proposed car parking spaces for the proposed residential development would be accessed via a new vehicular access from the section of Harbour Road that extends east –west along the northern side of the site. The access would occupy a central position in the northern elevation of the building. It would be sited 75 metres from the junction to the west between Harbour Road and Mumby Road and approximately 40 metres from the bend in the road where Harbour Road turns south, towards Mumby Road.
- 4.8.2 The plans show that visibility splays of 2.4 x 43 metres could be provided at the vehicular access. The provision of the proposed visibility splays would result in the loss of 7 no. unrestricted, on-road car parking spaces on the northern section of Harbour Road.
- 4.9 *Scale*
- 4.9.1 The plans show that the proposed residential development would include a ‘landmark’, residential tower, positioned in the north eastern corner of the application site. The tower would have a maximum height of ten stories.
- 4.9.2 The plans show that the building would ‘step down’ in height at its western end to reflect the scale of adjacent buildings and those that would have historically occupied the ‘Clarence Square’ development. The building would be three stories in height adjacent to the Clarence Square Council School building.
- 4.10 Areas A and B**
- 4.10.1 *Soft Landscaping*
- 4.10.2 The Arboricultural Report concludes that 1no. moderate quality, Lime tree (sited within the highway on the northern section of Harbour Road) would need to be removed in order to accommodate the proposed development and that 2no. ornamental Pear trees (again located within the highway on the northern side of Harbour Road) and 1no. multi-stemmed Sycamore tree (sited within the Full planning application boundaries) would also be removed. The report concludes that these

trees are poor specimens that do not make a positive contribution to the character or appearance of the locality.

- 4.10.3 2 no. larger trees, located to the north-west of the Clarence Square Council School and adjacent to the south eastern corner of the site would be retained. Trees, shrubs and planting beds would be provided throughout Area A, including adjacent to the proposed vehicular entrance. Trees would be planted within the car parking area serving the food store and commercial unit and along the Harbour Road frontage, in an attempt to enhance the landscape value of the site. A combination of evergreen and deciduous species would be provided, together with an element of herbaceous planting. An area of soft landscaping would be included on the northern side of the delivery area for the proposed food store, within Area A of the application site and adjacent to the boundary with Area B.

4.11 *Nature Conservation, Ecology and Biodiversity*

- 4.11.1 The Ecological Report submitted in support of the planning application acknowledges that the provision of up to 48 no. residential units within Area B will increase the likely recreational use of the adjacent coastline and nearby feeding grounds and that there is potential, therefore, for increased disturbance of protected species, particularly breeding, migratory and over-wintering birds. The Assessment analyses the likely impacts both during construction and once the development is occupied.

- 4.11.2 The proposed mitigation includes the provision of interpretation panels/information boards at the application site, which would provide information on the Portsmouth Harbour Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI, how visitors to the coast can reduce disturbance to birds, and what other alternative recreational facilities are available in the Borough, to reduce the recreational pressures on the coast.

- 4.11.3 The applicant has indicated that there are no protected flora or fauna species at the application site itself, including within the buildings.

4.12 *Flooding*

- 4.12.1 As the northern extremities of the application site are located within Flood Zones 2 and 3, the applicant has indicated that, where necessary, the ground floor levels of residential building within Area B would be set above the 1 in 200 year tidal flood level of 4.3 metres AOD.

- 4.12.2 The applicant has also indicated that the car parking associated with the proposed residential units would be protected by a flood barrier, to ensure that people and their vehicles are safeguarded during any short, tidal flooding peaks.

- 4.12.3 Within the submitted Flood Risk Assessment for both Areas A and B, the applicant has made recommendations for appropriate emergency flood warning procedures, to be implemented in the event of a flood.
- 4.12.4 The applicant has recognised that it will be necessary to develop a detailed drainage strategy for the application site.
- 4.13 *Archaeology*
- 4.13.1 The Heritage Statement recognises the potential presence of buried archaeological features of medieval or later date across the application site and acknowledges that any development on this land would need to be undertaken in accordance with a Written Scheme of Investigation that has been approved, in writing, by the Local Planning Authority.
- 4.14 *Land Contamination*
- 4.14.1 The applicant has prepared a Preliminary Risk Assessment for the whole site which assesses the known geology, hydrogeology and hydrology of the site. The Assessment highlights the potential risks presented by possible pollutant linkages and suggests that an intrusive investigation be undertaken, prior to development, in order to provide further information/assessment on this matter.
- 4.15 *Sustainability*
- 4.15.1 The applicant has indicated that due regard has been given to the design and layout of the buildings within both Area A and Area B so as to achieve the highest practical degree of energy efficiency.
- 4.16 *Amended Plans/Documentation*
- 4.16.1 The application has been amplified by additional details relating to the lighting columns proposed on the eastern side of the proposed food store.
- 4.16.2 Since receipt of the application, the applicant has also submitted a Construction Management Plan (CMP) to cover the whole of the application site. The Plan details the method by which the existing buildings that occupy the application site will be demolished and the replacement buildings constructed.
- 4.16.3 An amended plan has been submitted which increases the size of the proposed refuse store for the proposed residential accommodation in Area B of the application site, in order to meet the requirements of the Head of Streetscene (Waste and Cleansing).
- 4.16.4 The application has also been supported by additional information further clarifying the proposed delivery arrangements for the site food store and commercial unit within Area A of the application site.

5.0 Relevant Policies

- 5.1 In March 2012, the Government published the National Planning Policy Framework (NPPF), which is now the principal Policy Guidance under which planning applications must be considered and determined. The principal aim underlying the NPPF is to provide sustainable and socially cohesive communities that are adaptive to climate change.
- 5.3 The NPPF states that decision takers may continue to give full weight to relevant Policies adopted since 2004. The Gosport Borough Local Plan Review was adopted in 2006 and its Saved Policies are, therefore, still considered relevant to the consideration of this planning application.
- 5.4 The following Saved Policies of the Gosport Borough Local Plan Review are, therefore, relevant to the consider of the application;

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/DP4

Mixed-use Developments

R/T2

New Development

R/T3

Internal Layout of Sites

R/T4

Off-site Transport Infrastructure

R/T10

Traffic Management

R/T11

Access and Parking

R/H3

Major Housing Proposals as Part of a Mixed Use Development

R/H4

Housing Densities

R/H5

Affordable Housing

R/EMP2

Land Allocated for Employment Use as Part of Mixed-Use Development

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/CF6

Provision of Educational Facilities

R/CF8
 Provision of Built Leisure Facilities
 R/BH5
 The Local List
 R/BH8
 Archaeology and Ancient Monuments
 R/OS8
 Recreational Space for New Residential Developments
 R/OS11
 Protection of Areas of National Nature Conservation Importance
 R/OS12
 Locally Designated Areas of Nature Conservation Importance
 R/OS13
 Protection of Habitats Supporting Protected Species
 R/OS14
 Biodiversity Action Plans
 R/CH1
 Development within the Coastal Zone
 R/S1
 Shopping and Commercial Allocations
 R/S2
 Location of Additional Shopping & Leisure Floorspace
 R/ENV2
 River and Groundwater Protection
 R/ENV4
 Treatment of Foul Sewage and Disposal of Surface Water
 R/ENV5
 Contaminated Land
 R/ENV10
 Noise Pollution
 R/ENV11
 Minimising Light Pollution
 R/ENV14
 Energy Conservation
 R/ENV15
 Renewable Energy

5.5 Whilst the Gosport Borough Local Plan Review 2006 remains the statutory Development Plan, the draft Gosport Borough Local Plan 2011-2029 is also an important material consideration.

5.6 The draft Gosport Borough Local Plan 2011-2029 (December 2012) has been approved by Council's Economic Development Board and has recently been subject to the first round of public consultation. In some instances the Draft Local Plan provides a more up-to-date policy position/context (and is more aligned to the objectives of the NPPF) than the statutory Gosport Borough Local Plan Review. In these instances it is appropriate to afford weight to the Draft Local Plan. Accordingly, where appropriate, this report will contain reference to Policies contained in the draft Gosport Borough Local Plan 2011-2029.

- 5.7 The Policies contained within the draft Gosport Borough Local Plan 2011-2029 (particularly Policy LP4) envisage that the application site will form part of a mixed use allocation that will be important to the wider regeneration of the Waterfront.
- 5.8 In February 2014, the Council adopted its Design Supplementary Planning Document (SPD) and Parking Supplementary Planning Document (SPD), both of which are, therefore, a material consideration in the determination of this application.
- 5.9 The Design SPD has been prepared in order to provide guidance on the Council's expectations and aspirations for the design of new development.
- 5.10 The Parking SPD sets out the Council's parking standards for residential and non-residential developments.

6.0 Summary of Consultation Responses

The Local Highway Authority

No objection. It will be necessary to secure appropriate visibility splays at the proposed accesses by condition. Areas of the application site that are located within visibility splays should be kept free of obstructions, with nothing over 600mm being permitted to remain on this land.

The existing street parking on Harbour Road that needs to be removed will require a Traffic Regulation Order (TRO).

The existing use at the site is likely to generate 306 vehicle trips between 0700 – 1900 on weekdays. In the morning peak (0800 – 0900), 47 no. trips can be expected, of which 40 no. would be in-bound movements. In the evening peak (1700 – 1800), 37 no. trips can be expected from the existing use, of which 34 no. would be out-bound trips. When compared to the existing use of the site, it has been calculated that the proposed development would generate 30 no. less vehicular trips in the morning peak, an increase of 21 no. trips during the off peak period and an increase of 20 no. trips in the evening peak. There would be an increase of 261 no. vehicular movements associated with the site throughout a twelve hour period (0700 – 1900) when compared to the previous use.

Although the proposed development will likely increase the number of vehicular trips to and from the site, when compared to the existing use at the site, the proposed quantum of development can be accommodated at this site, without prejudicing the function of the A32, taking into account current flows, highway geometry and the control of junctions in the vicinity of the site.

The Local Highway Authority is, however, mindful that the A32/B3385 corridor, converging in Fareham, to the north, and the B3334 to the west, are the only access roads connecting Gosport to the wider,

strategic road network of South Hampshire. In accordance with Hampshire County Council's Transport Contribution Policy, the developer should, therefore, enter into a legal agreement to secure appropriate sums towards improvements to highway and transport infrastructure.

The proposed car parking and bicycle parking arrangements are considered acceptable. The parking provision will meet the anticipated need at the site and it is not considered, therefore, that the development will result in harmful overspill parking in the local road network. It is also noted that the site is well served by direct, commodious and safe pedestrian and cycle routes, linking the site to the adjacent residential and employment areas. The ferry, Gosport Bus Interchange and the Gosport Town Centre, with its various low and higher order service provision are also close by. The bus stops in the locality provide access to a wide range of locations in the local area. The provision of these networks and the close proximity to the ferry, Bus Interchange and Town Centre, will help to ensure that the site is easily accessible by sustainable alternatives to the private motor vehicle. This would be applicable to residents, staff and customers/visitors.

The proposed improvements to the existing pedestrian crossings will benefit local residents, visitors and staff.

Hampshire County Council (Landscape, Planning and Heritage)

The application site has potential to contain previously unidentified archaeological remains, which could be of significant local interest. The application site occupies an area of slightly higher ground, relative to the surrounding area, and is, therefore, a likely location of early settlement. It is possible that waterlogged remains could be present.

Archaeological deposits may be deeply stratified and complex and appropriate mitigation must, therefore, be built into any program of work. Trenched evaluation is encouraged at as earlier a stage as possible. Consideration also needs to be given with regard to the impact of the demolition/removal of existing buildings at the site, as the 'grubbing out' of existing foundations could disturb previously unidentified archaeological deposits.

Conditions should, therefore, be attached that require building works to be carried out in accordance with an approved Written Scheme of Investigation. A condition should also be attached which requires the developer to produce reports on the archaeological assessments, fieldwork and analysis that is undertaken at the site, so that a record can be provided to the Local Planning Authority.

Hampshire County Council (Education)

The application site is located within the catchment area of Newtown Primary School, which is operating at full capacity and is forecast to

remain as such for the foreseeable future. Any residential development (without age restriction) at the site will increase the requirement for school places in this part of the Borough. The applicant will, therefore, be required to make an Education Contribution towards additional Primary School places in the locality.

Head of Economic Prosperity

This is a well located site, in close proximity to the Town Centre and transport interchange. The scheme falls within the Gosport Waterfront regeneration area and will be an important first phase of re-development. The ambition should be for early developments on the waterfront to set the standard for the quality design of future phases.

Given the scale of development proposed, and the Council's support for Section 106 Employment & Training Plans where developments reach stated thresholds, it is appropriate that consideration be given to the development of an Employment & Training Plan in respect of this application. This has the potential to benefit all parties and help facilitate greater up-take of new employment opportunities by local residents.

Head of Housing (Strategic Services)

The applicant is required to provide 40% affordable housing on site, or a financial contribution in lieu of that provision.

Head of Environmental Health

No objection. Given the previous use of the site, it is possible that the land, the subject of this application, could be contaminated. Conditions would, therefore, need to be attached to any planning consent requiring further investigative work to develop a conceptual model and identify potential contaminant-pathway-receptor linkages. Should this study reveal a potential for contamination, an intrusive site investigation and an assessment of the risks posed to human health, the building fabric and the wider environment, including water resources, would need to be carried out. Before the site investigation commences, a Scoping Report will need to be submitted to the Local Planning Authority for consideration, which highlights the areas of intended ground investigation, together with proposed methodologies of work. The submitted report should be approved by the Local Planning Authority before any intrusive investigations commence. If the site investigation and risk assessment reveals a risk to receptors, a strategy of remedial measures and detailed method statements, which address identified risks, should be submitted to and approved, in writing, by the Local Planning Authority. This method statement should include a nomination of a competent person (to be agreed in writing with the Local Planning Authority) to oversee the implementation of the measures. All of the above mitigation would need to be completed, and approved, in writing, by the Local Planning Authority, prior to occupation of any of the buildings.

Given the limited number and duration of deliveries to the site, on balance, it is not considered that the proposal will harm the amenity of neighbouring occupiers, including the proposed residential units to the north. To prevent deliveries taking place at unsociable hours, the timing of deliveries should be restricted by condition.

Demolition and construction works should be undertaken in accordance with the BRE Pollution Control – Controlling particles, vapours and noise pollution from construction sites 2003. No development should be carried out, other than between the hours of 0800 and 1800 on Monday to Friday and 0900 - 1300 on Saturdays. No development should be undertaken at any time on Sundays, Bank Holidays or Public Holidays.

Any additional lighting, such as security lighting and signage, should not cause glare or spillage which may cause a nuisance to neighbouring occupiers. The developer should demonstrate best practice by adopting the recommendations of Guidance notes for the reduction of Light Pollution 2000 – The Institute of Light Engineers.

The commercial units should be served by appropriate extraction systems. The applicant should also be aware that a Premises License under the Licensing Act 2003 would be required if it is proposed to sell alcohol.

Streetscene (Waste and Cleansing)

No objection. The plans show that adequate space can be made available for the storage of refuse bins, which can be collected from the public highway by Streetscene operatives.

The commercial establishments would require their own trade waste arrangements

Streetscene (Parks and Horticulture)

No objection.

Streetscene (Leisure and Play)

No objection.

Building Control

The development would require consent under the Building Regulations. A soil assessment may need to be carried out.

Crime Prevention and Design

The proposed bicycle parking at the front of the proposed food store should not block the public highway. To reduce instances of crime, the bicycle parking spaces should be positioned where there is good natural surveillance. Alternatively, consideration should be given to the installation of CCTV to monitor activity.

It is important to achieve an appropriate level of lighting across the car park and doors and locks at the site should achieve the appropriate British Standards to enhance security at the site. Consideration should be given to the use of an audio visual control system at the entrance to the proposed flats. It is important that the proposed residential car park does not provide a 'short-cut' from Mumby Road to the waterfront.

Natural England

No objection, subject to the provision of appropriate mitigation measures to protect the important features of the Portsmouth Harbour Special Protection Area, Ramsar Site and Site of Special Scientific Interest (SSSI).

The provision of information boards/interpretation panels is welcomed, however, the applicant should make a contribution towards the enhancement of existing recreational areas in the Borough, to reduce the recreational pressure on the coastline.

Hampshire County Council (Ecology)

No objection. Hampshire County Council (Ecology) has liaised with the applicant and Natural England and, subject to appropriate mitigation measures, as outlined above, the development will not harm the interests of nature conservation, including the adjacent Portsmouth SPA and Ramsar site.

Environment Agency

No objection, subject to conditions to control finished floor levels and the submission and approval of a suitable surface water drainage scheme.

Southern Water

Following initial investigation, it would appear that there is currently inadequate capacity in the local network to provide foul and surface water sewerage disposal to service the proposed development and existing properties. Additional off-site sewers, or improvements to existing sewers will, therefore, be required in order to provide sufficient capacity to service the development, (secured through Section 98 of the Water Industry Act 1991) and an informative or condition to this affect should be included on any planning permission issued by the Local Planning Authority.

Marine Management Organisation

No response received.

East Solent Coastal Partnership

No response received.

7.0

Public Response

7.1

3 no. letters of objection

Issues raised:-

- the artist impressions, submitted in support of the application, are misleading
- the developer should provide full indemnity insurance to the occupiers of the Clarence Square Council School building, which should be a condition of any planning approval
- Party Wall issues need to be carefully considered in order to protect the security of the occupiers of the Clarence Square Council School building and to make sure that it is kept 'weather-proof'
- consideration should be given to requiring the developer to pay a contribution towards the physical regeneration of the Clarence Square Council School building
- concerned that if the food store sells meat it may create odour problems
- concern about litter and trolleys
- concern about cooking smells
- concern about security
- concern about privacy
- concern about the 'hold up' during deliveries
- questions whether the delivery arrangements are appropriate and safe
- concern about noise during demolition and construction
- the application makes no provision for public open space, which was included on the previous Outline planning application
- questions how the drainage will work
- the totem sign should be sited closer to the commercial unit to reduce its impact on the Clarence Square Council School building
- the access on the eastern side of the Clarence Square Council School building should not be compromised during demolition or construction
- concern regarding the future stability of the Clarence Square Council School building during and after construction of the proposed development
- the provision of planting adjacent to the Clarence Square Council School building will exacerbate existing damp problems
- the proposed development fails to make any positive contribution to improving the Town Centre townscape
- unlike the previous Outline planning application, the proposed development will not improve the public realm or introduce a vibrant, accessible mix of uses that would form a key part of the broader regeneration of the waterfront
- the proposed development represents a missed opportunity
- the proposed development does not provide sufficient car parking, which cannot be justified by the site's proximity to the Town Centre and public transport links. The shortfall in car parking would cause parking problems in the surrounding road network and public car parks
- highway safety
- concern that the development will contribute to congestion in the local

- highway network, particularly adjacent to the application site
- alternative access arrangements should be considered
- the siting of the proposed residential units, adjacent to the existing boat yard is of concern, and is likely to result in complaints of noise disturbance. The Council should not, therefore, impose restrictive conditions/limitations on the Boatyard to overcome such a scenario
- the Council should ensure that any demolition or construction works will not cause a nuisance to surrounding businesses in terms of dust (including from asbestos), road closures, scaffolding extending out into the highway and the parking of construction traffic
- the development does not properly consider adjacent properties, or the businesses operating from those properties
- the provision of a dwarf, retaining wall, together with the parking of vehicles, will restrict views of the southern elevation of the Clarence Square Council School building
- the decorative features at the bottom of the southern elevation (ie, iron grills and blue bricks) will be screened from public view as a result of the proposed development
- the parking of vehicles close to the southern elevation of the Clarence Square Council School will result in glare/light pollution from vehicle headlights
- the development will result in a loss of light and privacy to the windows in the southern elevation of the Clarence Square Council School building
- Clarence Square Council School is included on the Borough Council's list of buildings of local interest and its setting should be protected.
- the 1 metre wide gap between the southern elevation of the Clarence Square Council School building and the proposed car park/retaining wall is not sufficient for maintenance purposes

8.0 Principal Issues

8.1.1 The artist's impressions, submitted in support of the application, are provided for illustrative purposes only. The application is considered and determined on the basis of the submitted, scaled plans and supporting Assessments and Reports. The provision of indemnity insurance and matters relating to the Party Wall Act, are private legal issues between the interested parties and cannot be considered, or controlled, through this planning application. Should asbestos be found to be present at the site, its removal must be undertaken in accordance with the Regulations of the Health and Safety Executive. An informative to this effect will be included on the planning consent.

8.1.2 The NPPF states that Local Planning Authority's should contribute to building strong, responsive and competitive economies; vibrant and healthy communities that meet the needs of present and future generations; high quality built environments, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; protect and enhance the natural, built and historic environment and; improve biodiversity, using natural

resources prudently, minimise waste and pollution and mitigate and adapt to climate change.

- 8.1.3 In accordance with the above objectives, the Local Planning Authority must consider the acceptability of the proposed development in land use terms, including its potential to contribute to sustainable economic regeneration; whether the development can be delivered without prejudicing the access and servicing arrangements of adjacent uses, or the future, comprehensive redevelopment of adjoining land; the impact of the development on the character and visual amenity of the locality and the amenity of adjacent users/occupiers; whether appropriate provisions can be made for access, car and bicycle parking, refuse storage and collection and servicing and; whether the development can be delivered without having a harmful impact on the interests of archaeology, nature conservation, flooding and land contamination and the setting of a Locally Listed Building.

8.2 *Mix of Uses*

- 8.2.1 The application site is identified within Policy R/DP4 of the Gosport Borough Local Plan Review, as providing opportunity for comprehensive redevelopment. The Policy advises that a wide range of uses would be appropriate at the application site, including those related to retail and leisure industries, to complement the existing facilities in the adjacent Town Centre. Residential development, as shown within Area B of the application site, is also identified as being an acceptable use, where it forms part of a comprehensive redevelopment proposal.

- 8.2.2 The sentiment of Policy R/DP4 is echoed in the Borough Council's *Core Strategy: Preferred Options*, which identifies the application site as being integral to the wider, comprehensive redevelopment of Gosport's Waterfront and this, is further reflected by Policies LP3 and LP4, of the emerging Gosport Borough Local Plan 2011-2029. The principle of the proposed mixed-use redevelopment shown within this planning application, which would provide retail, commercial and residential floorspace is, therefore, compliant with National and Local Plan Policies.

8.3 *Retail and Commercial Floorspace*

- 8.3.1 Policy R/S1 of the Gosport Borough Local Plan Review specifically identifies the Cold Harbour site as being suitable for retail and commercial uses.

- 8.3.2 In 2007 and 2011, Gosport Borough Council commissioned a study of its Town Centre retail, leisure and office space. The study provides the evidence for the commercial Policies and proposals in the emerging Gosport Local Plan 2011-2029, with particular reference to the amount of floorspace that needs to be allocated for future development.

- 8.3.3 The study comprised a comprehensive review of all the retail centres, assessing their capacity to accommodate future growth in retail and leisure, with particular emphasis on the Town Centre and the 2 no. District Centres of Stoke Road and Lee-on-the-Solent.
- 8.3.4 The evidence from the studies suggests that if the Borough is to increase its market share (whilst reflecting its position in the sub-retail hierarchy) and increase expenditure, there is scope to provide approximately 10,500 sq. metres of additional retail floorspace. The emerging Local Plan 2011-2029 confirms this position and identifies the Gosport Town Centre and Waterfront area as being the most appropriate location for additional retail floorspace, outside of defined centres.
- 8.3.5 The provision of a 1550 square metre food store, adjacent to the Town Centre and Gosport Waterfront would, therefore, help to contribute to an identified need for additional retail floorspace and, in doing so, would help to enhance the Borough's retail function and market share in the sub-regional hierarchy.
- 8.3.6 The proposed, flexible, commercial floorspace within the proposed commercial unit (275 square metres), including B1 and D1 uses, will complement the existing retail/leisure uses in the Town Centre which, in turn, will also help to enhance the vitality and viability of the Principal Shopping Centre.
- 8.4 *Employment Generation*
- 8.4.1 Although the proposed development would result in the loss of 5,131 sq. metres of commercial floorspace (Class B), the existing industrial buildings at the site are in poor a condition and do not meet the operational requirements of modern industry and, as such, have limited, long term, economic sustainability.
- 8.4.2 In anticipation of such scenarios, the emerging Local Plan 2011-2029 recognises that areas of commercial floorspace which are underused, or unsuitable for modern use, should be considered for redevelopment.
- 8.4.3 This approach is supported by the NPPF, which applies a flexible approach to employment generation and places significant emphasis on the need to support and promote economic growth through the planning system, especially where proposals will provide employment opportunities and/or contribute to the local economy.
- 8.4.4 The provision of a new, purpose built, food store and commercial unit will generate employment opportunities for residents of the Borough and complies with the above incentive. The principle of providing new retail and commercial floorspace at the site has also been established through the resolution to grant Outline planning permission reference K18151 and is, therefore, again considered acceptable.
- 8.5 *Residential Development*

- 8.5.1 The acceptability of the principle of providing residential accommodation in this location is established by Policies R/DP4 and R/H3 of the Gosport Borough Local Plan Review and is also reflected in the emerging Policies of the Gosport Local Plan 2011-2029. It has also been established by the Council's recent resolution to grant Outline planning permission for up to 150 no. residential units at the site.
- 8.5.2 The proposal to provide up to 48 no. residential units is a reduction when compared to the previously submitted scheme. It is again considered that, given its waterfront location, adjacent to a Town Centre (where, in accordance with Policy R/H4 of the Gosport Borough Local Plan Review and Policy LP24 of the emerging Local Plan 2011-2029 higher density development is appropriate), it has been demonstrated through this planning application that the proposed quantum of residential development can be accommodated on the site without harming the character or visual amenity of locality, or the function of nearby commercial enterprises.
- 8.5.3 The emerging Local Plan 2011-2029 recognises that the whole of the Gosport Waterfront allocation could accommodate approximately 700 no. dwellings. The provision of 48 no. residential units will contribute towards this provision.
- 8.6 *Compatibility with Adjacent Uses and Impact on the Comprehensive Development of Adjacent Land*
- 8.6.1 The use of the site for employment purposes is long established. Whilst the application proposal will introduce different uses, that operate at different times, the provision of a mixed-use development in this location is considered acceptable.
- 8.6.2 Taking into consideration the current and historic uses of the site, together with the proposed access arrangements, the submitted plans demonstrate that the proposed development can be accommodated without compromising the existing access or servicing arrangements, everyday operations, or amenities, of neighbouring uses.
- 8.6.3 The proposed development would not compromise the redevelopment of adjacent sites, including the Clarence Square Council School building, which would retain principal frontages with both Harbour Road and Mumby Road. The development would not prevent the conversion of this building to other uses. The layout for the residential scheme has been carefully considered so as not to affect the existing access/delivery area on the eastern side of the building.
- 8.6.4 In light of the above, it is considered that the proposed development could be accommodated on the site, without prejudicing the future redevelopment of the adjoining land/buildings, the wider redevelopment of the Cold Harbour Mixed Use Allocation, or the comprehensive redevelopment of the Gosport Waterfront more generally, in

accordance with the NPPF and Policies contained within the Gosport Borough Local Plan Review.

8.7 *Appearance, Layout and Scale*

- 8.7.1 The current buildings that front Mumby Road lack articulation, with large, uninterrupted sections of bland, timber boarding and boarded/opaque windows forming the public façade. Their stark appearance, coupled with their siting, close to the back edge of the pavement, serves to create a harsh and oppressive environment for pedestrians when walking along this section of Mumby Road. The demolition of these buildings, which currently dominate the site and cover a significant proportion of the plot, will help to 'open-up' this part of the site and remove buildings that currently detract from the character and appearance of the area.
- 8.7.2 The layout of Area A is such that the central aspect of the site will be kept free of buildings, providing a more attractive and welcoming environment compared to the existing arrangement, particularly for the pedestrian user.
- 8.7.3 At 5.5 metres high, the proposed food store is lower than adjacent buildings and this will help to ensure that it does not appear to dominate its immediate surroundings.
- 8.7.4 The building has a simple design and includes extensive areas of full-height glazing, particularly on the Mumby Road frontage, which will create active frontages that contribute to the vibrancy and vitality of the area. The provision of a canopy, that will extend part the way across the southern and western elevations, will add a further element of visual interest and will help to clearly define the entrance of the food store.
- 8.7.5 The servicing bay will be located at the northern end of the building, where it will be largely hidden from public view and this will ensure that this part of the proposal does not detract from the overall appearance of the development.
- 8.7.6 The eastern elevation of the food store has been set back from the back edge of Harbour Road, so as to ensure that the building does not create an oppressive environment, or overbearing feature, when traveling along this section of the highway. The plans show that the resultant space will be utilised to provide tree planting within the street, together with improved areas of hard landscaping, which will serve to enhance the appearance of this part of Harbour Road. The 10 no. bespoke lighting columns will, not only contribute to the creation of a safe, well-lit environment but, the casting of light onto the side of the building, combined with the proposed tree planting, will also help to provide rhythm and an appropriate level of visual interest along the full length of the long, side elevation.

- 8.7.7 The innovative and unique lighting solution will also make a significant positive contribution to the creation of an attractive public realm, helping to re-establish this currently underused section of Harbour Road as an important, historic link to the waterfront.
- 8.7.8 The design of the central car parking within Area A has been carefully considered to ensure an appropriate mix of hard surfacing materials are utilised, so as to ensure that this aspect of the development is not devoid from character. The appearance of the car parking within Area A will be further enhanced by areas of soft landscaping, including trees, planted at regular intervals, to 'break-up' longer parking aisles. The well-considered landscaping proposals for Area A will also help to reduce the prominence of parked vehicles within the site.
- 8.7.9 The extensive area of glazing in the front elevation of the proposed 275 square metre commercial unit will provide an active frontage with the street, helping to create a vibrant and attractive environment. This, coupled with the siting of the building, directly opposite North Cross Street, and the improved pedestrian crossings, will help to facilitate enhanced connections between the High Street and the application site, specifically, and the waterfront and surrounding coastline more general. The commercial unit has an innovative design and the provision of a curved roof, will help to create a focal point, terminating views from North Cross Street and providing a reference for the positive regeneration work taking place at the site.
- 8.7.10 Due to the orientation of the building, the proposed decking area (and associated tables and chairs) will receive sunlight throughout the day. The decking will provide an attractive outside space for visitors to the commercial unit and its use will further add to the vibrancy of this part of the site. Whilst the development will not, therefore, provide the same level of public open space when compared to the previous Outline application, the provision of a south-facing area of decking, complemented by raised planters, will provide a pleasant environment for visitors to the site, whilst the alterations to Harbour Road will benefit residents in terms of improving access to alternative public spaces along the waterfront.
- 8.7.11 The use of gabion walls, complete with raised, timber planters will provide attractive design features throughout Area A. The rock filled gabions are appropriate to the waterfront context to which the site relates.
- 8.7.12 The layout for the proposed residential element of the development, located within Area B, is similar to that which the Council resolved to approve under Outline planning application reference K18151.
- 8.7.13 The provision of a tall building in the north-eastern corner of the site (where it would benefit from panoramic views of Portsmouth Harbour, and where there is a natural fall in land levels) is appropriate and the applicant has demonstrated that the building could be designed in such a way to ensure that it would not dominate its surroundings, or harm

landward or seaward views. The provision of a tall, landmark building would also introduce a defining feature that would also act as an exemplar of the positive regenerative work earmarked for this particular part of the Borough.

- 8.7.14 The drawings show that the building would reduce in height at its western end to ensure a scale of development that is sympathetic to adjacent sites and the former Clarence Square development, including the surviving Clarence Square Council School building. In this respect, the submitted Design and Access Statement recognises the importance of delivering a scheme that respects the historic design, scale and layout of Clarence Square, taking reference from this development, where appropriate. The layout and scale of the residential development is, therefore, acceptable.
- 8.7.15 The provision of lighting across Area A will help to create a pleasant and safe environment during hours of darkness. The final details of the lighting across both Area A and Area B will be secured by condition.
- 8.7.16 Due to the open character of the site, the position of existing and proposed buildings within Area A of the application site, and the siting of the adjacent roads, the development will benefit from a high level of natural surveillance (particularly when compared to the existing arrangement) and this will help to reduce the potential for criminal activity and/or anti-social behaviour. It has been demonstrated that the residential scheme within Area B can be designed in such a way so as to further increase natural surveillance of the application site, as well as adjacent land. It is not, therefore, considered that the development will compromise the security of neighbouring buildings/occupiers.
- 8.7.17 The 1 metre wide path adjacent to the southern elevation of the Clarence Square Council School building is considered to provide adequate space to allow for the future maintenance and upkeep of this building, particularly as the land in front of the wall will be hard surfaced and used for car parking and this is a private legal matter between the interested parties.
- 8.7.18 The provision of rubbish bins across Area B, for use by members of the public, can be secured by condition and this will help to control littering. The plans show that a designated trolley bay will be provided at the entrance of the proposed building, a common arrangement at many food stores, which will allow trolleys to be stored safely and conveniently so that the site does not become untidy.
- 8.7.19 In light of the above, the appearance, layout and scale of the proposed development is considered acceptable in this location, in accordance with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review. It will result in the loss of a number of unattractive buildings that detract from the appearance of the area, creating a vibrant environment that clearly advertises the positive regeneration work taking place in this part of the Borough, whilst setting a high standard for future redevelopment.

8.8 *Landscaping*

- 8.8.1 The provision of planting at the end of parking aisles within Area A will ensure that these areas are not dominated by hard surfacing. Small shrubs and planting will also be introduced adjacent to the proposed vehicular access, providing an attractive feature fronting Mumby Road and at the access in to this part of the development.
- 8.8.2 A row of 3 no. trees are proposed along the southern boundary of Area A, fronting Mumby Road. Not only will this enhance the appearance of the streetscene, it will also help to screen the most prominent areas of the proposed car parking area within Area A of the application site.
- 8.8.3 By necessity, trees at the site will be small specimens that are tolerant to urban and marine environments. The shrubs to be used are of a robust nature in order to withstand the pressures of an urban environment. Evergreen shrub species have been selected so as to provide colour throughout the year, with a selection of deciduous plants chosen to provide alternative colours during the Autumn months. Herbaceous planting is also proposed to enhance/extend the seasonal interest and to ensure an appropriate mix of species is achieved across the site. An appropriate level of planting can be provided for the proposed residential development within Area B, the details of which will be considered through Reserved Matters applications.
- 8.8.4 None of the trees to be removed make a significant positive contribution to the character or visual amenity of the area and their removal is, therefore, acceptable. The loss of the existing trees will be mitigated by the implementation of the above described soft landscaping scheme
- 8.8.5 2 no. larger trees, to the north west and south east of the application site (outside of the application boundaries), will be retained, and protected, by condition, during the construction period.

8.9 *Impact on Built Heritage and Archaeology*

- 8.9.1 The Design and Access Statement and Heritage Statement address the historic importance of the site, including the siting of the adjacent Clarence Square Council School building and the original, historic layout and scale of the Clarence Square development.
- 8.9.2 The removal of the existing, unattractive, buildings from the site will enhance the setting of the Locally Listed, Clarence Square Council School building and will enhance views of the building from various public vantage points, particularly from the south and south-east.
- 8.9.3 All of the proposed buildings (both within Area A and Area B), as well as the proposed totem sign, will be set a sufficient distance away from the Clarence Square Council School building to ensure that they do not harm the setting of this Locally Listed Building. Likewise, the scale of the proposed buildings is such that they will not have a dominant appearance, when compared to the scale of the Locally Listed Building.

- 8.9.4 At present, views of the southern and eastern elevations of the Clarence Square Council School building are extremely restricted by the presence of buildings at the site. Whilst the provision of parked cars within Area A, near to the southern elevation of the building will, to some extent, restrict views of this elevation, the proposed arrangement/layout represents a marked improvement on the existing arrangement. All features of architectural and/or historic interest (including the original windows, iron grills and blue brick plinth) will be unaffected by the proposed development. The principal façade on the northern side of the building will continue to face away from the redevelopment site and, the appearance and setting of the most significant elevation will not, therefore, be harmed. A requirement for the applicant to make a financial contribution towards improvements to the Clarence Square Council School building cannot, therefore, be justified.
- 8.9.5 A dwarf, retaining wall will be constructed at the back of the adjacent parking bays and this will prevent vehicles from ‘over-running’ the back edge of the bay, thereby, protecting the Locally Listed Building from potential damage. The structural stability of the Locally Listed Building, including during demolition and construction is a private matter between the interested parties.
- 8.9.6 A condition will be used, as suggested by the County Archaeologist in Section 6 of this report, to secure the submission, approval and implementation of an appropriate Written Scheme of Investigation relating to any archaeology at the site. This will ensure that any finds are appropriately preserved and recorded, in accordance with the NPPF and Policy R/BH8 of the Gosport Borough Local Plan Review.
- 8.10 *Impact on Amenity of Neighbouring Occupiers*
- 8.10.1 Measures to protect residents and adjacent commercial occupiers during demolition/construction will be controlled by planning conditions.
- 8.10.2 Conditions will also be included to regulate the method of demolition, together with the siting and design of the site compound, to ensure that disruption, in terms of noise, vibration and dust, is minimised, in accordance with the strategies outlined in the submitted Construction Method Statement.
- 8.10.3 Whilst the delivery of goods to the commercial units within Area A is likely to generate a certain level of noise, associated, for instance, with reversing warning beepers, given the limited frequency and duration of deliveries, it is not considered that the servicing arrangements at the site will result in harmful levels of disturbance to existing or prospective occupiers, including of the proposed residential accommodation to the north, within Area B of the application site (particularly given the ambient/background noise levels associated with existing commercial premises/sites, boat yards and the A32). Notwithstanding this, in order to preserve the amenity of the prospective occupiers of the proposed residential development, a condition will be used to control the times of

deliveries, so as to avoid servicing taking place during unsociable hours. No deliveries will be permitted to take place before 6.30am, Monday – Saturday or before 8am on Sundays and Bank Holidays, with no deliveries permitted to take place after 9pm, Monday – Saturday, or after 7pm on Sundays and Bank Holidays.

- 8.10.4 The siting of residential accommodation adjacent to commercial sites is not uncommon in waterfront locations, where the marine environment often constitutes a desirable location for both residential occupiers and marine/leisure based industries and subject to the above condition, is acceptable in this location.
- 8.10.5 A condition will be used to require the submission of details of any plant associated with the proposed development in order to protect the amenity of existing and prospective occupiers, in accordance with the National Planning Policy Framework and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.
- 8.10.6 The lighting proposals across the application site can be designed so as to respect the setting of neighbouring sites, avoiding glare and unnecessary light pollution, in accordance with Policies R/DP1 and R/ENV11 of the Gosport Borough Local Plan Review.
- 8.10.7 Details of a scheme for the ventilation/filtration of odours generated by the food store and commercial unit within Area A and the proposed residential properties within Area B will be controlled by condition and this will ensure that the development does not harm the amenities of neighbouring occupiers with regard to noise or odours, in accordance with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.
- 8.10.8 Due to the siting of the proposed food store and commercial unit, set away from the Clarence Square Council School building, it is not considered that the proposed buildings within Area A will result in an unacceptable loss of privacy for the occupiers of this building. In this respect, it is noted there are currently a number of windows in adjacent buildings, in close proximity to the School building, and the development will not, therefore, increase the propensity for overlooking, over and above the existing arrangements. The plans show that the proposed residential element of the scheme within Area B can be designed in such a way so as not to result in an unacceptable loss of privacy to adjacent occupiers.
- 8.10.9 The proposed food store and commercial unit within Area A will utilise an existing access in to the site. Whilst the number of vehicles using the access is likely to increase, when compared to the existing arrangement, on balance (and as the access is more likely to be used by cars and not delivery vehicles associated with the existing commercial uses), it is not considered that the proposal will result in harmful disturbance to the occupiers of the Clarence Square Council School building, particularly given the Town Centre location and proximity to the A32.

- 8.10.10 Due to the configuration of the proposed car park for the food store and the commercial unit, it is likely that the use of the parking bays on the northern side of Area A may result in an element of light spillage into the windows in the southern elevation of the Clarence Square Council School building during hours of darkness, associated with the use of car headlights. Given the use of the Clarence Square Council School building and its opening hours, it is not considered that this arrangement will result in an unacceptable environment for the occupiers of this premises.
- 8.11 *Highway, Access and Parking Issues*
- 8.11.1 The Local Highway Authority considers that the proposed access, parking and delivery arrangements are acceptable for both the commercial and residential aspects of this proposal, subject to the provision of appropriate conditions and planning obligations, relating to residential and/or Class B floor space, to facilitate improvements to highway and transport infrastructure, as well as obligations relating to the regulation of parking and access, through Traffic Regulation Orders, and the delivery of Travel Plans.
- 8.11.2 The Local Highway Authority does not have an overriding concern about the impact of the development on the road system adjacent to the application site (particularly as it is anticipated that 48 per cent of the trips to the site will already be on the local highway network), but has requested a contribution to mitigate against the cumulative impact on the wider network and to promote travel by sustainable modes.
- 8.11.3 Whilst the proposed development will result in a marginal increase in the number of movements to and from the site, when compared to the existing use of the site, it will result in a significant reduction in vehicular movements when compared to Outline planning application reference K18151 (1287 no. less movements over a twelve hour day). The proposal will reduce the number of vehicular movements associated with the site during the morning peak when compared to the existing arrangements.
- 8.11.4 Although the proposed development would result in an additional 20 no. vehicular movements during the evening peak, when compared to the existing uses at the site, it is considered that there is adequate spare capacity in the existing road network to accommodate these additional movements and it is not, therefore, considered that the minimal increase in vehicular movements will harm the safe operation of the highway or contribute to harmful traffic congestion.
- 8.11.5 The proposed servicing arrangements for both the food store and commercial unit are considered acceptable. Articulated vehicles will be able to enter the site, turn, and manoeuvre in to the designated servicing area, without compromising the safe use of the car park or highway by other users. Adequate space is available within the site to ensure that delivery vehicles are able to leave the highway safely and conveniently, so as not to disrupt the free flow of traffic on the A32.

- 8.11.6 88 no. car parking spaces, to serve the proposed food store and commercial unit within Area A, is an appropriate provision in this accessible location, in close proximity to the Bus Station and Ferry Terminal and several public car parks. The mix of facilities on the site will provide opportunity for linked trips.
- 8.11.7 The Council's Parking SPD sets out the parking requirements for development proposals and allows applicants to justify their car parking provision where a development proposal does not comply with those standards. In considering Outline planning application reference K18151, the Council considered that the provision of 0.75 car parking spaces for each of the proposed 150 no. residential units was an appropriate provision. This latest proposal, for a much reduced quantum of residential development (ie, up to 48 no. units), will provide 0.66 spaces per unit. The Town ward has the lowest car ownership levels in the Borough. The application site is also highly accessible by a number of modes of transport and is within walking distance to the Gosport Bus Station and Ferry Terminal, reducing the reliance on the use of the private motor vehicle.
- 8.11.8 Numerous public car parks are available within easy walking distance of the site and this will serve to complement the on-site car parking provision. Appropriate facilities for the secure storage of bicycles, which can be secured by condition, will also provide additional sustainable alternatives to the use of the private motor vehicle.
- 8.11.9 The provision of 0.66 spaces per dwelling is, therefore, on balance, acceptable in this accessible location.
- 8.11.10 All the proposed car parking spaces within both Area A and Area B comply with the minimum dimension requirements set out within the Parking SPD.
- 8.11.11 The layout for the proposed residential element of the scheme shows that it will be necessary to prohibit some long stay car parking in Harbour Road, by means of a Traffic Regulation Order, so as to facilitate safe access and to ensure that adequate visibility splays can be maintained. The applicant has confirmed a willingness to enter into a planning obligation to pay a contribution to cover the costs incurred by the Local Highway Authority to advertise and implement Traffic Regulation Orders required to control access to or from the public highway and regulate car parking, as required. Subject to a condition to control these matters, the proposed access arrangement for the Outline planning application is acceptable and the use of the access will not harm highway or pedestrian safety, in accordance with the National Planning Policy Framework and Policy R/T11 of the Gosport Borough Local Plan Review.
- 8.11.12 The Local Highway Authority has confirmed that the provision of a new, central pedestrian refuge on North Cross Street and improvements to 2 no. existing refuges in Mumby Road will help to provide safer and more convenient pedestrian links to the High Street, the local public car parks and existing residential areas, as well as to the application site,

and on towards the waterfront. The precise details of the crossing, and their implementation, will be controlled by condition.

8.11.13 Adequate and appropriate facilities have been shown for the parking of bicycles within both Area A and Area B, the provision and retention of which, will be controlled by condition.

8.11.14 The development, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/T3, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

8.12 *Nature Conservation*

8.12.1 The proposed residential development is likely to result in an increase in the recreational use of the coastline and feeding sites for over-wintering birds.

8.12.2 The applicant has agreed to enter into a planning obligation to pay a commuted sum so that existing recreational space in the Borough can be improved/enhanced, thereby helping to promote the use of alternative sites in the Borough, to off-set any net increase in the recreational use of the nearby coastline. This planning obligation separate to any requirement to enter into a planning obligation to pay a commuted sum towards improvement/provision of outdoor playing space/facilities in the Borough required by Policy R/OS8 of the Gosport Borough Local Plan Review, which relates to recreational space associated with/for new residential development.

8.12.3 The content, implementation and retention of the proposed interpretation panels/information boards, to be provided within Area B, (which would provide information on the adjacent sensitive habitats, how residents and visitors can help to reduce disturbance to nearby bird populations and what other, alternative recreational facilities are available in the Borough) will be secured by condition.

8.12.4 A condition will require any development to be carried out in accordance with a submitted Construction Method Plan (to control noise associated with demolition and construction works and the timings of works with 'heavy' machinery) and this will ensure that the building work does not result in unacceptable disturbance to the over-wintering bird population.

8.12.5 There is no evidence of protected species being present at the site and the development will not, therefore, harm any protected flora or fauna species.

8.12.6 In light of the above, and subject to the aforementioned conditions and planning obligations, the proposed development will not have a harmful effect on the Portsmouth Harbour Special Protection Area or any other designated sites, with regard to the increased recreational use of the coastline, noise disturbance, light pollution or pollution of controlled waters, in accordance with the National Planning Policy Framework

and Policies R/OS12 and R/OS13 of the Gosport Borough Local Plan Review.

- 8.12.7 There is scope to enhance biodiversity across the application site (through, for instance, the implementation of bird/bat boxes), in accordance with the requirements of the NPPF, and this will be controlled by condition.

8.13 *Flooding*

- 8.13.1 The majority of the application site is located within Flood Zone 1, where there is a low probability of tidal or fluvial flooding.

- 8.13.2 Where parts of the residential development within Area B are located with Flood Zones 2 and 3, the applicant has demonstrated that the ground floor levels can be set above the 1 in 200 year tidal flood level of 4.3 metres AOD.

- 8.13.3 The plans show that the proposed car parking area for the residential units in Area B can be protected by a flood barrier and this would ensure that people and their vehicles are safe during any short, tidal flooding peaks. The details of these measures will be controlled by condition.

- 8.13.4 A condition will be used to control finished floor levels across Area A to ensure that they are set above the 1 in 200 year tidal flood level to protect the buildings from future flooding, as required by the Environment Agency. In light of the above, and subject to the above conditions, the proposed development will not increase the risk of flooding to people or property.

- 8.13.5 In the interests of public safety, the applicant has indicated that emergency evacuation measures will be put in place in the event that a flood event should occur. A condition will control the precise details of the evacuation plan, which will be required to demonstrate the availability of safe access to higher ground. The condition will require the approved Evacuation Plan to be implemented in the event of a flooding event.

- 8.13.6 The possibility of groundwater flooding and increased surface run-off across the application site can be addressed through the implementation of a suitable Sustainable Urban Drainage System, the details of which will be controlled by a planning condition. The drainage strategy can also be used to ensure that the proposed development does not contribute to existing 'rising-damp' problems at the Clarence Square Council School building, including from any proposed areas of soft landscaping. Similarly, details of the measures to deal with foul water drainage across all parts of the site will be controlled by condition.

- 8.13.7 Subject to the submission and approval of the aforementioned measures, the proposed development will not increase the risk of flooding to people or property, or pollute controlled waters. The

development, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/ENV2 and R/ENV4 of the Gosport Borough Local Plan Review.

8.14 *Land Contamination*

8.14.1 The developer has demonstrated that the risks from any existing land contamination have been identified and that adequate measures can be put in place to protect human health and controlled waters both during the construction phase and upon occupation.

8.14.2 Any contamination will be subject to risk assessment and a series of mitigation measures can be agreed depending on the type of contamination identified and the receptor being affected. The necessary investigation and remediation measures, including implementation across both Area A and Area B, will be secured through condition.

8.14.3 As such, the proposal complies with the requirements of the NPPF and Policies R/DP1, R/ENV2 and R/ENV5 of the Gosport Borough Local Plan Review.

8.15 *Energy Conservation*

8.15.1 Provision can be made across the application site to minimise energy use. New buildings will have improved energy efficiency when compared to the existing buildings at the site.

8.15.2 The food store and commercial unit within Area A both contain large areas of full height glazing in their southern elevations and the buildings will, therefore, benefit from passive solar gain. The proposed residential development shown within Area B can also be designed in such away so as to take advantage of passive solar gain.

8.15.3 The development, therefore, accords with the aims and objectives of the NPPF and Policies R/DP1, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

8.16 *Provision for Open Space*

8.16.1 The applicant has confirmed a willingness to enter into a planning obligation to pay a commuted sum towards the provision and/or improvement of Open Space in the Borough, in accordance with the requirements of the NPPF and Policy R/OS8 of the Gosport Borough Local Plan Review. This planning obligation would be separate from the planning obligation relating to ecological mitigation measures, as described within 8.12.2 of this report.

8.17 *Provision for Education*

8.17.1 The County Education Officer has requested a contribution towards education provision as the proposed residential accommodation within

Area B will contribute to a current shortfall in Primary School places in the local catchment area.

- 8.17.2 The applicant has agreed to enter into a planning obligation with the Borough Council to pay a commuted sum towards the provision of additional education facilities. Without this contribution, the proposal would be contrary to the NPPF and Policy R/CF6 of the Gosport Borough Local Plan Review and would be unacceptable in this respect.

8.18 *Provision for Affordable Housing*

- 8.18.1 The applicant has confirmed a willingness to enter into a planning obligation to secure the provision of affordable housing, or a financial contribution in lieu of that provision, in accordance with Policy R/H5 (and as amplified by Appendix F) of the Gosport Borough Local Plan Review. Without this obligation, the proposal would be contrary to Policy and, therefore, unacceptable in this respect.

8.19 *Employment and Skills*

- 8.19.1 The provision of 1550 square metres of food store floorspace, a 275 square metre commercial unit and up to 48 no. residential units exceeds the thresholds set out in the Borough Council's Policy Guidance Note, 'Securing employment and training measures through planning obligations' (April, 2012). Under these circumstances, the applicant is required to enter into a planning obligation to secure the provision of an appropriate training, education and/employment plan to provide employment and training measures for residents of the Borough, in accordance with Policy R/DP3 of the Gosport Borough Local Plan Review and Policy LP17 of the emerging Gosport Local Plan 2011-2029.

8.20 *Planning Obligations*

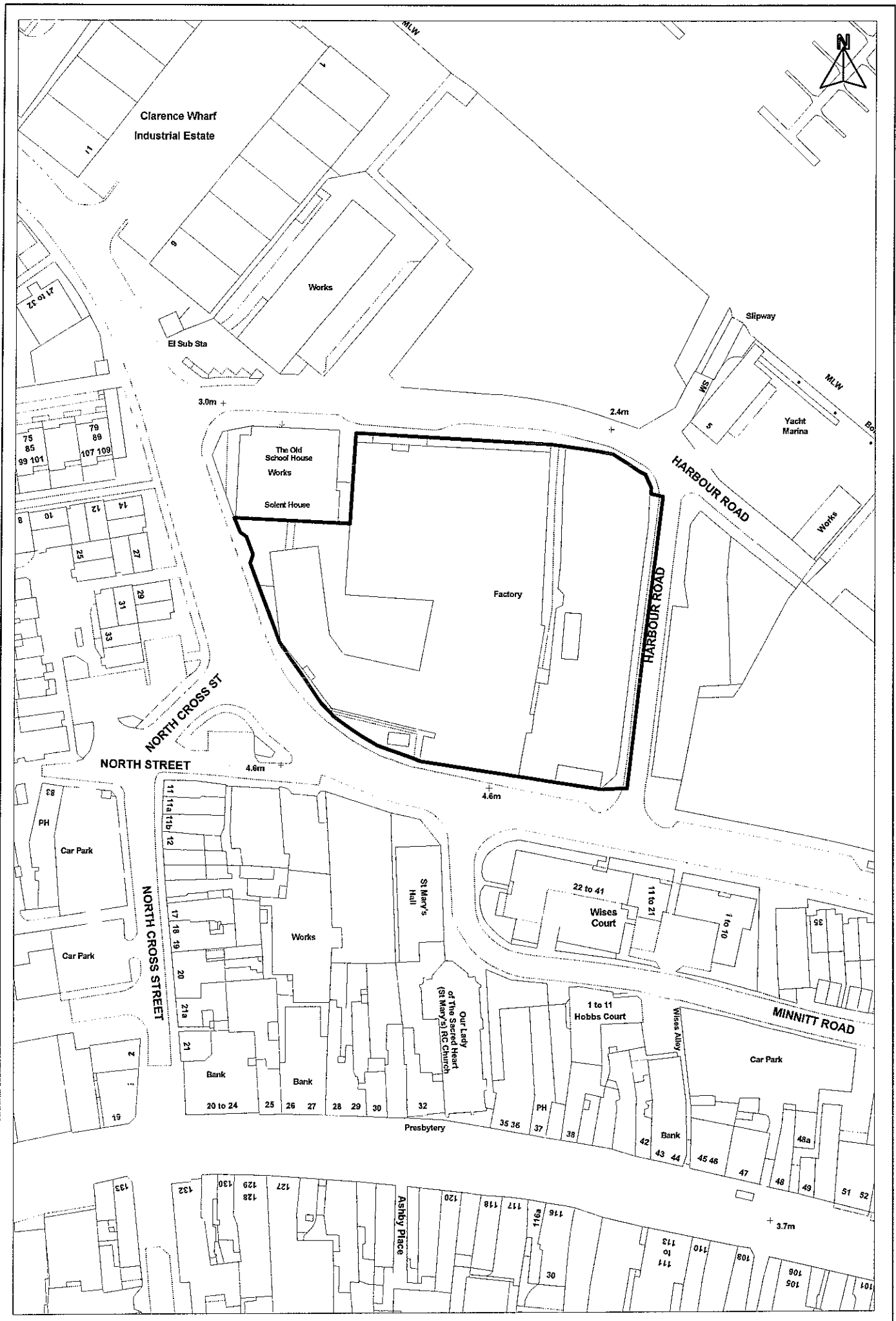
- 8.20.1 As with the previous Outline planning application, reference K18151, a number of planning obligations, as set out above, are to be secured, again, subject to a viability assessment to demonstrate that they can be paid without making the development unviable. The planning obligations relating to ecological mitigation/recreational disturbance measures and Traffic Regulation Orders are not included in the viability assessment.

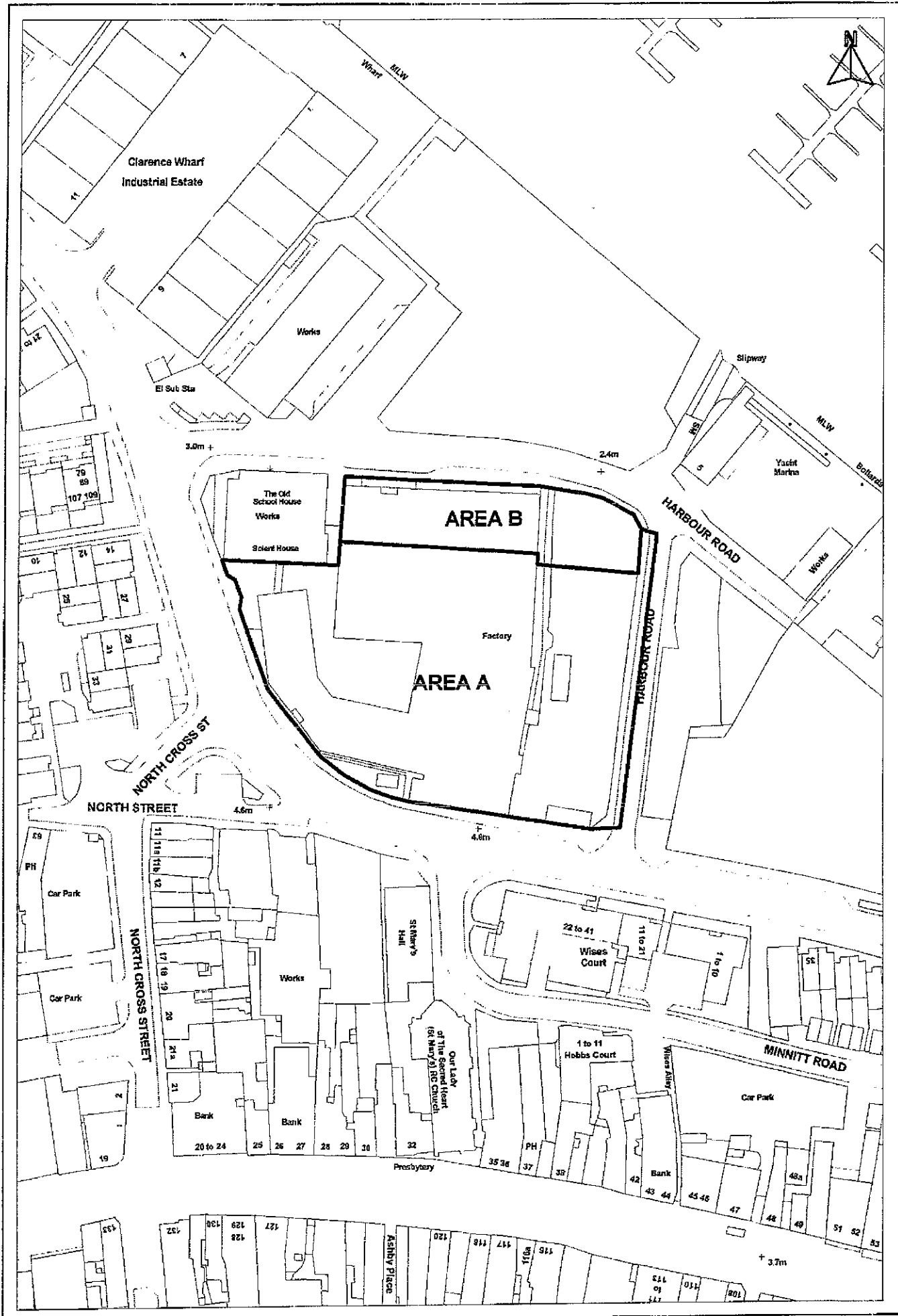
9.0 Conclusion

- 9.1 The proposed uses are compliant with the Mixed-Use allocation of the site. They are compatible with the waterfront location, will create employment floorspace, complement the existing uses within the Town Centre and positively contribute to the regeneration of the area, providing enhanced benefits to residents of the Borough.
- 9.2 The proposal represents a sustainable form of development that complies with the overarching principles of the NPPF, the Gosport

Borough Local Plan Review and the emerging Gosport Local Plan 2011-2029.

Financial Services comments:	<i>N/A</i>
Legal Services comments:	<i>Contained in the report</i>
Service Improvement Plan implications:	<i>The planning application is a part of the delivery of a key project</i>
Corporate Plan:	<i>The planning application is a part of the delivery of a key project</i>
Risk Assessment:	<i>Low</i>
Background papers:	<i>Nil</i>
Appendices/Enclosures:	
Appendix 'A'	<i>Site Location Plan</i>
Appendix 'B'	<i>List of Conditions</i>
Site Plan	<i>Area A & Area B</i>
Report author/ Lead Officer:	<i>Ian Humble</i>





Appendix B

- 1) Timing of development
- 2) Reserved Matters (Landscaping and Appearance)
- 3) Construction Environmental Plan, including method of demolition
- 4) Construction Site Compounds
- 5) Method of piling
- 6) Protection of public sewers
- 7) Drainage and sewers
- 8) Contamination and remediation
- 9) Traffic management measures
- 10) Off-site highway works
- 11) Access arrangements
- 12) Archaeology
- 13) Energy strategy
- 14) Biodiversity enhancements
- 15) Foul and surface water disposal
- 16) External lighting
- 17) Finished floor levels
- 18) Flood warning procedures
- 19) Flood barriers
- 20) Interpretation panels
- 21) Green Travel Plan
- 22) Extraction/ventilation
- 23) Soft landscaping
- 24) Car Parking

- 25) Commercial delivery areas
- 26) Bicycle parking
- 27) Refuse Storage
- 28) Protection of trees during demolition/construction
- 29) Boundary treatments
- 30) Decking area
- 31) External finishes
- 32) External plant
- 33) Visibility splays
- 34) Approved plans/floor space
- 35) Disposal of materials
- 36) Deliveries to the commercial uses to take place between 0630 – 2100 (Monday – Saturday) and 0800 – 1900 (Sundays and Bank Holidays) only.
- 37) Demolition and construction to take place between 0800 – 1800 (Monday – Saturday) and 0900 – 1300 (Sunday and Bank Holidays) only.
- 38) Commercial uses to be open between 0700 – 2300 (Monday to Saturday) and 0800 – 2200 (Sunday and Bank Holiday) only.

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

8th April 2014

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.	03-18	13/00387/FULL	Land At Junction Of Green Road And Little Lane Gosport Hampshire PO12 2ET	Grant Permission subject to Conditions / s106
02.	19-26	13/00559/FULL	Daedalus Airfield Chark Lane Lee-On-The-Solent Hampshire PO13 9FL	Grant Permission subject to Conditions
03.	27-29	14/00105/FULL	3 Chark Cottages Shoot Lane Lee-On-The-Solent Hampshire PO13 9PA	Refuse
04.	30-32	14/00071/FULL	Pebble Beach Bistro Stokes Bay Road Gosport Hampshire PO12 2BL	Grant Permission subject to Conditions

ITEM NUMBER: 01.
APPLICATION NUMBER: 13/00387/FULL
APPLICANT: Mr Julian Hek Pickwick Estates Ltd
DATE REGISTERED: 03.02.2014

DEMOLITION OF CAR GARAGE AND SHOWROOM AND PAIR OF SEMI - DETACHED HOUSES AND ERECTION OF 5 NO. THREE BEDROOM AND 3 NO. FOUR BEDROOM HOUSES AND ASSOCIATED ACCESS, CAR PARKING AND CAR PORT (CONSERVATION AREA) (as amplified by plans received 21.03.14)
Land At Junction Of Green Road And Little Lane Gosport Hampshire PO12 2ET

The Site and the proposal

1. The application site is located in the Urban Area, in the Alverstoke Conservation Area, in an area of high archaeological potential and is possibly contaminated due to its former uses. The site is located on the south side of Green Road and east of Little Lane and is 40m long and 33m wide. Vehicles are only permitted to travel north along Little Lane whereas two way traffic is permitted along Green Road. The site is accessed from Green Road to the north and the kerb is dropped for approximately 23m along the north boundary.
2. The site is currently occupied by Alverstoke Village Garage which is a MOT and car service station with car showroom, together with a pair of semi-detached, two storey residential properties. The residential properties are located to the west side of the site and are positioned 12m and 2m back from Green Road and Little Lane respectively. The properties are brick under a hipped, pitched roof with a chimney positioned centrally on the roof. There is a dormer window positioned centrally on the north elevation of the roof.
3. No. 1 Green Road takes access from Little Lane to the west and no. 3 is accessed from Green Road to the north. Each has a garden which extends south parallel to Little Lane to the southern boundary of the application site. On the west boundary of the garden with Little Lane is a 1.2m high concrete wall. Neither property has any on site car parking.
4. The Garage and its associated facilities wrap around the north and east sides of the residential properties. This part of the site is accessed from Green Road where there are offices and two MOT and service bays immediately north of the residential properties. Extending east from this is the car showroom. These buildings are single storey. The office is a brick building with a flat roof canopy, approximately 3m high, extending north to meet the site's boundary with Green Road and Little Lane. East of this, the corrugated metal panelled elevations of the MOT and service bay rise up to approximately 4.2m where the height of the building then drops down to the 3m flat roof over the car showroom. To the east of the car showroom is a 5m wide vehicular access leading to the rear, south side of the site travelling along the boundary of the neighbouring cemetery and church grounds. This access leads to a pitched roof, corrugated metal, car service building located in the south east corner of the site. This building is approximately 11m wide, 14m long and 4.4m high. To the west side of this are two small stores located on the south boundary adjacent to Charlotte Mews.
5. Across Green Road to the north is the Church of St Mary Parish Centre which is protected as a community facility by Policy R/CF2 of the Gosport Borough Local Plan Review. The Parish Centre is a single storey building with a part flat and part pitched roof. There is a car park to the south east corner of the site accessed from Green Road. This access is opposite the application site. The remaining land surrounding the building is laid to grass and soft landscaping. Beyond the Parish Centre to the west is an area of Existing Open Space protected by Policy R/OS4 of the Gosport Borough Local Plan Review. There is currently unrestricted car parking on Green Road along the front of the Parish Centre and beyond to the east and west.
6. To the east of the site is the Grade II Listed Church of St Mary and its listed boundary walls together with the cemetery and churchyard. The church has 3 bays within the chancel, 2 of which

have arches to the north and south chapels. The nave has 5 arches with north and south aisles and a south porch. The church has a slate roof, white stone walls and a crown post roof. The church itself is located to the south east corner of the site with the cemetery extending to the west and north to meet the boundary of the application site and Green Road. There are pedestrian accesses to the churchyard on its north, south and east boundaries. There is a row of trees along the west boundary of the cemetery which partially screen the churchyard from the application site.

7. To the south side of the application site is Charlotte Mews which is a three storey, courtyard residential development accessed from Church Road to the south. Nos. 4, 5 and 6 share a boundary with, and have windows facing, the application site. The windows in nos. 5 and 6 face the application site and although they serve bedrooms they are not the only windows serving these rooms; both have a second window in the south elevation of the respective properties. The window in no. 4 is a side window. To the west of no. 6 is a single storey garage accessed from Little Lane. The garage has a pitched roof over with its gable end facing the application site. There is a garage door and pedestrian door in the west elevation.

8. Beyond Little Lane to the west are two storey, terraced properties which have pitched roofs over. No. 4 faces the application site and has a garage on its northern side accessed from Little Lane. Beyond this to the north, directly opposite the application site are a series of outbuildings and garages which are screened from the highway by a brick and rendered wall ranging from 1.5m to 2m high. There are accesses to these buildings from both Little Lane and Green Road. Beyond these buildings to the west is no. 5 Green Road which is a two storey residential property facing Green Road with its garden extending to the south where it meets the north boundary of no. 4 Little Lane. This property is one of a pair, with no. 7, which are 1970's rendered properties with gable ends facing Green Road. Further west along Green Road on the corner with The Avenue, is The Old Lodge which is a Grade II Listed Building set back 15m from Green Road. This is a part 2, part 3 storey building under a tiled, shallow pitched roof with a white painted render exterior. It has a car park on its north side accessed from Green Road.

9. The application proposes the demolition of all existing buildings on the site and the redevelopment to provide 5 no. three bedroom properties and 3 no. four bedroom properties together with associated access, car parking and landscaping.

10. It is proposed to construct a pair of semi-detached properties, link detached with two single garages, to a terrace of three properties along the northern edge of the site. The pair of four bedroomed semi-detached properties (plots 4 and 5) would be located on the north west corner of the site, 3.4m back from Green Road and a maximum of 2m away from Little Lane narrowing to 0.8m to take account of the stagger if the site boundary. This pair of properties would be 10.8m wide, 10.8m long and 9.2m high under a hipped, pitched roof with a centrally positioned chimney and dormer windows on the north, west and south elevations. The properties would be accessed from the north with the corner plot also having access from the west. The accommodation would be provided over three floors with bedrooms in the roof space.

11. Attached to the east side of this pair would be two single garages, one to serve plot 4 and the other to serve plot 3 to the east. The garages would each be 6.2m long, 2.8m wide and 5m high under a pitched roof with the ridge running east to west. Attached to the east of the garages would be a further terrace of 3 no. three bedroom properties (plots 1, 2 and 3) with accommodation spread over three floors. The terrace would be 14.1m long, 9m wide and 9.2m high under a hipped, pitched roof also with a pair of evenly spaced chimneys on the roof. There would be a dormer window for each property in the rear, south elevation of the roof. These properties would be set back 3.6m from the highway.

12. A third terrace of three properties (plots 6, 7 and 8) would be located to the south west corner of the site facing Little Lane. This building would be 16.6m long including a single garage attached to the south side of the southernmost property (plot 8), 8.8m long with the garage extending a further 2m beyond the easternmost elevation and 8.9m high. The building would be 3.2m back from the highway at its southern corner increasing to 5.4m separation at the north west corner. Like the other terrace this one would have chimneys spaced evenly on the roof and dormer windows in the rear,

east elevation. The roof over the garage would be 7.1m high to allow a bedroom to be accommodated over it. The garage would be accessed from Little Lane and an additional car parking space would be provided in front of the garage.

13. A total of 16 car parking spaces are proposed comprising five spaces within a car port, five associated parking spaces in front of the car port, three spaces within garages and three associated spaces in front of the garages on driveways. The garages will be smaller than the guideline sizes set out in the SPD, however, will each be large enough to physically accommodate a car.

14. Access would be retained along the eastern boundary to the rear, south east part of the site and the car port and hardstanding providing a total of 10 car parking spaces with turning space. The car port would be positioned east to west along the southern boundary and would be 12.8m long, 5m wide and 3.8m high under a hipped, pitched roof. The car port is to be constructed of timber posts and battens and would be open on all four sides. Plots 1, 2, 5, 6 and 7 would each have a space within the car port together an additional space in front. There would be a reverse aisle width of 7.1m to the north side of the parking spaces. Plots 3, 4 and 8 would each have two car parking spaces within their curtilage to be provided within a single garage and corresponding space in front of each of those garages.

15. The site's boundary with Little Lane is proposed to be treated with a mix of railings and a brick wall. The railings would extend around the north west corner and extend along the boundary with Green Road. Each of the properties would have its own private garden ranging from 6m to 9m deep and long stay cycle storage would be provided in each of the rear gardens together with refuse storage. Refuse is proposed to be collected from the front of each of the properties. Space is available for short stay cycle parking at the front of each of the properties. Amplified plans have been submitted to clarify the pedestrian access arrangements to the properties.

Relevant Planning History

12/00593/FULL - Demolition of 2 no. dwellings and part of existing car showroom and erection of 3 no. bedroom dwellings and 1 no. two bedroom flat over triple garage with associated access and car parking (Conservation Area) - Withdrawn 01.05.13 due to concerns regarding design and the piecemeal nature of the proposal

12/00567/FULL - Demolition of existing car showroom, MOT bay and workshop and erection of two storey building comprising 370m² retail space and 4 no. two bedroom flats with associated access, car parking, refuse and cycle stores (Conservation Area) - Withdrawn 01.05.13 due to concerns regarding design, the piecemeal nature of the proposal, highway and pedestrian safety impacts and environmental impacts

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/BH1

Development in Conservation Areas

R/BH3

Development Affecting Listed Buildings

R/BH8

Archaeology and Ancient Monuments

R/DP3

Provision of Infrastructure, Services and Facilities

R/T3

Internal Layout of Sites

R/T11

Access and Parking
R/H4
Housing Densities
R/OS8
Recreational Space for New Residential Developments
R/OS11
Protection of Areas of National Nature Conservation Importance
R/OS12
Locally Designated Areas of Nature Conservation Importance
R/OS13
Protection of Habitats Supporting Protected Species
R/ENV4
Treatment of Foul Sewage and Disposal of Surface Water
R/ENV5
Contaminated Land
R/ENV10
Noise Pollution
R/T2
New Development

Consultations

Natural England	No objection subject to appropriate mitigation to address recreational disturbance in the Solent and Southampton Water SPA.
Streetscene Waste & Cleansing	No objection. Adequate storage for refuse and recycling is shown.
Crime Prevention & Design	No objection. Car ports restrict natural surveillance and the shared parking should be well lit to mitigate this. Ideally, garages would be provided. The rear access gates should be fitted with a key operated lock to improve their resilience to opportunistic crime.
HCC Landscape, Planning & Heritage	No objection. The application site lies within an area of high archaeological potential and its position in the historic core of Alverstoke suggests the site has potential to contain archaeological remains relating to the origins and development of Alverstoke. As little is known about Alverstoke, any archaeological deposits will be of considerable interest. Whilst this does not present an archaeological concern, a condition is recommended to ensure that any archaeological deposits are properly recorded.
Local Highway Authority	No objection. The proposed provision of 16 car parking spaces is considered to be acceptable in this location. A satisfactory amount of cycle parking should be secured by condition. The window in the east elevation of Plot 1 should not open outwards as it is likely to be struck by vehicles

	<p>accessing the shared parking court. It is noted that whilst a visibility splay of 2.4m x 43m cannot be provided, vehicle speeds are likely to be low and, therefore, this is not an area of concern. Planting should be kept lower than 600mm to ensure good visibility is retained. A condition is recommended to prevent doors being fitted on the car port. Some of the garages do not meet the sizes set out in the car parking SPD. The aisle width for vehicles egressing onto Little Lane does not meet the required length of 6m, however, as the likely speed of oncoming vehicles will be low and the traffic will only be one way, this arrangement is considered to be acceptable. No surface water should drain onto the public highway. Taking into account the current permitted use, no contribution towards Transport Infrastructure, Services and Facilities is required. Conditions relating to surface water drainage, cycle storage, provision and retention of car parking spaces, restriction on doors and walls on the car port and the height of planting are recommended.</p>
Environment Agency (Hants & IOW)	No objection.
HCC Education Office	No education contribution will be sought.
Building Control	No objection. An application for Building Regulation Approval is required. A soil report will be required and foundation depths may be affected by existing trees and the soil report. Access for Fire Services and refuse collection appears to be acceptable.
Environmental Health	No objection. The previous use of the site suggests it is likely to be contaminated. A condition is, therefore, recommended to secure a mitigation strategy. The initial desk study should be in accordance with BS 10175: 2011. All works on site should be carried out between 0800 and 1800 Monday to Friday, 0900 and 1300 on Saturday's and at no time on Sunday's or Public Holidays. The developer should contact the Health and Safety Executive when removing asbestos. Lighting should not cause harmful glare or spillage to surrounding properties.
Streetscene Parks & Horticulture	No objection. The development would not have an adverse impact on the existing trees in the adjacent churchyard.
The Gosport Society	Raise objection. The proposal would be overdevelopment of the plot and although an improvement on the previously withdrawn

application, would leave insufficient space for car parking. According to the revised Supplementary Advice Note on Policy R/T11, the needs of visitors can be met by using additional off street parking or by using on street parking spaces where they are available. The applicant has made no mention of visitor parking which is particularly relevant in this area as Green Road is often full to capacity with members and visitors to Alverstoke Church, the Parish Centre, the Old Lodge and shoppers to Alverstoke village. Any extra parking from this development will restrict the traffic flow on Green Road and the local roads in the vicinity and will not maintain the amenity of existing highway users. The proposal is, therefore, contrary to the relevant policies of the Gosport Borough Local Plan Review.

The proposed site is at the centre of the historic core of the early settlement in this area and may contain archaeological deposits, therefore, it is requested that if the permission is granted, an archaeological investigation be a condition of that consent.

Southern Water

The exact position of public sewers on the site must be established before any development is carried out. It may be possible to divert sewers on the site that are affected by the proposed development subject to there being no loss in hydraulic capacity and the work being carried out at the developers expense. Any sewers found during construction works must be fully investigated and measures to secure future access must be put in place. A condition is recommended to require any existing public sewers to be diverted and an informative is recommended advising the applicant of the need to apply to Southern Water should they wish to connect to the public sewerage system. A condition requiring the details of SUDS to be agreed is recommended.

Economic Prosperity

No objection, however, the preferred development option for the site is for a mix of residential and commercial development.

HCC Ecology

No objection. The application is accompanied by a Phase 1 Scoping Survey report which provides a sound assessment of the site's current ecological value. The site is considered to be of limited ecological value and no additional ecological survey works are considered necessary. It is noted that the report recommends that some

features on the exterior of one of the buildings is subject to inspection by an ecologist prior to works commencing. Given the limited potential for these features to support protected species this is a sensible and pragmatic approach. An informative is, therefore, recommended reminding the applicant of their obligations in respect to protected species.

Response to Public Advertisement

1 letter of objection to original plans

Issues raised:

- site remains in use as an MOT and car servicing garage and the application forms do not correctly state this
- loss of the MOT facility will impact harmfully on facilities available in Alverstoke Village
- loss of the MOT facility is not sustainable as drivers will have to travel further to alternative facilities
- last use of the site should be clarified
- remedial measures for contamination should be put in place
- proposed development extends forwards of the existing building line in Green Road
- encroachment of the building line will obstruct the views of highway users and encourage vehicles to use alternative routes
- use of the car port will disturb the occupiers of adjoining residential properties
- open arrangement of the car port will leave vehicles vulnerable to damage from other cars
- garages adjacent to Green Road are too close and will cause a highway safety issue
- land to the south of the garage is shown to be vacant and it is possible more development will be proposed
- additional traffic opposite the Parish Centre could impact harmfully on highway and pedestrian safety
- increase in the number of access points onto Green Road and increased number of trips will harm highway safety
- unacceptable and inappropriate levels of car parking
- bathroom facilities within the dwellings will allow them to be internally subdivided
- position of the windows relative to the eaves will reduce natural light and is inappropriate in design terms
- windows in the roof will overlook Green Road and Little Lane
- overall design is inappropriate and bulky
- properties are too close to one another which is visually inappropriate
- level of overlooking from upper floor windows is unacceptable
- existing brick wall along the east boundary should not be removed and any replacement would be unacceptable
- matter of the existing buildings being inappropriate in the Conservation Area does not constitute a reason to allow inappropriate replacements
- development is unacceptable and does not comply with the NPPF or other relevant planning policies
- there are trees and hedges on the site and the application forms do not clarify this
- proposed development may result in pressure for the trees within the adjoining churchyard to be cut back
- unclear how trees will be protected during construction or once the development is occupied
- unclear what provision is to be made for archaeological recording
- fire and smoke risk to existing, neighbouring residential properties
- unclear whether no. 3 Green Road is vacant due to structural reasons
- it has been reported that the two existing properties are currently occupied

1 letter of objection to amended plans

Issues raised:

- all previous concerns (as set out above) still stand

Principal Issues

1. A site visit has been carried out to establish current activity and use of the site in respect of both the commercial activities and the existing residential properties and the presence of trees and landscaping on the site. There is currently a single tree on the site not worth of formal protection. The existing uses on the site were operational at the time of the site visit. The proposed development of any other land adjoining or surrounding the application site would be considered on its own merits. The main issues for consideration are, therefore, the principle of the proposed development, the appropriateness of the design, the impact on the Conservation Area and the setting of the adjoining Listed Building and its walls, the impact on the amenities of the occupiers of the neighbouring properties, residential amenity for prospective occupiers, the impact on highway and pedestrian safety, provision for dealing with contaminated land and the impact on foul and surface water drainage, features of archaeological interest, trees, areas of importance of nature conservation, protected species and open space.

2. Whilst the site has been marketed and attempts have been made to retain the business on the site, the site is not a designated employment site, therefore, redevelopment of the site for other purposes is acceptable. There is no requirement to consider the proximity and availability of similar, alternative facilities. The site is located in the Urban Area and the principle of residential development is, therefore, acceptable subject to compliance with other relevant Policies of the Gosport Borough Local Plan Review. The proposal would also help to make efficient re-use of an existing Brownfield site that has begun to fall into a state of disrepair, is of poor quality and does not positively contribute to the character and appearance of the Conservation Area in its current state.

3. The Conservation Area and surrounding area is characterised by an eclectic mix of buildings of varying ages. Historic maps suggest that the site previously had a building prominently located on the corner of Little Lane and Green Road with another building set back between this corner and the current churchyard wall. The existing buildings are more set back and are not considered to be of historic interest and this is not, therefore, the historic building line along Green Road. The proposed arrangement of buildings within the plot, with a building on the corner of Green Road and Little Lane, is not inappropriate in the context of the history of the site and the proposed pair of properties on the corner will positively address the prominent location. The proposed terrace facing Little Lane will be appropriately set back and aligned with existing buildings to ensure it preserves the Lane's existing character. It will also correspond well with the existing terrace on the west side of Little Lane and is not considered to be overdevelopment of the plot.

4. The layout of the proposed buildings, their form and general design and proximity to one another is considered to be appropriate in this location. The proposed building to the north east corner of the site will be sited closer to the boundary with the Listed Church and its walls, to the east, than the existing garage buildings on the site. The proposed building is, however, considered to be well designed and appropriate to the setting of the Conservation Area and adjacent Listed Building. The proposed use of the site would be less intensive in character than the existing, potential maximum use of the site which would improve the setting of the Listed Building and its walls.

5. No works are proposed to the Listed boundary wall of the church, however, an informative is recommended to remind the applicant of their responsibility in respect of ensuring the wall is not damaged during construction works on site. The details submitted with the application demonstrate that the development is acceptable including the position of windows relative to the eaves. Further details, such as samples of materials, boundary treatments, dormer window details, timber dentil course details, details of windows and doors, cills, garage doors and landscaping are recommended to be secured by condition to ensure that the visual quality and historic character of this part of the Conservation Area is enhanced. Subject to these conditions the proposal will enhance the historic character and appearance of the Conservation Area and will not harm the historic and architectural character of the adjacent Listed Building and its boundary walls or their setting. In order to ensure

that any future alterations are subject to consideration through the planning application, conditions are recommended to remove permitted development rights. There is no requirement for energy efficiency features to be included in the design of the properties, including the position of windows relative to the eaves and the availability of natural light. The proposal, therefore, complies with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

6. Commercial operations have taken place on the site since at least 1968 but the business has not operated at its maximum potential for some time. Nevertheless, there is currently an unrestricted level of activity on and around the site associated with the existing commercial use. This use is likely to create some peaks of activity in the mornings and evenings when customers would be dropping off and collecting their vehicles for servicing and MOT's, albeit these movements are currently limited as the use is not operating to its maximum. Noting these peaks, it is also possible that there could be vehicle movements and activity occurring throughout the day. In addition, the nature of the current use of the site involves car engines being operated, car doors being opened and closed and outdoor activity on the site. The proposed development will alter that pattern of movement with peaks in activity more likely to be during the mornings, evenings and at the weekends with residents leaving and returning for the day and being at home at the weekends. Whilst vehicle trips to and around the site would still occur during these times, the level of activity is likely to reduce during the day. The proposed residential use of the site is more consistent with existing development immediately surrounding the application site. Generally it is not, therefore, considered that the proposed alteration in the pattern and types of activity will have a harmful impact on the amenities of the occupiers of the surrounding residential properties as a result of noise and disturbance. To preserve the amenities of the occupiers of the neighbouring properties a condition is recommended to restrict the hours of construction works on the site. Any future subdivision of the units would require planning permission.

7. Appendix B of the Gosport Borough Local Plan Review sets out guideline residential separation distances between the opposing rear elevations of two and three storey properties of 28m and 15m between three storey windowed elevations and opposing gable ends. The separation between the rear, south elevation of plots 1, 2 and 3, which face Green Road, and the rear, north elevation of Charlotte Mews is 25m. Taking into account the guidelines and the north to south relationship, the secondary nature of the windows in the north elevation of Charlotte Mews and the character and pattern of existing development in the surrounding area, this separation is considered to be acceptable. The proposed car port and five additional car parking spaces, immediately north of the windows in the north elevation of Charlotte Mews would create activity adjacent to these windows, however, in the context of the existing commercial use of the site and existing building on this boundary, it is not considered that this would result in a harmful impact to the residents within Charlotte Mews. All 10 spaces would be for residential use only and would not be in constant use 24 hours per day. The car port would be more open than the existing building, however, taking into account the relationship between the car port and Charlotte Mews and the use of the car port for residential car parking, it is considered that roof over the car port would ensure that there would be no harmful noise and disturbance to the windows in the north elevation of the adjoining neighbouring properties particularly by comparison to the existing use of the site.

8. The rear of plots 6, 7 and 8 would be within 7m to the rear, north elevation of Charlotte Mews, however, the proposed properties would be to the north west in a position that would prevent mutual overlooking between the closest windows. The front, west elevations of these properties would be 10m to the north east of the properties on the west side of Little Lane across the highway. As a result of the intervening highway, this relationship is unlikely to cause harmful mutual overlooking. The garage serving no. 8 would be accessed from Little Lane opposite no. 4. However, in the context of the existing, surrounding development, the additional comings and goings associated with this additional, single garage are unlikely to have a harmful impact on the amenities of the occupiers of this neighbour or those beyond to the south. The first floor windows in the west elevations of plots 6, 7 and 8 would be over 20m from the rear garden serving no. 5 Green Road with the highway and series of intervening outbuildings between. This separation and arrangement is considered to be acceptable. The proposal, therefore, complies with Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

9. Appendix B of the Gosport Borough Local Plan Review sets a guideline depth of 10.5m for private gardens. The proposed gardens range between 6m and 9m in depth which is in keeping with the pattern and layout of existing, surrounding development. There will be a degree of disturbance to the prospective occupiers of plot 1 from vehicles accessing and leaving the car port at the rear, south of the site. This type of arrangement, whereby properties are located in close proximity to roads used by vehicles, is consistent with the character of the surrounding area where the highway network south of the site is intricate including a number of sharp turns and narrow carriageways. All of the properties would have a satisfactory level of outlook and a condition is recommended to secure details of lighting to improve crime resilience of development on the site. Natural surveillance of Green Road and Little Lane from first floor windows within the proposed properties could contribute towards preventing opportunistic crime in the area surrounding the application site. Adequate refuse and recycling facilities can be provided and are proposed to be secured by condition. Access for fire engines is acceptable and, as such, there will not be an unacceptable fire risk to existing or prospective residents. The proposal, therefore, complies with Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review and the NPPF.

10. In its current use the site has the potential for an unrestricted number of vehicles to be accessing and leaving the site at all times of day and parking on the surrounding highway. Based on allocated car parking the Car Parking SPD indicates 21 car parking spaces are appropriate for the proposed development. 13 spaces are proposed together with 3 garages. The site is less than 20m from the boundary of the Alverstoke Village Local Shopping Centre which provides a range of local facilities and services, thereby reducing the need for residents to own a car. All of the properties would have access to two car parking spaces each which is consistent with the character of the existing residential properties in this area and car ownership levels in this ward are, on average, 1.34 with 48.2% of households owning only 1 car. Taking all of these factors into account, notwithstanding that the proposed car parking provision does not meet the standards set out in the Car Parking SPD, the amount proposed is considered to be acceptable. The alterations to the existing dropped kerb along Green Road will decrease the number of vehicular access points to the site from Green Road and there is unlikely to be harmful levels of additional activity opposite the existing Parish Centre. The introduction of one additional vehicular access to the site from Little Lane is considered acceptable in the context of the likely speed of vehicles travelling along this part of the highway and as traffic will only be travelling north. Satisfactory sight lines can be achieved from the site and clear pedestrian routes around the site are shown. The garages are sited far enough back from the highway so that vehicles parked on the driveways will not overhang the footway and have a harmful impact on highway and pedestrian safety. A condition is recommended to require sections of the existing dropped kerb along Green Road to be reinstated to prevent the front gardens of the properties fronting Green Road being used for car parking. Although the garages do not accord with the guideline space standards set out in the SPD, they are each large enough to physically accommodate a car. Alternative provision for long stay cycle parking is proposed elsewhere within the individual plots. Conditions are proposed to control the type and arrangement of hardsurfacing on the site, the provision and retention of car and cycle parking, doors and walls on the car port and the types of planting to preserve sight lines. Any damage caused to vehicles on the site is not a planning matter and a condition is recommended to require details of lighting to be agreed to reduce the likelihood of opportunistic crime in the shared car parking court.

11. As set out above, the patterns of activity are likely to differ from the maximum potential use of the site at present with the peak requirement for car parking likely to be in the evenings and at the weekend. The majority of activities at the Parish Centre on the north side of Green Road, and other publically used buildings such as the Church, Old Lodge and Alverstoke village centre, are during the day when there is less likely to be demand for on street car parking from residents or visitors to the proposed development. As a result there is likely to be more on street car parking available for visitors to the proposed development when activity from existing uses decreases and no consequential harmful, indiscriminate overspill car parking on the surrounding highway network. The proposal is, therefore, acceptable in respect of highway and pedestrian safety and complies with the NPPF and Policies R/T2, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

12. As the site has previously been used for car repairs and servicing it is possible that contaminants have leached into the ground and to ensure that there is no risk to human health, air, water or ground it is recommended to secure appropriate mitigation by condition. Adequate drainage is proposed to be secured by condition to avoid any harmful surface water flooding or detrimental impact to existing foul water drainage. Subject to these conditions the proposal complies with Policies R/ENV5 and R/ENV4 of the Gosport Borough Local Plan Review and the NPPF. The site lies in close proximity to the historic Alverstoke Village Centre and, as such, has high archaeological potential. It is, therefore, proposed to secure a programme of archaeological recording by condition. Subject to this condition the proposal complies with Policies R/BH8 of the Gosport Borough Local Plan Review. Taking into account the existing development and areas of hardstanding on the application site, together with the proximity of the proposed development to the trees in the adjoining churchyard and the existing boundary wall, the proposal will not have a harmful impact on existing trees and the character and appearance of the Conservation Area will be preserved in this respect. The trees will only overhang the access road and not private gardens and are, therefore, unlikely to be under unacceptable pressure to be pruned or felled. The proposal, therefore, complies with Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review and the NPPF.

13. In lieu of provision of outdoor playing space on site the applicant is required to enter into a Section 106 agreement to make a contribution towards public open space facilities within the Borough. The proposal will introduce 6 additional dwellings which could also result in increased recreational pressure on the coast and a consequential impact on the protected species for which the Solent and Southampton Water and Portsmouth Harbour SSSI/SPA/Ramsar sites are designated. To address this impact a contribution towards the provision of outdoor playing space will be used to address the impact of recreational disturbance within the Borough to help provide an alternative area of recreational space accessible for residents of the new development. The provision and improvement of outdoor playing space is considered to be appropriate mitigation against harmful impacts on features of importance for nature conservation. Without this obligation, the proposal is unacceptable. Whilst the ecological report supporting the application does not identify any protected species on the site, the buildings do have potential to host such species in the future. To remind the applicant of their obligations if protected species are found when works begin, an informative is recommended to ensure that no harm is caused to such species. Subject to the completion of the Section 106 agreement to secure commuted sums towards public open space and mitigating the impact of recreational disturbance, the proposal complies with the NPPF and Policies R/OS8, R/OS11, R/OS12 and R/OS13 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Permission

Subject to Section 106 agreement relating to:-

1. The payment of a commuted sum towards public open space and management and mitigation against recreational disturbance.

Subject to the following condition(s):-

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 plans:

1219-100 Rev P4
 1219-101 Rev P1
 1219-102 Rev P4
 1219-103 Rev P1
 1219-104 Rev P1
 1219-105 Rev P3

1219-108 Rev P2

1219-109 Rev P2

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.

3. No development shall begin until details of the proposed means of foul and surface water disposal, including details of existing public sewer diversions, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved foul and surface water disposal details, and public sewer diversions, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that adequate disposal of foul and surface water sewerage is provided on site and to comply with Policies R/DP1 and R/ENV4 of the Gosport Borough Local Plan Review and the NPPF.

4. No development shall begin until a Written Scheme of Archaeological Investigation and Mitigation, including a timetable of works and details of how the Investigation is to be recorded, has been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with approved Written Scheme of Archaeological Investigation and Mitigation unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To assess the extent, nature and date of any archaeological deposits that might be present, the impact of the development upon these heritage assets, to ensure that heritage assets on the site are satisfactorily preserved and recorded and to comply with Policies R/DP1 and R/BH8 of the Gosport Borough Local Plan Review and the NPPF.

5. No development shall begin until a strategy of remediation measures and detailed method statement to address the identified risks from ground contamination, has been submitted to and approved, in writing, by the Local Planning Authority. The strategy shall include the nomination of a competent person to oversee the implementation of the measures. The development shall be carried out in accordance with the approved strategy and method statement unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policies R/DP1 and R/ENV5 of the Gosport Borough Local Plan Review.

6. The development shall not be occupied until the remediation works approved under condition 5 above have been carried out and a full validation report, undertaken by an independent competent person, has been submitted to and approved, in writing, by the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policies R/DP1 and R/ENV5 of the Gosport Borough Local Plan Review.

7. If contamination not previously identified is found to be present at the site then no further development or site clearance shall be carried out until a remediation strategy detailing how this unsuspected contamination is to be dealt with has been submitted to and approved, in writing, by the Local Planning Authority. Development shall proceed in accordance with the approved remediation strategy.

Reason: To ensure that risks from land contamination to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policies R/DP1 and R/ENV5 of the Gosport Borough Local Plan Review.

8. No development, excluding demolition, shall be commenced until details of the proposed finished floor levels of the development and proposed site levels have been submitted to and

agreed, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the agreed levels unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

9. No development, excluding demolition, shall be commenced until details of the hard landscaping works including the types of materials to be used have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details before the development is occupied. These details shall include hard surfacing materials and lighting.

Reason - In the interests of the amenities of the occupiers of the neighbouring properties and prospective occupiers, to reduce the likelihood of crime, to ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

10. No development, excluding demolition, shall be commenced until details and plans of all windows and cills at a scale of 1:10 (including all joinery details at a scale of 1:5 and all glazing bars at a scale of 1:1) have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

11. No development, excluding demolition, shall be commenced until details and plans of all porch hoods at a scale of 1:10 have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

12. No development, excluding demolition, shall be commenced until details, including samples, of the external finish of the development have been submitted to and approved, in writing, by the Local Planning Authority. The details shall include:

- external facing and roof materials;
- the brick bond
- mortar colour
- pointing profile
- cill type, colour and texture
- external appearance and finish of the garage doors

The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

13. No development, excluding demolition, shall be commenced until details and plans at a scale of 1:10 of the dormer windows, and plans at a scale of 1:5 of the timber cornice and dormer cheeks, have been submitted to and approved, in writing, by the Local Planning Authority. The development

shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

14. No development, excluding demolition, shall be commenced until details and plans at a scale of 1:5 of the timber dentil course have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

15. No development, excluding demolition, shall be commenced until details and vertical and horizontal sections and elevations at a scale of 1:10 of all external doors have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

16. Before development above slab level is commenced, details of the soft landscaping works shall be submitted to and approved, in writing, by the Local Planning Authority. These details shall include a planting scheme showing species, numbers, densities, heights and a future maintenance scheme.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

17. The approved soft landscaping scheme shall be completed within the next planting season following first occupation of the first residential property, 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, by the Local Planning Authority) during the next planting season.

Reason - To ensure the appearance of the development is satisfactory, the historic character and appearance of the Conservation Area and the setting of the Listed Building and its boundary walls are preserved and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review and the NPPF.

18. The development shall not be occupied until long and short stay cycle parking and refuse storage facilities have been provided in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority. The long and short stay cycle parking and refuse storage facilities shall be retained for the parking of cycles and storage of refuse at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure a satisfactory level of cycle parking and refuse storage is provided on the site and to comply with Policies R/DP1, R/T3 and R/T11 of the Gosport Borough Local Plan Review and the NPPF.

19. The development shall not be occupied until the areas shown on the approved plan for access and the parking and turning of vehicles shall have been made available, surfaced, and marked out, and these areas shall be retained for those purposes at all times. The parking shall include garages, parking spaces and the car port.

Reason - In the interests of highway safety and to ensure adequate access and parking is provided and retained, and to comply with Policies R/T3 and R/T11 of the Gosport Borough Local Plan Review and the NPPF.

20. At no time shall doors, external walls or internal dividing walls be fitted to the car port.

Reason - To ensure the car port remains available for the parking of vehicles and to comply with Policies R/T3 and R/T11 of the Gosport Borough Local Plan Review and the NPPF.

21. At no time shall the window in the east elevation of plot 1 hatched red on the approved plan open outwards.

Reason - To preserve satisfactory access to the site and to comply with Policies R/T3 and R/T11 of the Gosport Borough Local Plan Review and the NPPF.

22. No development shall be carried out other than between 0800 and 1800 Monday and Friday, 0900 and 1300 on Saturday's and at no time on Sunday's or Public Holidays.

Reason - In the interests of the amenities of the occupiers of the neighbouring properties and to comply with Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review and the NPPF.

23. No development, excluding demolition, shall commence until measures to secure the off site highway works have been submitted to and approved, in writing, by the Local Planning Authority.

Reason - To ensure highway and pedestrian safety and to comply with Policies R/T2, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

24. The development shall not be occupied until the measures approved by condition 23 have been carried out in accordance with those details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure highway and pedestrian safety and to comply with Policies R/T2, R/T3 and R/T11 of the Gosport Borough Local Plan Review and the NPPF.

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no extensions, enlargements or alterations shall be erected.

Reason - In order to preserve the amenities of the prospective occupiers, in order to protect the amenities of the occupiers of the neighbouring properties, to preserve the appearance of the development and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no extensions, enlargements or alterations to the roof shall be carried out.

Reason - In order to preserve the amenities of the prospective occupiers, in order to protect the amenities of the occupiers of the neighbouring properties, to preserve the appearance of the development and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no additional porches shall be erected.

Reason - In order to preserve the amenities of the prospective occupiers, in order to protect the amenities of the occupiers of the neighbouring properties, to preserve the appearance of the development and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

28. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no additional outbuildings shall be erected.

Reason - In order to preserve the amenities of the prospective occupiers, in order to protect the amenities of the occupiers of the neighbouring properties, to preserve the appearance of the development and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse.

Reason - In order to preserve the amenities of the prospective occupiers, in order to protect the amenities of the occupiers of the neighbouring properties, to preserve the appearance of the development and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

ITEM NUMBER: 02.
APPLICATION NUMBER: 13/00559/FULL
APPLICANT: Mr Robert Barr Maritime & Coastguard Agency
DATE REGISTERED: 08.01.2014

ERECTION OF COASTAL SAFETY TRAINING HUB AND RESCUE STATION WITH TRAINING WALL AND ASSOCIATED ENGINEERING WORKS, ACCESS, CAR PARKING AND LANDSCAPING (as amplified by information received 20.01.14, 21.01.14 and 06.02.14 and amended by forms received 04.02.14)

Daedalus Airfield Chark Lane Lee-On-The-Solent Hampshire PO13 9FL

The Site and the proposal

1. The Daedalus airfield straddles the administrative boundaries of Gosport Borough Council and Fareham Borough Council. The boundary between the two runs directly across the application site and applications have, therefore, been submitted to both authorities.
2. The application site is an area of grassland measuring 100m long and 90m wide south of the southernmost runway on the Daedalus airfield. A 2.5m high mesh wire fence encloses the application site and the site of the existing Maritime and Coastguard Agency (MCA) Search and Rescue (SAR) helicopter hangar to the west. The existing hangar is approximately 15m high with a curved roof and is clad in a mix of dark and light grey panels and there is a car park to the east. Access to the application site is through a set of security controlled gates to the south east corner of the application site. To the north east corner of the application site, on land within Fareham Borough, is an existing 41.25m high communications tower together with its associated plant. Beyond the boundary to the east is the Driving Test Centre which is a single storey building with a car park to its west.
3. The application site lies outside of the Urban Area, in the Strategic Gap between Lee-on-the-Solent and Stubbington and on land that has archaeological potential and is possibly contaminated due to former uses. The site lies to the north of the land in Daedalus allocated by the Gosport Borough Local Plan Review for an employment led, mixed-use development.
4. Beyond the application site to the north, the airfield is almost a mile long measured from the south west corner to the north east corner. There are three runways arranged in a triangle with hangars, within Fareham Borough, to the east and west. The airfield provides the Strategic Gap between Lee-on-the-Solent and Stubbington. The airfield is surrounded by a 2.5m high mesh wire fence. Security controlled access to the airfield and the remaining land within Daedalus is to the south east corner of the site from Chark Lane. An access road to the application site, MCA hangar, Driving Test Centre, the Daedalus Conservation Area and other buildings within the Gosport part of Daedalus, runs east to west across the southern boundary of the site extending from the site access from Chark Lane. The closest residential properties are over 240m to the south east in Bayntun Drive.
5. The application proposes the construction of a Coastal Safety Training Hub incorporating a base for the Coastal Rescue Team. The MCA provide a vital service for the public. The facility will replace an existing facility in Dorset and will be used to train new MCA recruits in maritime rescue operations. This application seeks to rationalise the MCA's existing training operations on a more suitable and functional site and complement the existing MCA SAR hangar.
6. The training Hub would be located to the west side of the application site and east of the existing car park serving the SAR hangar. The building would be 31.5m long along the southern edge, narrowing to 27m along the northern edge, a maximum of 23.5m wide on the western edge, narrowing to 15.5m along the eastern edge and a maximum of 4.8m high to the top of the parapet, lowering to 4.3m high to the flat roof in the centre. On the roof there would be three rows of solar panels extending 27.5m east to west across the roof facing south and measuring 0.7m high. On the south west corner of the roof would be a 5m high aerial. The building would be finished in a

cladding system under a standing seam roof with aluminium windows and insulated garage doors together with acoustically sealed internal doors. The car park is to be lit with column lighting, pedestrian paths are to be lit with bollard lighting and it is proposed to install wall mounted lighting on the external walls of the Hub building. The main pedestrian entrance to the building would be on the west elevation together with a series of doors and windows extending along the north and east elevations. In the south elevation would be seven 3.5m high garage doors to provide access to parking for four training vehicles, two coastal rescue vehicles and a garage store. The remaining space within the northern section of the building would be divided between offices, training and meeting rooms, kitchen and WC facilities and storage and circulation space. There would be a fire escape in the eastern elevation of the building and an area of hardstanding to the east side of the building to provide drainage and a drying area for training equipment. The hardstanding would then extend around the north and west sides of the building to provide a pedestrian route around the building.

7. In addition, it is proposed to carry out works to create a free standing training wall which would extend, in part, below ground level and would be secured by a retaining earth bank. The training wall would be used to simulate cliff rescue training. This would be located approximately 25m to the east of the training Hub. The area of land excavated to create the training wall would be 16.8m long and 7.4m wide and extend 4m below the ground level. There would be a staired access to the north west corner, an access platform in the south west corner and a training ledge to the south east corner. The training wall would then extend up from the base of the excavation to ground level (4m) and then above ground level by 4m to result in a wall 8m high and 16m wide. The land to the south side of the training wall would be built up to create an earth mound around a flat platform. The platform would be 14m long and 15m wide and the grass mound would extend down from the east, west and south side of the platform to the surrounding ground level. Reinforced matting would be laid across the south side of the slope and extend west to meet the car park to allow training vehicles to drive to the top of the mound. The total area of land occupied by the mound and platform would be approximately 40m wide and 40m long. It is proposed to install rock armour on the western side of the mound to allow a variety of coastal environments to be simulated. The east, west and south edges of the platform would be surrounded by a 0.9m high post and rail fence which would also extend around the east, west and north sides of the excavation into the ground.

8. A car park, cycle store and bin store would be located to the south of the building and provide 30 no. of car parking spaces and 12 no. of cycle parking spaces and space for commercial waste storage. The land around the Hub and car park would be hard and soft landscaped. The facility would be open for use 24 hours a day, 7 days per week. It would create 29 jobs and provide opportunity for a further 11 volunteers. On a day to day basis it is anticipated that half of the staff would be on site at any one time, although in a major search and rescue operation this is likely to be more. The training courses to be provided on site would be attended by between 10 and 20 people and will generally take place during the summer months. No training will take place when a search and rescue operation is underway. The facility will not be available for organisations external to the MCA.

Relevant Planning History

05/00696/GVT - Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hangar, associated buildings and airfield fencing - raise no objection 19.01.06

10/00213/FULL - Construction of proposed maritime rescue co-ordination centre (MRCC) building, communications tower and associated on site parking and landscaping - withdrawn 06.11.12

11/00282/OUT - EIA - Outline application with all matters reserved except for access - employment-led mixed use scheme including up to 69,992 sqm of commercial floor space in new buildings and re-use of existing buildings (use classes B1, B2 and B8); up to 1,075 sqm of retail (use classes A1, A2, A3 and/or A4); up to 200 residential units (use class C3); up to 32 units of care accommodation (use class C2); up to 1,839 sqm of community uses (use class D1); up to 8,320 sqm of hotel use (use class C1); up to 2,321 sqm of leisure (use class D2); new and upgraded vehicular and pedestrian access arrangements; hard standing and car parking; open space

provision; landscaping; and associated works. (works affecting listed buildings/conservation area (in part)) - resolution to grant Outline planning permission March 2012 - pending completion of Section 106 agreement

13/00224/FULL - Installation and construction of section of road and associated works - permitted 12.09.13

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

- R/OS1
Development Outside of the Urban Area
- R/OS2
Strategic Gaps
- R/DP1
General Standards of Development within the Urban Area
- R/DP3
Provision of Infrastructure, Services and Facilities
- R/T2
New Development
- R/T3
Internal Layout of Sites
- R/T4
Off-site Transport Infrastructure
- R/T11
Access and Parking
- R/BH8
Archaeology and Ancient Monuments
- R/OS11
Protection of Areas of National Nature Conservation Importance
- R/OS12
Locally Designated Areas of Nature Conservation Importance
- R/OS13
Protection of Habitats Supporting Protected Species
- R/ENV4
Treatment of Foul Sewage and Disposal of Surface Water
- R/ENV5
Contaminated Land
- R/ENV9
Safeguarded Areas
- R/ENV10
Noise Pollution
- R/ENV11
Minimising Light Pollution
- R/ENV14
Energy Conservation
- R/ENV15
Renewable Energy
- R/EMP7
Low Employment Generating Uses

Consultations

Fareham LPA

No objection.

Local Highway Authority	No objection. 30 parking spaces are proposed on site. The site is set away from the highway and, therefore, any overspill car parking is unlikely to have a harmful impact on highway and pedestrian safety within the public highway. No contribution towards Transport Infrastructure, Services and Facilities applies as the site is located within Daedalus whereby the wider development proposals have contributed to the required off-site highway works.
HCC Ecology	No objection. The ecological information provided is sufficient and no additional ecological survey works are required. The application is accompanied by an Extended Phase 1 Habitat Assessment (Parsons Brinckerhoff, November 2013) and by a Habitat Regulations Assessment Screening Exercise (Parsons Brinckerhoff, December 2013) which provide a sound assessment of the site's current ecological value and ecological constraints. The application site is of limited ecological value. There are considered to be no protected habitat or species issues besides the potential for small numbers of slow-worms to occur. The presence of an invasive non-native plant species has been noted. Ecological mitigation measures are provided, detailing measures to avoid impacts to reptile species through the manipulation of grassland in advance of construction works as well as preventing the spread or transport of the invasive plant species. These measures are acceptable and a condition is recommended to secure them.
Environmental Health	No objection. The submitted land contamination report is acceptable and mitigation measures contained within it should be secured by condition. Lighting should not cause harmful glare or spill. Development should be carried out between 0800 and 1800 Monday to Friday, 0900 and 1300 on Saturday's and at no time on Sunday's or Bank Holiday's.
Economic Prosperity	No objection. On the basis of the number of jobs to be provided by this proposal an Employment and Skills Plan is not required.
Building Control	No objection. A WC for disabled persons, with an outward opening door, should be provided.
HCC Landscape, Planning & Heritage	No objection. The site lies in an area of some archaeological interest, to the east recent

archaeological investigation identified an area of prehistoric occupation that is believed to relate to a more extensive area of activity identified during excavations ahead of gravel extraction in the Cherque Road area. It is possible that further archaeological deposits relating to prehistoric activity are present within the site and may be disturbed during groundworks. It is recommended to secure the recording of any archaeological deposits by condition. This programme of work could potentially take the form of an archaeological strip of the area of impact ahead of development but the applicant may wish to undertake some evaluation trenching to assess the presence/absence and nature of any archaeology ahead of development.

Natural England

No objection. The application is close proximity to the Lee on the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI) and Solent and Southampton Water SSSI, SPA and Ramsar site. The proposal development will not have a harmful impact on these designated areas and the Local Planning Authority is not required to undertake an Appropriate Assessment.

Environment Agency (Hants & IOW)

No objection.

Response to Public Advertisement

Nil

Principal Issues

1. The main issues for consideration are the appropriateness of the proposed land use, the impact on the visual characteristics of the site and its surroundings, the impact on the future development of adjoining land, employment creation, highway and pedestrian safety, the impact on features of importance for nature conservation, archaeology and land contamination.

2. Policy R/OS1 of the Gosport Borough Local Plan Review only allows development outside of the Urban Area that relates to the operational requirements of the MOD, public or other essential services. The Search and Rescue services administered by the MCA are essential to public safety, particularly along the coast. The proposed facility will allow a higher number of individuals to be trained in Search and Rescue operations and this will enhance and improve public safety in the long term. Policy R/OS2 of the Gosport Borough Local Plan Review only allows development that would not physically or visually diminish the Strategic Gap. The proposed development will sit within an established line or form of development situated along the south side of the airfield. The overall visual character of the Gap, evident to the north of this line of development, will not be diminished as a result of this proposal and the Gap's overall sense of openness will be retained. Views between the Hub, training wall and the existing SAR hangar and Driving Test Centre to the west and east will also be retained so the Gap's open character will be evident from the south. The proposal, therefore, complies with the aims and objectives of the NPPF and Policies R/OS1 and R/OS2 of the Gosport Borough Local Plan Review.

3. The arrangement of the Hub and training wall within the application site will ensure that views between the two facilities to the airfield beyond will be retained. The height of the Hub, at 4.8m, will

be lower than the existing SAR hangar and higher than the Driving Test Centre, and the simple flat roof form will ensure that it relates well to the scale and context of existing buildings on adjoining sites. The solar panels will be set behind the parapet and will not detract from the simple form of the building. Hard and soft landscaping will enhance the setting of the building in the context of the open airfield to the north and enhance the appearance of the compound containing the SAR hangar and the proposal. As viewed from the south, the training wall will appear as a large, grassed mound. It will appear slightly unusual as compared to the existing wall buildings along the southern edge of the airfield and in the context of the hangars further south within Daedalus, however, it will contribute towards the variety of buildings and structures currently present on and around the airfield and will positively represent the training facility to be provided. The alignment and layout of the proposed Hub and training wall are sympathetic to the siting and form of the existing buildings. Conditions are recommended to secure details of the materials to be used and hard and soft landscaping and, subject to these conditions, the proposal complies with the NPPF and Policy R/DP1 of the Gosport Borough Local Plan Review.

4. The application site is contained within the existing SAR hangar compound and is fenced off from the remainder of the Daedalus site. Although the application site lies to the north of the land allocated in the Gosport Borough Local Plan Review for employment led, mixed-uses it is currently undeveloped and does not contribute towards employment provision on the wider Daedalus site and Enterprise Zone. The proposal will visually enhance the application site and the development is likely to have a positive impact on the future development of surrounding land within Daedalus by creating positive associations with the intended maritime and aviation uses for prospective occupiers. The proposal will complement the existing search and rescue facility on the site and provide 29 jobs. The jobs will be related to an existing function on the site and are appropriate to the location of Daedalus on the coast. The height and arrangement of the building and structures will not prejudice the development of any surrounding land or the operations of the airfield. The types of use will be similar to those already carried out from the SAR hangar and will not prejudice existing or future employment uses or have a harmful impact on the residential properties to the southeast in Bayntun Drive and south west along Marine Parade West. Due to existing activities already carried out within the Daedalus site and on the airfield, the type of use proposed and the separation of the application to the nearest residential properties, it is not considered reasonable to restrict the timing of construction works or operation of the development on the site. The proposal, therefore, complies with the NPPF and Policies R/DP1, R/EMP7, R/ENV9 and R/ENV10 of the Gosport Borough Local Plan Review.

5. It is anticipated that on a day to day basis, a maximum of 15 staff will be present on site at any one time, except during a major search and rescue operation when the number of staff and volunteers will rise to appropriately 40. Between 10 and 20 trainees will attend a training event but these events will not take place during a major search and rescue operation. The application proposes 30 car parking spaces and there is an existing car park to the east side of the existing SAR hangar which is rarely used to its capacity and can, therefore, provide some overspill car parking. In addition, due to the nature of the specialist type of training to be provided, it is likely that groups of people will travel to training events together, thereby reducing the likely of number of cars wanting to park on site at any one time. Garaged car parking is to be provided for training and rescue vehicles and, as a result, these vehicles will not occupy spaces within the car park. Cycle parking will also be provided on site and the site is located in close proximity to the bus route which runs along Broom Way to the east. In combination, the availability of car and cycle parking, together with the position of the site relative to a bus route, will provide a range of opportunities for staff and visitors to travel to the site and there will be no harmful overspill car parking on the surrounding land within Daedalus or on the public highway. Storage of commercial waste is proposed on site and a condition is recommended to secure the car, cycle parking and refuse storage. The proposal will not, therefore, have a harmful impact on highway and pedestrian safety and complies with the NPPF and Policies R/T2, R/T3, R/T11 and R/DP1 of the Gosport Borough Local Plan Review.

6. The application site is of low ecological value, however, it is possible that protected species may be present on the land. To ensure that these, and other important species, are appropriately managed through the development process, a condition is recommended to secure the implementation of mitigation measures set out in the information accompanying the planning

application. The site lies in close proximity to sites of national and international importance for nature conservation, however, the type of use and development proposed will not have a harmful impact on the features and species that occupy these sites. Due to the location of the application site adjacent to the airfield, it has archaeological potential and, therefore, it is proposed to secure a Watching Brief and archaeological recording by condition. Due to the former use of the airfield and land surrounding, it is possible that the application site may be contaminated. The remediation of any such contamination found during construction is proposed to be secured by condition. Subject to conditions relating to ecology, archaeology and land contamination the proposal complies with the NPPF and Policies R/OS11, R/OS13, R/OS14, R/BH8 and R/ENV5 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

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. No development shall be carried out until details of external facing and roof materials and external lighting have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory and to comply with Policies R/OS1, R/OS2 and R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

3. No development shall begin until a Written Scheme of Archaeological Investigation and Mitigation, including a timetable of works and details of how the Investigation is to be recorded, has been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with approved Written Scheme of Archaeological Investigation and Mitigation unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To assess the extent, nature and date of any archaeological deposits that might be present, the impact of the development upon these heritage assets, to ensure that heritage assets on the site are satisfactorily preserved and recorded and to comply with Policies R/DP1 and R/BH8 of the Gosport Borough Local Plan Review and the NPPF.

4. The soft landscaping shall be completed within the next planting season following the first use of the development in accordance with plan LS01. 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, by the Local Planning Authority) during the next planting season.

Reason - To ensure the appearance of the development is satisfactory and to comply with Policies R/OS1, R/OS2 and R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

5. No development shall be brought into use until the areas shown hatched on plan SK005 A for access and the parking and turning of vehicles shall have been made available, surfaced, and marked out, and these areas shall be retained for those purposes 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 Policies R/T2, R/T3 and R/T11 of the Gosport Borough Local Plan Review and the NPPF.

6. No development shall be occupied until the long stay cycle parking and refuse storage facilities have been provided in accordance with the details shown on plans SK005 A and LS01 unless otherwise agreed, in writing, by the Local Planning Authority. The approved facilities shall be retained for the parking of cycles and storage of refuse at all times thereafter unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that satisfactory levels of long stay cycle parking and refuse storage are provided on site and to comply with Policies R/T3, R/T11 and R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

7. No development shall be carried out other than in accordance with Sections 4.2 (Species Recommendations) and 4.3 (Recommendation Summary) of the Parsons Brinckerhoff Extended Phase 1 Habitat Assessment dated December 2013 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that features of ecological importance on the site are preserved and enhanced and to comply with Policies R/DP1 and R/OS13 of the Gosport Borough Local Plan Review and the NPPF.

8. The development shall not be brought into use until the hard landscaping has been carried out in accordance with the details shown on plan LS01 unless otherwise agreed, in writing, by the Local Planning Authority. The hard landscaping shall be retained at all times thereafter unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the appearance of the development is satisfactory and to comply with Policies R/OS1, R/OS2 and R/DP1 of the Gosport Borough Local Plan Review and the NPPF.

9. No development shall be carried out other than in accordance with the conclusions and recommendations contained within Section 5 of the Parsons Brinckerhoff Geo-Environmental Assessment dated December 2013 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that risks from land contamination to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policies R/DP1 and R/ENV5 of the Gosport Borough Local Plan Review.

10. If contamination not previously identified is found to be present at the site then no further development or site clearance shall be carried out until a remediation strategy detailing how this unsuspected contamination is to be dealt with has been submitted to and approved, in writing, by the Local Planning Authority. Development shall proceed in accordance with the approved remediation strategy.

Reason - To ensure that risks from land contamination to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policies R/DP1 and R/ENV5 of the Gosport Borough Local Plan Review.

11. The development shall be carried out in accordance with the details contained in the approved Construction Environmental Management Plan dated December 2013 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the amenities of the occupiers of surrounding sites, to preserve highway and pedestrian safety and to comply with Policies R/DP1, R/ENV10, R/T2, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 03.
APPLICATION NUMBER: 14/00105/FULL
APPLICANT: Miss C Mullen
DATE REGISTERED: 06.03.2014

ERECTION OF TWO STOREY SIDE AND FIRST FLOOR REAR EXTENSION
3 Chark Cottages Shoot Lane Lee-On-The-Solent Hampshire PO13 9PA

The Site and the proposal

1. This application has been referred to the Regulatory Board for decision as it relates to a site outside the Urban Area Boundary and is, therefore, a Departure from the Gosport Borough Local Plan (Review).

2. The application property is the western half of a pair of semi-detached dwellings located on the southern side of Shoot Lane, to the east of Cherque Way. The site is located outside the Urban Area and within the Strategic Gap as defined by the Gosport Borough Local Plan (Review). The application site is generally rectangular in shape and is approximately 35m deep and approximately 18.5m wide. It is bounded by an approximate 3m high box hedge to the north and west and the eastern and southern boundaries are formed of a 1.8m high fence. The application property is finished in render and has a pitched, tiled roof with a centrally placed, north facing half gable. The section to the side of the gable is 3.5m wide. There are two first floor windows in the side elevation of the application property and a single ground floor window. There is an existing 1.35m deep single storey rear extension across both properties with a lean to roof. The adjoining property to the east, number 4 Chark Cottages, has a single storey flat roofed rear extension that projects a further 2.5m and a single first floor window in the rear elevation. The two properties on the site take a shared vehicular access from Shoot Lane. Other than the adjoining dwelling to the east, the nearest dwelling is located approximately 75m to the west, within the Cherque Farm Estate. The application property is visible from Cherque Way to the south west, which is 35m away.

3. Planning Permission was granted earlier this year for the erection of a two storey side and part first floor rear extension. The approved side extension would have projected 3.5m beyond the western elevation and would have been 6.5m deep. It would have been set back from the front elevation of the existing dwelling by 0.7m and would have had a matching eaves height at the front. The pitched roof would have been 0.3m lower than the height of the existing roof. The extension would have been 6.1m wide at the rear, wrapping around the south western corner of the existing property at first floor level. The eaves would have been 1.8m lower than the eaves at the rear of the existing property. There would have been a roof light and 2.75m wide dormer window with a shallow mono-pitched roof in the rear roof slope with a Juliette balcony. There would have been a single first floor window in the western side elevation and windows at ground and first floor level in the northern, front elevation. The extension would have been constructed using matching materials.

4. This is an application for the erection of two storey side and first floor rear extension of larger scale than was previously approved. The proposed extension would have the same eaves and overall height and would be set back by the same distance as approved, but would be 4.2m wide, 0.7m wider than the previously approved extension. The rear dormer window would also be larger, being 3.45m wide, similarly 0.7m wider than the approved. There would be no additional windows proposed and the extension would be constructed using matching materials.

Relevant Planning History

13/00445/FULL - erection of two storey side and first floor rear extension - permitted 24.01.14

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

R/OS1

Development Outside of the Urban Area

R/DP1

General Standards of Development within the Urban Area

R/OS2

Strategic Gaps

Response to Public Advertisement

Nil

Principal Issues

1. The principal of a two storey side and first floor rear extension in this location was considered and approved under application reference 13/00445/FULL. The application site is located outside the Urban Area boundary and within a Strategic Gap where new development is considered to be inappropriate, with the exception of appropriate recreational uses or for the operational requirements of the MOD, public or other essential services. In this case, however, the site already accommodates a pair of dwellings and this revised application, similarly, proposes no extension to the existing residential curtilage. Where developments are considered acceptable under Policy R/OS1 they should also accord with the criteria contained in Policy R/DP1 of the Gosport Borough Local Plan (Review). The main issues in this case, therefore, are the impact on the amenities of the occupiers of the neighbouring properties, whether the amended design is appropriate outside of the Urban Area and the impact on the visual amenities of the area, with particular reference to the Strategic Gap.

2. The two storey extension would be on the western side of the dwelling and the rearward projecting first floor element, which follows the existing roof line, would only extend 2.5m toward number 4 to the east and would be 4.25m away from the common boundary. There would be no east facing windows in the proposed extension and the increased size of the rear dormer window would have no harmful impact upon the amenities of the occupiers of the adjoining dwelling in terms of loss of light, outlook or privacy. Given the distance to the dwellings to the west there would be no impact on the occupiers of those properties. The development is, therefore, acceptable in this regard and complies with Policy R/DP1 of the Gosport Borough Local Plan (Review).

3. Whilst the proposed extension retains a simple design, the increased width and, therefore, overall mass of the extension would be greater than was previously approved. It is important that proposals successfully integrate with and ultimately reinforce the character of the area. This is of particular importance where the prominence of the building would be increased within its surroundings. The existing building is outside the Urban Area boundary and within a Strategic Gap and is clearly visible from public vantage. The previously approved extension was no greater in width than the existing section west of the centrally placed gable and, as a consequence, respected the architectural features of the existing property and was subservient in appearance. The proposed extension extends beyond this width and the balance of the façade 'tips' from being of subservient form and scale, to an extension that competes with the simple and clear architectural proportioning of the existing building. The additional width of 0.7m will result in a horizontal form which detracts from the natural focal point of the central gable. The volume of the extension would also increase in relation to the mass of the existing building, again drawing the balance away from this existing building and competing with the scale of the original. The window configuration to the front elevation also does not relate to the vertical character of the existing building and further serves to emphasise the additional width of the proposed extension. In design terms, therefore, given the excessive additional width and lack of quality in its detailing, particularly to the front elevation, the proposed extension, by reason of its excessive width and mass, would create a visual imbalance with the adjoining property and be harmful to the visual appearance of the locality and would visually diminish the Strategic Gap. The proposal is, therefore, contrary to the NPPF, the Design Guidance:

RECOMMENDATION: Refuse

For the following reason(s):-

1. The proposed extension, by reason of its excessive width and mass, would create a visual imbalance with the adjoining property and be harmful to the visual appearance of the locality and would visually diminish the Strategic Gap. The proposal is, therefore, contrary to the NPPF, the Design Guidance: Supplementary Planning Document and Policies R/DP1, R/OS1 and R/OS2 of the Gosport Borough Local Plan (Review).

ITEM NUMBER: 04.
APPLICATION NUMBER: 14/00071/FULL
APPLICANT: Mr Mayfield
DATE REGISTERED: 19.03.2014

ERECTION OF ENCLOSED DECKED AREA
Pebble Beach Bistro Stokes Bay Road Gosport Hampshire PO12 2BL

The Site and the proposal

1. This application has been referred to the Regulatory Board for decision as it relates to a site Outside the Urban Area Boundary and is, therefore, a Departure from the Gosport Borough Local Plan (Review).

2. The Pebble Beach Bistro is located on the southern side of Stokes Bay Road adjacent to the promenade and to the north west of the Stokes Bay Sailing Club. The site is in close proximity to the shoreline, a site of Nature Conservation Importance. In addition to being located outside the Urban Area Boundary it is within the Coastal Zone and is surrounded by an area of Existing Open Space. It is a single storey building, constructed from red bricks with grey brick details, under an artificial slate roof. It has blue metal windows and doors. The site slopes down to the north east and there are existing seating areas on both sides of the building and at the front. The area at the south eastern side of the building is bounded by walls and fencing of varying heights but is open to the promenade.

3. It is proposed to provide a decked area within the existing patio area located to the eastern side of the building. The proposed decking would be approximately 210m² in area and would create a level platform from the promenade. The existing boundary walls to the north and east would be retained and the south western boundary with the promenade would be enclosed by a 1.2m high balustrade with rope detail in between 1.35m high posts. The decking and balustrade would be constructed of Scandinavian redwood finished in brown woodstain to match other wooden features on and around the existing building. The proposal would result in the loss of 2no. Sheffield Cycle Hoops within the area.

Relevant Planning History

K12747 - erection of a single storey building to provide refreshment facilities - permitted 17.12.87
K12747/2 - alterations to boundary walls and erection of glass screens, timber decking to existing sitting out area and three umbrellas - permitted 12.05.04

Relevant Policies

National Planning Policy Framework (NPPF), March 2012

Gosport Borough Local Plan Review, 2006:

- R/DP1
General Standards of Development within the Urban Area
- R/OS1
Development Outside of the Urban Area
- R/CH1
Development within the Coastal Zone
- R/CH2
Pedestrian Access Along the Coast
- R/ENV5
Contaminated Land
- R/OS13
Protection of Habitats Supporting Protected Species

Consultations

Eastern Solent Coastal Partnership	No objection.
Environmental Health	No objection, subject to the implementation of an appropriate land contamination discovery strategy during construction.

Response to Public Advertisement

Nil

Principal Issues

1. The application site is located outside the Urban Area boundary and within the Coastal Zone where new development is considered to be inappropriate, with the exception of appropriate recreational uses or for the operational requirements of the MOD, public or other essential services. However, in this case the site comprises an existing cafe/wine bar that provides appropriate facilities for visitors to the area, the principle of the use having been established by the grant of the original consent in 1987 under reference K12747. Where developments are considered acceptable under Policy R/OS1, however, they should also accord with the criteria contained in Policy R/DP1 of the Gosport Borough Local Plan (Review). The proposal does not result in any loss of existing public access to the coast, in compliance with Policy R/CH2 of Gosport Borough Local Plan Review. The main issues in this case, therefore, are the acceptability of the design of the enclosed decked area and its impact upon the visual amenity of the area and the character of the coast and cycle storage, land contamination, flood risk and nature conservation.

2. The proposed decked area would be located on the south eastern side of the existing building, within the confines of the existing boundary treatment, over an existing area of hard surfacing and would not extend onto the promenade. The fence around the decking would not be visually intrusive and only have a single handrail with a rope feature below, incorporating the design elements of the existing buildings. As such, the open character of the promenade would be retained. The proposal will enhance this coastal location as a destination for tourism and leisure and the recreational value of the coast. In light of the above, the proposed development is acceptable in design terms and would not have a significant impact on the visual amenity of the area or harm the character or appearance of the coast, or landward or seaward views, in compliance with the NPPF and Policies R/OS1, R/DP1 and R/CH1 of the Gosport Borough Local Plan Review.

3. The site is located in close proximity to a Public Car Park and the cycle hoops can be re-provided elsewhere on the site. This can be controlled by condition. Subject to the above condition, the development would not reduce the amount of cycle storage on the site and the proposal is unlikely, therefore, to have a harmful impact on local traffic conditions, contribute to traffic congestion or result in harmful overspill parking in the local road network to the detriment of highway safety. The proposal, therefore, complies with the NPPF and Policy R/T11 of the Gosport Borough Local Plan Review.

4. The application site has been identified as being potentially contaminated. A planning condition is proposed to require a suitable remediation strategy to be agreed with the Local Authority to ensure that practicable and effective measures are provided to treat, contain or control any land contaminants that are discovered during construction on the site. Subject to this condition, the proposal would not expose the occupiers or patrons to an unacceptable contamination risk, in compliance with Policy R/ENV5 of the Gosport Borough Local Plan Review.

5. There are no protected or endangered species present on the existing hard surfaced site which has limited potential for biodiversity. The site is, however, in close proximity to areas that provide habitats for protected species, including Brent Geese and Waders. It is imperative, therefore, that construction process does not result in harmful levels of disturbance to the over-wintering bird population. It is proposed, therefore, to control the method and timing of construction by condition.

Subject to this condition, the development would not have an impact on protected species, in compliance with the NPPF and Policy R/OS13 of the Gosport Borough Local Plan Review.

6. Although the site is within an area at risk of flooding. The proposal does not introduce a significant amount of additional hard surfacing and does not increase the number of properties or people at risk from flooding and the existing flood defences are not compromised as a result of the development. It is, therefore, in compliance with the NPPF.

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

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 plans and particulars:

Plan A, Plan B, Plan C, Plan D, Plan E, Plan F, Plan G and Statement A

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with the NPPF and Policies R/DP1, R/OS1, R/CH1 and R/CH2 of the Gosport Borough Local Plan Review.

3. No development shall commence until the cycle storage facilities to be removed have been re-provided in accordance with a detailed scheme submitted to and approved, in writing, by the Local Planning Authority. The approved cycle storage facilities shall be retained thereafter.

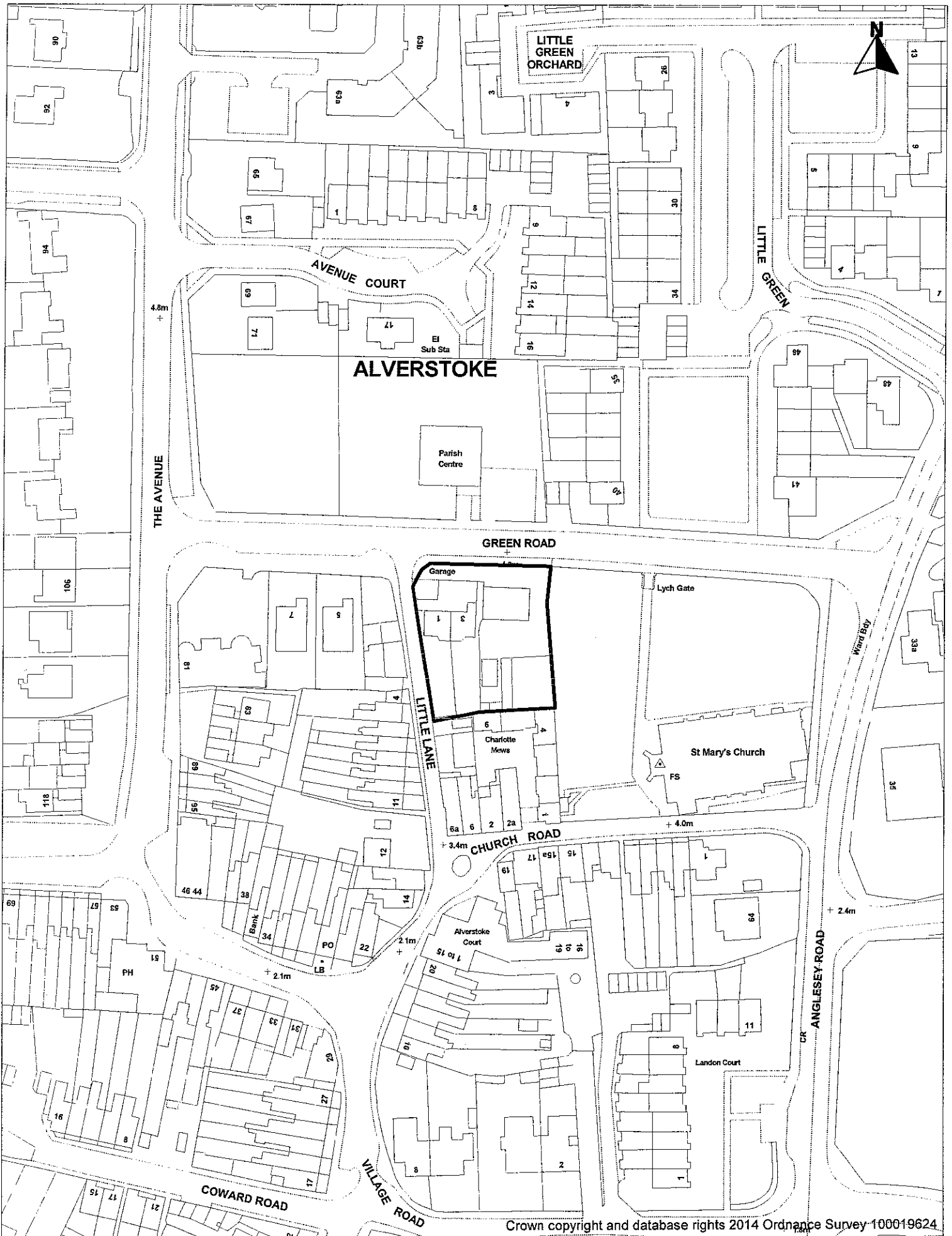
Reason - In order to ensure that adequate cycle storage is provided in compliance with the NPPF and Policy R/T11 of the Gosport Borough Local Plan Review.

4. If contamination not previously identified is found to be present at the site, then no further development or site clearance shall be carried out until a remediation strategy detailing how this unsuspected contamination is to be dealt with has been submitted to and approved, in writing, by the Local Planning Authority. Development shall thereafter proceed in accordance with the approved remediation strategy.

Reason - To ensure that risks from land contamination, ground gases and contaminated groundwater to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policy R/ENV5 of the Gosport Borough Local Plan Review.

5. Development shall not begin until a full Method Statement detailing how construction activities will be undertaken so as to avoid impacts to adjacent designated sites has been submitted to and approved, in writing, by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details, unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - To provide adequate ecological protection in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981 (and amendments) and Policies R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.



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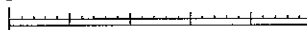
GOSPORT
Borough Council

DATE : 20/03/2014

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AGENDA ITEM 7/01

