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17 June 2016

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

**MEETING:** Regulatory Board  
**DATE:** 27 June 2016  
**TIME:** 6.00 pm  
**PLACE:** Council Chamber, Town Hall, Gosport  
**Democratic Services contact:** Vicki Stone

LINDA EDWARDS  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

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

Councillor Jessop (Chairman)  
Councillor Allen (Vice Chairman)

Councillor Mrs Batty	Councillor Foster-Reed
Councillor Beavis	Councillor Hicks
Councillor Carter	Councillor Raffaelli
Councillor Ms Diffey	Councillor Ronayne
Councillor Earle	Councillor Scard
Councillor Farr	Councillor Wright

### **INFORMATION FOR MEMBERS OF THE PUBLIC**

(To be read by 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.**

**Please note that mobile phones should be switched off or on silent for the duration of the meeting.**

**This meeting may be filmed or otherwise recorded. By attending this meeting, you are consenting to any broadcast of your image and being recorded.**

**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).

**AGENDA**

1. APOLOGIES FOR NON-ATTENDANCE
2. DECLARATIONS OF INTEREST  
*All Members are required to disclose, at this point in the meeting or as soon as possible thereafter, any disclosable pecuniary interest or personal interest in any item(s) being considered at this meeting.*
3. MINUTES OF THE MEETINGS OF THE REGULATORY BOARD HELD ON 5 APRIL 2016 AND 19 MAY 2016.
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 Thursday, 23<sup>rd</sup> June 2016. 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 Thursday, 23<sup>rd</sup> June 2016).*
6. REPORTS OF THE BOROUGH SOLICITOR AND DEPUTY CHIEF EXECUTIVE  
*Schedule of planning applications with recommendations.  
(grey sheets 1-57/1 pages)*
7. ANY OTHER ITEMS  
*Which the Chairman determines should be considered, by reason of special circumstances, as a matter of urgency.*

PART II  
Contact Officer:  
Debbie Gore  
Ext: 5455

**A MEETING OF THE REGULATORY BOARD  
WAS HELD ON 5 APRIL 2016 AT 6PM**

The Mayor (Councillor Farr)(ex-officio); Chairman of the P & O Board (Councillor Hook) (P) (ex-officio) Councillors Allen (P), Bateman (P), Carter (P), Dickson (P), Ms Diffey (P), Hicks (P), Hazel (P), Mrs Hook (P), Jessop (P), Langdon (P), Mrs Wright (P) and Wright (P)

**107. APOLOGIES**

An apology for inability to attend the meeting was received by the Mayor.

**108. DECLARATIONS OF INTEREST**

- Councillor Carter declared a personal interest in respect of item 1 of the grey pages of the report of the Borough Solicitor and Deputy Chief Executive.
- Councillor Hook declared a personal interest in respect of item 2 of the grey pages of the report of the Borough Solicitor and Deputy Chief Executive.
- Councillor Mrs Hook declared a personal interest in respect of item 2 of the grey pages of the report of the Borough Solicitor and Deputy Chief Executive.

**109. DEPUTATIONS**

A deputation had been received on the following item:

- Item 1 of the grey pages – 15/00643/FULL – 6 Queens Road, Lee-on-the-Solent

**110. PUBLIC QUESTIONS**

There were no public questions.

**PART II**

**111. TREE PRESERVATION ORDER G.137 – TREES AT BRITANNIA WAY, GOSPORT**

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive requesting the Board to consider whether to confirm, confirm with modifications, or not to confirm Tree Preservation Order G.137 where a representation had been received.

Members were advised that there were no updates.

A Member sought clarification as to whether the proposed Tree Preservation Order covered the whole site and asked if anyone wanted to carry out work on a particular tree, would planning permission be required? It was confirmed by the Head of Development Management that the proposal would protect all trees on the site and permission would be required to carry out any works to the trees with the exception of the procedure for dealing with any that were agreed to be dead, dying or dangerous. .

**RESOLVED:** That, in accordance with the Town and Country (Tree Preservation) (England) Regulations 2012, and despite a letter of representation, the Board confirm Tree Preservation No. G.137 relating to trees at Britannia Way, Gosport

- 112. 14/00576/FULL – DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT THREE STOREY BUILDING COMPRISING 6NO. ONE BEDROOMED FLATS WITH ASSOCIATED PARKING AND AMENITY SPACE (CONSERVATION AREA) (as amplified by plan received 12.06.15 and ecological survey received 29.07.15)  
116-118 Priory Road, Gosport**

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 14/00576/FULL, for the demolition of existing dwelling and erection of replacement three storey building comprising 6no, one bedroomed flats with associated parking and amenity space (Conservation Area) (as amplified by plan received 12.06.15 and ecological survey received 29.07.15).

Members were advised that there were no updates.

**RESOLVED:** That planning application 14/00576/FULL, be approved subject to the conditions set out in Appendix C of the report of the Borough Solicitor and Deputy Chief Executive.

- 113. 16/00071/HCC3 – COUNTY CONSULTATION – REGULATION 3 – EXTENSION TO EXISTING SCHOOL TO PROVIDE 2.NO ADDITIONAL CLASSROOMS AND SMALL GROUP ROOM  
Leesland C OF E Controlled Junior School, Gordon Road, Gosport**

Consideration was given to the report of the Borough Solicitor & Deputy Chief Executive advising Members that a planning consultation had been received from Hampshire County Council regarding the erection of an extension together with internal alterations to Leesland Junior School to provide 4no. additional classrooms and a small group room.

Members were informed that Hampshire County Council was the applicant and Local Planning Authority for determining the planning application. Gosport Borough Council had been consulted as part of the application process as the proposal was located in the Borough.

Members were advised by the Head of Development Management that it was considered that insufficient information had been submitted regarding the proposed parking facilities and figures provided did not correspond within the submitted information.

Following discussions, Members recognised the requirement for additional classroom facilities for local children however, concerns were expressed with the lack of car parking facilities available and the current traffic problems experienced in the area.

It was therefore suggested that Gosport Borough Council raise an observation to Hampshire County Council regarding concerns in respect to parking spaces available for staff on the site.

**RESOLVED:** That Gosport Borough Council respond to Hampshire County Council to advise that insufficient information had been submitted to carry out an assessment of the likely impact of the proposal on parking conditions or the free flow of traffic within the surrounding highway network and raise an observation regarding the provision of adequate car parking spaces for staff on the site.

- 114. REPORTS OF THE BOROUGH SOLICITOR & DEPUTY CHIEF EXECUTIVE**

The Borough Solicitor & Deputy Chief Executive submitted a report on applications received for planning consent setting out the recommendation.

**RESOLVED:** That a decision be taken on each application for planning consent as detailed below:

**115. 15/00643/FULL – ERECTION OF TWO STOREY SIDE EXTENSION WITH CAR PORT, FRONT DORMER WINDOW WITH BALCONY, SINGLE STOREY REAR EXTENSION AND INSTALLATION OF BALCONY TO FIRST FLOOR OF FRONT ELEVATION  
6 Queens Road Lee-on-the-Solent**

**Councillor Carter declared a personal interest in respect of this meeting; he left the meeting room and took no part in the discussion or the voting thereon.**

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 15/00643/FULL.

Mr Piggott was invited to address the Board.

Members were advised that there were no updates.

Mr Piggott advised members that his objections to the proposed planning application were threefold and referred Members to Photographs 1, 2, and 3 that he had produced and which had been circulated.

Mr Piggott advised Members that Photograph 1 showed the properties as they were now. Photograph 2 was an outline of the proposed extension and Photograph 3 was a computer enhanced image illustrating how the proposed extension would look.

Mr Piggott advised Members that the dimensions of the proposed extension indicated that the foot print of the extension would exceed the foot print of the existing property by approximately 64% i.e. by nearly two thirds. Mr Piggott stated that the Local Planning Guidance LP10 required that the scale and massing of a proposed building be considered in relation to adjoining buildings with this requirement further amplified by the Design Guidance SPD document, under the heading neighbouring development and in the SPD under massing. Therefore Mr Piggott believed that the physical dimensions of the proposed extension were at a variance with the guidelines and would therefore have a detrimental effect on the neighbouring property No.4 Queens Road by virtue of its overbearing nature and massing.

Mr Piggott's second objection was that the Design Guidance SPD residential privacy/separation distances stated that spacing between dwellings should allow for satisfactory space around the building and showed this space diagrammatically as being 1 Metre. Mr Piggott advised that the current plan only allowed 0.2 Metres between the boundary and the extension and that it should be noted that the spacing between No.4 Queens Road and the boundary was 1.2 Metres which meant that the distance between the extension and No4 would be 1.4 Metres and not 1.7 Meters as stated in the Case Officer's report.

Thirdly, Members were advised by Mr Piggott that the Design Guidance SPD document daylight and sunlight stated that the relative heights and separation of buildings should be adjusted to ensure that the windows of a neighbouring property enjoy reasonable day lighting. Mr Piggott referred Members to Photograph 2 & 3 which he felt gave an indication of the suns required elevation to give adequate light to No.4 with and without the extension and advised that the sun would need to be at an elevation of approximately 63 degrees to afford adequate light to No.4's glazed front door and glazed window to stairs and landing without the extension and that the sun would need to be at an elevation of 82 degrees to offer the same degree of adequate light were the extension to be in place. It was therefore contended that there would be an overshadowing and daylight/sunlight issue if the extension was built.

Before closing, Mr Piggott wished to make two further comments with respect to the Case Officers Report, these were:

- The Planning Officer states "that there is no uniform roof design in Queens Road and other examples are evident in the street scene" Mr Piggott advised Members that whilst this was

true, it should be pointed out that there were no properties in Queens Road with balconies in their roof, nor were there any other properties, with what he considered to be an intrusive balcony as an appendage to their front first floor elevation supported by a galvanised pole, all of which extended beyond the properties own building line.

- The Planning Officer further states “there are no uniform distances between properties in Queens Road”. Mr Piggott advised Members that this was also true, but there are no other properties that would have a small gap between them as No.6 and No.4 would have if the planning was granted. It was also noted that there was no other property in Queens Road that filled the full width of its building plot. Mr Piggott advised that these points further made the planned extension out of character with the rest of the street scene.

In conclusion, Mr Piggott believed there to be an issue of overbearing and massing, separation distance and also of shadowing and loss of daylight and sunlight.

Mr Piggott went on further to advise that he did not wish for this planning application to set an undesirable precedent for further overbearing buildings in Queens Road.

Mr Piggott requested that the Board make a site visit to see for themselves the impact that the proposed planning application would have not only on the neighbouring property No.4 Queens Road but also on the street scene.

The Agent Mr Ayles advised the Board that he would not be speaking on the application.

Members sought clarification and discussed the separation distance between No.4 and No.6 Queens Road, the weight to be given to the Supplementary Planning Document, the pattern of development along Queens Road and the concerns of the neighbouring resident.

**RESOLVED:** That planning application 15/00643/FULL be approved subject to the conditions of the report of the Borough Solicitor and Deputy Chief Executive.

- 116.                    15/00609/FULL - PART DEMOLITION OF TWO STOREY REAR ADDITION, INTERNAL AND EXTERNAL ALTERATIONS AND ERECTION OF REAR AND SECOND FLOOR EXTENSIONS AND PARTIAL CHANGE OF USE OF GROUND FLOOR TO FORM 6 NO. FLATS (CONSERVATION AREA) (as amended by plans received 09.02.16 and 14.03.16)  
20-24 High Street Gosport**

**Councillors Hook and Mrs Hook declared a personal interest in respect of this item.**

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 15/00609/FULL.

Members were advised that there were no updates.

**RESOLVED:** That planning application 15/00609/FULL be approved subject to the conditions of the report of the Borough Solicitor and Deputy Chief Executive.

- 117.                    15/00629/FULL – RENTENTION OF SINGLE STOREY SIDE EXTENSION  
28 Brockhurst Road Gosport**

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 15/00629/FULL.

Members were advised that there were no updates.

**RESOLVED** That planning application 15/00629/Full be approved.

**118. 16/00076/FULL – ERECTION OF FOUR-STOREY EXTENSION TO EXISTING HOTEL AND PROVISION OF ADDITIONAL CAR PARKING AND CYCLE STORAGE  
Premier Inn Gosport Leisure Park Forest Way Gosport**

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive requesting that consideration be given to planning application 16/00076/FULL.

Members were advised that there were no updates.

**RESOLVED:** That planning application 16/00076/FULL be approved subject to the conditions of the report of the Borough Solicitor and Deputy Chief Executive.

**119. ANY OTHER BUSINESS**

**FAREHAM BOROUGH COUNCIL CONSULTATION – ERECTION OF A 25 METRE HIGH RADAR TOWER, RADAR EQUIPMENT CABIN WITHIN A SECURE FENCED COMPOUND AND ASSOCIATED DEVELOPMENT  
DAEDALUS, LEE-ON-THE-SEOLENT**

The Chairman advised the Board that she had an item under Any Other Business for tonight's meeting. On 24<sup>th</sup> March 2016 (the day the Regulatory Board Agenda was issued, Fareham Borough Council consulted Gosport Borough Council on an application they had received for the erection of a 25 Metre high radar tower, radar equipment cabin within a secure fenced compound and associated development at Daedalus. Fareham Borough Council have asked for Gosport Borough Council's response by 14<sup>th</sup> April and as Chairman, had determined that by reasons of the special circumstances set out, that this matter should be considered as a matter of urgency, by the Regulatory Board at this meeting. The report was therefore circulated to Members of the Board for consideration.

Consideration was given to the report of the Borough Solicitor and Deputy Chief Executive advising Members that an application had been received by Fareham Borough Council from the National Air Traffic Control Centre (NATS) for the construction of a radar facility at Daedalus airfield. The Radar would be located immediately adjacent to the boundary with Gosport Borough Council. Fareham Borough Council would determine the planning application as the local planning authority and had consulted Gosport Borough Council.

Members were advised that the purpose of the report was to consider the Council's consultation response to Fareham Borough Council.

Following discussions, Members raised concerns about the impact on businesses within the Enterprise Zone and whether the proposals would deter future businesses. They also discussed and concluded that it was important to ensure nearby residential properties were not harmfully affected by the works being carried out.

**RESOLVED:** That delegated authority be given to the Head of Development Management to suggest to Fareham Borough Council that should they grant planning permission for the proposal a condition/s should be imposed to minimise the effect of the proposed works on nearby residents and that the comments set out at Paragraphs 3.2 and 3.3 of the report of the Borough Solicitor and Deputy Chief Executive be sent to Fareham Borough Council

Planning Appeals

Members were advised that an appeal at 11 Brockhurst Road had been submitted to the Planning Inspectorate for consideration.



Members were advised that the Planning Inspector had allowed the appeal against the Council's refusal of 149 Forton Road and therefore, the continued use of the ground floor as a massage treatment room (sui generis) could continue. The Planning Inspector noted concerns however, and was of the view that the use offered a service to members of the public. A condition was imposed by the Inspector requiring the shop window display to be maintained.

The Chairman thanked Members and Officers for their help and support during the Municipal Year.

Thanks were given to the Chairman for her work during the past Municipal Year which was unanimously endorsed by members.

Members conveyed their thanks and best wishes to the Deputy Head of Development Management David Cranmer as this was his last meeting.

Thanks was also given to Councillor Langdon as a long serving Member of the Board, in light of his retirement at the next election.

The meeting concluded at 18:48

CHAIRMAN

**A MEETING OF THE REGULATORY BOARD  
WAS HELD ON 19 MAY 2016**

The Mayor (Councillor Mrs Hook) (ex-officio) (P), Councillors Hook (ex-officio) (P), Allen (P), Mrs Batty (P), Beavis (P) Carter (P), Ms Diffey (P), Earle (P), Farr (P), Foster-Reed (P), Hicks (P), Jessop (P), Raffaelli (P), Ronayne (P), Scard (P), Wright (P)

**1. APOLOGIES**

There were no apologies received.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**3. DEPUTATIONS**

There were no deputations.

**4. PUBLIC QUESTIONS**

There were no public questions.

**5. ELECTION OF CHAIRMAN**

RESOLVED: That Councillor Jessop be appointed as Chairman of the Regulatory Board for the Municipal Year 2016-2017.

**6. ELECTION OF VICE-CHAIRMAN**

RESOLVED: That Councillor Allen be appointed as Vice-Chairman of the Regulatory Board for the Municipal Year 2016-2017.

The meeting concluded at 5.42pm

CHAIRMAN

**GOSPORT BOROUGH COUNCIL – REGULATORY BOARD**

**27th June 2016**

**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.

<b><u>Item</u></b>	<b><u>Page No</u></b>	<b><u>Appl. No.</u></b>	<b>INDEX</b>		<b><u>Recommendation</u></b>
			<b><u>Address</u></b>		
01.	03-08/1	15/00153/FULL	The Slaughterhouse Royal Clarence Yard Weevil Lane Gosport Hampshire		Grant Permission subject to Conditions
02.	09-14/1	15/00229/FULL	Anglesey Hotel 24 Crescent Road Gosport Hampshire PO12 2DH		Grant Permission subject to Conditions
03.	15-22/1	16/00059/FULL	Unit 3 - 4 Camden Street Gosport Hampshire PO12 3LU		Refuse
04.	23-26/1	16/00094/FULL	10 Palmerston Way Gosport Hampshire PO12 2LZ		Grant Permission subject to Conditions
05.	27-34	16/00032/FULL	Land At 29-33 Anns Hill Road Gosport Hampshire PO12 3JU		Grant Permission subject to Conditions
06.	35-42/1	15/00686/VOC	Alverstoke Village Showroom Green Road Gosport Hampshire PO12 2ET		Grant Permission subject to Conditions
07.	43-46/1	16/00015/FULL	Land Rear Of 363 Fareham Road Gosport Hampshire PO13 0AD		Refuse
08.	47-52/1	16/00163/FULL	16 Marine Parade West Lee-On-The-Solent Hampshire PO13 9LW		Grant Permission subject to Conditions
09.	53-54/1	16/00222/FULL	Northcott Summer House God's Port Housing Society Ltd Northcott Close Gosport PO12 2PP		Grant Permission subject to Conditions
10.	55-57/1	16/00204/FULL	48 Foster Road Gosport Hampshire PO12 2JJ		Grant Permission subject to Conditions

**ITEM NUMBER: 01.**

**APPLICATION NUMBER: 15/00153/FULL**

**APPLICANT: Mrs Olivia Forsyth Berkeley Homes (Southern) Limited**

**DATE REGISTERED: 23.03.2015**

**CHANGE OF USE OF THE SLAUGHTERHOUSE TO CLASS A3 (RESTAURANT/CAFE) AND CLASS D1 (INCLUDING CHURCH AND MEETING SPACES) (CONSERVATION AREA) (as amended by information received 23.06.15 and 12.04.2016)**

**The Slaughterhouse Royal Clarence Yard Weevil Lane Gosport Hampshire**

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

1. The application site constitutes a two-storey building, comprising of one open internal space, known as the Slaughterhouse, which is currently vacant. The building, which was grade II listed in 1999 due to its connection with the history of the site as Royal Clarence Victualling Yard, dates from approximately 1854 and is finished in red brick with a slate hipped roof and ridge vent.

2. The building is located on the waterfront at Royal Clarence Yard and has extant permission to be used as a cinema or restaurant/café. The wider Royal Clarence Yard area was designated a Conservation Area in 1990 and is characterised by the restored former naval buildings and the military history of the site. With Portsmouth Harbour to the east, the six-storey (tapering to three-storey) residential Galleon Place to the north-west, the five-storey residential Ledwell Court to the west and four-story (plus rooms in the roof) mixed use Bakery to the south-west, the site sits facing Slaughterhouse Square. Vehicular access to the site is over the shared surface with the closest demarcated access road 70m to the west. This site is located within Flood Zone 3.

3. The proposal is for the use of the building for (either as a mixed use or each use independently) use class A3 (restaurant/café) and use class D1 (church and meeting spaces). There would be no physical changes proposed to the building and the Royal Clarence Yard Car Park Management Plan, approved under reference 15/00153/FULL, allocates four dedicated spaces to the Slaughterhouse (to be used between 08:00-20:00) with overflow and visitor parking within Cooperage Green.

4. A marketing report has been submitted with the application and was updated in April 2016 to reflect the requirements of the recently adopted Gosport Borough Local Plan 2011-2029. The marketing report sets out that the building has been marketed since 2004, documents the methods of marketing (including extracts from the written press), the interest received and the price point at which it was marketed. In addition, the application plans are supported by an Acoustic Report, Design and Access Statement, Heritage Statement, Flood Risk Assessment and Biodiversity Checklist.

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

99/00465/OUT - mixed use development of residential, offices/workshops (B1), retail (A1, A2), public houses, cafes and restaurants (A3), cinema, hotel, leisure/community uses, marina, open space, and related infrastructure - permitted 30.11.01

02/00576/DETS - conversion of former slaughterhouse to bar/restaurant - permitted 12.11.02

05/00242/LBA - construction of internal concrete retaining walls to provide flood defences and minor alterations to elevations - permitted 06.06.05

05/00217/FULL - mixed use development comprising 394 residential units, 516 square metres of offices / workshops (class B1), 931 square metres of retail and restaurants / public houses / cafes (classes A1, A2, A3, A4 and A5), 682 square metres of cinema (class D2), millennium promenade and related infrastructure (including access, car parking, landscaping, open space and flood defences) - refused but allowed on appeal 02.02.06

05/00259/LBA - attachment of identification sign to west elevation - permitted 25.05.05

08/00050/FULL - minor external alterations and additions and change of use to restaurant/cafe (class A3) or drinking establishment (class a4) - permitted 13.03.08

08/00051/LBA - external and internal alterations to facilitate change of use to restaurant/cafe (class A3) or drinking establishment (class a4) - permitted 13.03.08

11/00479/LBA - provision of replacement external timber boarding in 4no. window openings in eastern elevation and render to internal brickwork - permitted 11.01.12

12/00231/FULL - internal alterations and use of premises as a church (class D1) - withdrawn 09.08.12 to enable a car parking strategy to be approved prior to consideration

15/00154/FULL - car parking strategy (amendment to car parking strategy approved 29.02.08) - permitted 16.10.15

### **Relevant Policies**

Gosport Borough Local Plan, 2011 – 2029:

LP1

Sustainable Development

LP2

Infrastructure

LP3

Spatial Strategy

LP10

Design

LP11

Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens

LP12

Designated Heritage Assets: Conservation Areas

LP22

Accessibility to New Development

LP23

Layout of Sites and Parking

LP42

International and Nationally Important Habitats

LP43

Locally Designated Nature Conservation Sites

LP44

Protecting Species and Other Features of Nature Conservation Importance

LP45

Flood Risk and Coastal Erosion

LP46

Pollution Control

LP47

Contamination and Unstable Land

Supplementary Planning Documents:

Gosport Borough Council Parking: Supplementary Planning Document: February 2014

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), March 2012

**Consultations**

HCC Local Lead Flood Authority	No comment.
The Gosport Society	No objection.
Environment Agency (Hants & IOW)	No comment.
Economic Prosperity	May represent a mixed opportunity to attract a higher employment generating user given the likely future development of the Royal Clarence Yard retained area and waterfront development in Gosport in accordance with the Councils Economic Plan. However, recognise that the proposal will bring a long term vacant building into viable use. The submitted marketing report could have benefitted from a formal marketing plan, reference more specifically to the Slaughterhouse (rather than the wider Royal Clarence Yard site), details of follow up marketing to direct advertising, additional signage, advertising the potential to sub-divide the building and advertisement of a leasehold option.
Environmental Health	No objection subject to conditions to control the impact of construction.
Local Highway Authority	No objection as the site is some distance from the public highway.
Crime Prevention & Design	No response received.
Natural England	No comment.
Historic England	Any conversion should be reversible and the original details kept visible where possible.
HCC Education Office	No objection.
HCC Ecology	No comment.

**Response to Public Advertisement**

32 letters of objection

Issues raised:-

- not in accordance with the original vision for Royal Clarence Yard
- proposal would prejudice the commercial viability and attractiveness of other units at Royal Clarence Yard
- is the only building capable of housing a large bar or restaurant
- is designated as a commercial frontage
- lack of parking
- impact upon property value on nearby residential properties
- impact upon nearby residential amenity by reason of noise, increase in traffic and litter
- the proposal would not act as a catalyst for footfall
- there are better alternative uses for the building
- would generate anti-social behaviour

- is the best commercial unit as it does not impact neighbouring properties so should be a café/restaurant
- the proposal is not employment generating
- the marketing exercise and report is inadequate failing to market the site for long enough, not using appropriate methods of marketing and employing an inappropriate pricing strategy, new specialist agents should have been appointed, the development is not referred to on the Berkeley Homes website
- commercial viability may increase with other developments coming forward in the vicinity
- more time should be given to seeking a better use
- the building should not be subdivided

3 letters of support

Issues raised:-

- would bring an empty building into use
- would result in less harm to nearby residential amenity than the consented restaurant/café use
- the existing church at Royal Clarence Yard makes a positive contribution to the community
- there would be sufficient parking as demonstrated by the approved car parking strategy

### ***Principal Issues***

1. The effect on property values is not a planning matter. The main issues are therefore the acceptability of the proposed use, the impact upon the grade II listed building and setting of the Royal Clarence Yard Conservation Area, the impact upon the amenity of neighbouring occupiers, parking provision and flooding.

2. The use of the Slaughterhouse for A3 uses (café/restaurant) already has permission and these uses could be implemented. This represents a strong fallback position, however, this is not the only matter for consideration, noting that these uses have not been implemented and the proposal seeks to introduce a Class D1 use into the buildings. This application should not be considered as resulting in the loss of those previously approved uses but on the merits of the new uses proposed.

3. In this regard the western frontage of the Slaughterhouse is safeguarded by policy LP31 of the Gosport Borough Local Plan 2011-2029 for commercial purposes which is defined as use classes A1, A2, A3, A4, A5, B1a, C1 and leisure uses (Class D2). However, the policy recognises that should the market demand not materialise then a change of use would be acceptable provided that there have been reasonable attempts to let/sell the property for a commercial use. The proposed use would result in a mixed use falling within Class A3 (restaurant and cafe and Class D1 (church) and therefore is partly in compliance with Policy LP31.

4. In guiding applicants the supporting text to Policy LP31 states that "Planning permission for a change of use or redevelopment to a non-commercial purpose will only be considered if sufficient evidence is provided of how the property has been marketed for sell and/or let which demonstrates that a commercial use cannot be secured at this site". Concern has been expressed that the proposed use is not 'commercial' in nature and therefore the application has been considered in the light of the criteria within the Policy relating to the marketing of the property. These criteria are:-

- "The length of marketing period . . . properties should be marketed for a period of at least six months ... in some cases it may be more appropriate to consider a longer marketing period particularly where a commercial frontage forms part of a larger development site that has yet to be completed" - the Slaughterhouse was either marketed individually or as part of the wider Royal Clarence Yard, on and off, since 2004.
- "The methods of marketing" - marketing has taken place via direct mail, placement in industry magazines, local property investment websites, local newspapers, signage, by flyer at local events and through instructing a marketing agent.
- "The level and type of interest generated" - 17 enquiries were received regarding the Slaughterhouse since 2011 from a variety of potential users, some of which would have required a change of use. A variety of reasons were given for not progressing which the most frequent being concern over the lack of footfall, size of the building and that the building was not fit out.



- "Pricing details" - the Slaughterhouse was priced at a rate lower than comparable space on Gosport High Street.

5. It is considered that the marketing information has met the scope of the requirements of policy LP31 and has, in some instances, exceeded it such as by the site being on the market, in one way or another, since 2004. The Economic Prosperity section comment that the marketing could have gone further by being both more specific to the Slaughterhouse (as opposed to the wider Royal Clarence Yard site) and also being more innovative and pro-active in its methods, however, when these facts are considered collectively it is clear that there has not been sufficient interest from the market for the use of the building under its current commercial consents and that the marketing exercises have had sufficient exposure at an appropriate price point to demonstrate that the proposal is in accordance with policy LP31 of the Gosport Borough Local Plan 2011-2029.

6. Given this conclusion it is clear that an alternative use may be considered acceptable in the Slaughterhouse. The mixed uses proposed, including Class D1 uses (such as church and conference facilities), are considered compatible with the wider mixed of uses at Royal Clarence Yard so are acceptable in principle and in accordance with policy LP31 that states that if a commercial use cannot be secured "preferred alternative uses would include community uses". Furthermore, as the building is capable of acceptably accommodating any use within the A3 and D1 use classes it is not considered necessary to condition the proposal to any specific use within these use classes.

7. There are no physical changes proposed to the exterior of the building and the building's relationship with other buildings at Royal Clarence Yard will not change. It is considered that, in principle, the uses proposed are compatible with the grade II listed status of the building and that, subject to applying for listed building consent, it is likely to be possible to achieve an internal layout that respects the listing of the building. No planning conditions are necessary regarding any physical works as these would require separate listed building consent. Therefore, it is not considered that the proposal would harm the special historic interest of the building or the setting of the Royal Clarence Yard Conservation Area in accordance with policies LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

8. Extant permission is in place for the use of the Slaughterhouse as either a café/restaurant or a cinema reflective of the intended mixed use nature of Royal Clarence Yard. It is not considered that the proposal would result in any disturbance to the amenity of neighbouring residential occupiers or anti-social behaviour or litter above and beyond what would be generated should the extant permissions be implemented. Furthermore, neither the previous 1999 outline or 2002 reserved matters applications (to use the Slaughterhouse as a restaurant/café) or the 2005 permission (to use the Slaughterhouse as a cinema) imposed any restrictions upon opening hours or hours of deliveries. Therefore, as there is extant permission for the proposed A3 (café/restaurant) use already and the additional D1 use would be unlikely to be more disruptive it is not considered, given this established fall-back position, that the hours of opening or hours of deliveries should be restricted. Therefore, it is considered that the proposal would have an acceptable impact upon the amenity of occupiers of adjacent residential units in accordance with policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

9. The proposal includes parking in accordance with the Royal Clarence Yard Car Parking Strategy (approved under 15/00153/FULL) which allocates four dedicated spaces to the Slaughterhouse (to be used between 08:00-20:00) with further overflow and visitor parking within Cooperage Green. The previous permissions for the building would have required a greater level of parking provision (e.g. the Cinema would require approximately 72 spaces based on 360 seats) and given this strong fall-back position it is considered that the parking provision proposed is acceptable in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

10. Whilst the site lies in EA Flood Zone 3 the proposed use is not considered a vulnerable use and is no more vulnerable than the previous permitted uses so is considered acceptable in accordance with Policy LP45 of the Gosport Borough Local Plan 2011-2029.

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**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:

C690/SL/WINDOWS/01 A; 31090 03 C.

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

**ITEM NUMBER: 02.**  
**APPLICATION NUMBER: 15/00229/FULL**  
**APPLICANT: Mr Ray Bezani Anglesey Hotel**  
**DATE REGISTERED: 26.05.2015**

**DEMOLITION OF GARAGES AND BOUNDARY WALL AND ERECTION OF TWO-STOREY BUILDING COMPRISING STAFF ACCOMMODATION AND GARAGES TOGETHER WITH BOUNDARY WALL (LISTED BUILDING IN A CONSERVATION AREA) (as amended by plans received 07.12.15 and 07.03.16)**  
**Anglesey Hotel 24 Crescent Road Gosport Hampshire PO12 2DH**

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

1. The application site is the Anglesey Hotel with the proposal seeking changes within the rear yard which currently constitutes a detached row of five single depth garages with a pitched roof and an approximately 2m high brick wall which faces St Marks Road and the junction with Anglesey Arms Road. The rear elevation of the Hotel faces the garages which includes a fire escape from the first floor. Anglesey Hotel forms part of the Grade II\* listed Crescent that was constructed circa 1830 and is of special historic interest.
2. Whilst part of the Crescent, the Hotel is located at the eastern end of the terrace so it also faces St Marks Road to its east and Anglesey Arms Road to the rear. There is a two-storey dwelling on the corner of Anglesey Arms Road facing the application site, no.22 St Marks Road. The adjoining three-storey (plus dormers) dwelling (No.23 Crescent Road) shares an approximately 2m high common brick garden boundary with the application site.
3. The Crescent was originally conceived as a full semi-circular Crescent with the hotel at the centre point of the 'Anglesey Ville' concept. However, when the second part of the Crescent was not constructed, the rear of the Crescent (Anglesey Arms Road) started to incrementally develop as a service road with coach houses being constructed as ancillary structures to the houses. The Crescent is also close to the graveyard wall to its north-east which was grade II listed in 1983 as the boundary of the former church of St Mark. These structures, and their relationship with each other form the character of this part of the Anglesey Conservation Area.
4. The proposal is for the demolition of the garages and the brick boundary wall adjacent to St Marks Road and the erection of a detached two-storey building that would form a new corner building facing both St Marks Road and Anglesey Arms Road.
5. The building would be a consistent 6.8 metres high (the current garages are 3.3m high) and would comprise of four garages (a minimum of 2.8m x 5.6m respectively), a bin store and storage area at ground floor and two staff accommodation units at first floor each containing a living room, bedroom and bathroom. The garages would be accessed from St Marks Road whilst access to the rear service yard would be available through a 2m high x 3.8m wide access from Anglesey Arms Road. The proposal includes four parking spaces within the four garages and two spaces within the rear courtyard. Pedestrian access would be available between the hotel and new building. The elevation facing St Marks road would be finished in white render and the elevation facing Anglesey Arms road in brickwork with timber boarding at first floor. The roof would be finished in natural slate.
6. The application plans are supported by a Biodiversity Checklist, Heritage Statement and Design and Access statement.

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

05/00077/FULL - Installation of stone staircase to provide access to basement front door and railings - permitted 29.03.05

05/00156/FULL - Erection of single storey rear extension and replacement external staircase - permitted 03.05.05

06/00607/FULL - Retention of single storey rear extension, external staircase and 3no. condenser units (amendments to consent k5744/13) and further works for the installation of a door in the rear elevation of the main building and retention of boundary gates - permitted 21.02.08

07/00273/FULL - Alterations and extension to existing hotel to provide disabled access via passenger lift and additional bedroom accommodation - permitted 21.02.08

09/00051/FULL - Alterations and extensions to existing hotel - permitted 17.07.09

10/00020/FULL - Retention of existing works and further works for alterations and extensions to existing hotel including new kitchen extraction system - permitted 26.03.10

### **Relevant Policies**

Gosport Borough Local Plan, 2011 – 2029:

LP10

Design

LP11

Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens

LP12

Designated Heritage Assets: Conservation Areas

LP18

Tourism

LP22

Accessibility to New Development

LP23

Layout of Sites and Parking

LP44

Protecting Species and Other Features of Nature Conservation Importance

LP47

Contamination and Unstable Land

Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

Gosport Borough Council Parking: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), March 2012

### **Consultations**

Historic England	No objection. High quality materials and careful detailing should be controlled via condition.
Society Protection Ancient Buildings	No response received.
Twentieth Century Society	No response received.
Georgian Group	No response received.
The Gosport Society	No objection subject to planning conditions regarding the garages being used only for parking and that the accommodation is not

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	for hotel guests.
The Victorian Society	No response received.
HCC Ecology	No objection.
Environmental Health	No objection. Conditions should be used to control the hours of construction work and the emission of smoke and dust.
Streetscene Waste & Cleansing	No objection.
Local Highway Authority	No objection. A condition should be used to ensure that the proposed parking is retained as parking.

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

13 letters of objection

Issues raised:-

- lack of parking provision
- parking of commercial vehicles in a residential area
- the existing garages are not used for the parking of vehicles
- proposal would restrict access for large vehicles to the parking court
- would result in lack of parking for those visiting Crescent Gardens
- harm to highway safety
- the business has outgrown its premises
- the owners accommodation will result in the need for additional parking
- the proposal should not be used as additional bedrooms
- impact on neighbouring dwelling (23 Crescent Road) by reason of loss of outlook, overshadowing, overbearing and noise impact that represents a cumulative impact
- there is no need for owners/staff accommodation
- harm arising from the removal of historic garages
- design of the development is harmful to the setting of the Grade II\* listed Crescent and Anglesey Conservation Area which is one of the most impressive buildings in southern England
- harm to views into and out of the Anglesey Conservation Area
- proposal is overdevelopment

### ***Principal Issues***

1. The Anglesey Hotel was constructed in 1830 and therefore the existing on site arrangement is not reflective of how a new build hotel would be developed today in the context of current parking standard and residential amenity standards. This invariably results in the hotel having a complex relationship with neighbouring residential properties and the local highway network. It is also worth noting that the use of the application site for the operation of an external catering business has been the subject of a recent enforcement investigation which concluded that a material change of use had not taken place and the site was not operating in breach of its planning permissions in this regard. Therefore, the main issues in this case are the proposed use, the proposed design and its impact on the setting of the grade II\* listed Crescent and whether it preserves or enhances the Anglesey Conservation Area and the impact upon the amenity of neighbouring properties, highway safety and parking and access.

2. It is common that a hotel, as a 24 hour business, includes accommodation for the owner or employees and, in some cases, their families to ensure that there is an on-site presence at all times to assist in the operation of the business. The proposal, which is to accommodate existing employees, is therefore considered acceptable, in principle, subject to planning conditions to ensure

that the units are only used by those working at the hotel and their immediate families and that the units are not used by hotel guests. Subject to these conditions, the proposed use is considered to be in accordance with policy LP18 of the Gosport Borough Local Plan 2011-2029.

3. The existing garage block and wall facing St Marks Road are not considered to be of historic significance and, as such, their demolition is considered acceptable.

4. The proposed design is a simple two-storey building that is considered to be appropriate for the site, with regard to form, scale and material, located on the junction of St Marks Road and Anglesey Arms Road. The positioning of the building on the existing garage footprint and the continuation of the building along Anglesey Arms Road is historically appropriate and will sit comfortably within its environment alongside the other rear developments on Anglesey Arms Road. Therefore, subject to securing appropriate external materials and window detailing via planning conditions, it is considered that the proposal would preserve the Anglesey Conservation Area and the special historic interest of the grade II\* listed building and grade II listed graveyard boundary wall.

5. The proposal does not include any windows facing the neighbouring property to the west, number 23 Crescent Road, adjoined to the hotel, whilst all access to the units is via 2no. internal, enclosed staircases. To ensure that there is not any harmful overlooking it is considered appropriate to ensure that occupiers of the units do not utilise the existing fire exit to the hotel (which is adjacent to and overlooks No.23) for access or egress except in an emergency. The proposal retains the broad footprint of the existing garages whilst adding a second storey. Whilst this will affect the outlook from number 23, given that the proposal is set in 4.5m from the existing boundary with this property it would not have an overbearing impact nor result in an unacceptable loss of light.

6. Whilst the proposal includes windows to a bedroom and living room 9m away from the first floor lounge of number 22 St Marks Road, this is considered acceptable, given that there is an indirect angle between these respective windows and the existing close relationship between the coachhouses at the rear of the Crescent and properties on Anglesey Arms Road and given there is an intervening access road. There are no windows in the southern elevation of the proposal (facing the windows on the northern elevation of the hotel) whilst the western elevation of properties on The Lane to the east (beyond St Marks Road) have no windows facing the application site. Therefore, it is considered that the proposal would have an acceptable impact upon the amenity of occupiers of the neighbouring properties in accordance with policy LP10 of the Gosport Borough Local Plan 2011-2029.

7. When permission was granted in 2009 and 2010 to extend the eastern flank of the hotel a planning condition was imposed to require the submission of a plan identifying the parking arrangements. This was submitted and it was agreed that the two northernmost garages would be for customer parking, with one space within the rear courtyard for customer parking and two spaces within the rear courtyard for staff parking (a total of three customer and two staff). None of these existing spaces are large enough to meet the size standards advocated in the subsequently adopted Gosport Parking SPD 2014 and it is clear that the existing garages have not been regularly used for the intended purpose. The remaining three garages were not required by planning condition to be retained as garages and so could be used for storage.

8. This proposal includes four parking spaces within the proposed garages and two spaces within the rear courtyard (unallocated). Subject to a condition to require that these spaces only be used for the parking of vehicles, the proposal would result in an increase of one parking space compared to the existing situation (currently two spaces secured in the garages and three in the rear yard). If the proposal was for 2no. one-bed residential dwellings then the Gosport Parking SPD would advocate the provision of one additional space per unit. However, as the units proposed are for the accommodation of existing staff and ancillary to the use of the hotel, one additional parking space above and beyond that currently approved is considered acceptable in this instance and would not harm either the free-flow of traffic on St Marks Road or the availability of parking in the locality.

9. Whilst the proposed garages fall below the size standards advocated in the Gosport Parking SPD 2014, they are larger than the existing garages and, to make them deeper would reduce the

size of the rear courtyard and result in a building of greater mass with a shallower roof pitch potentially harmful to the character and appearance of the Anglesey Conservation Area and setting of the grade II\* listed building and affecting the proposed external car parking facilities.

10. Due to the height of the proposed entrance from Anglesey Arms Road (which has a first floor over it) the proposal would restrict the ability of tall vehicles to access the rear courtyard. However, the applicants have outlined that they currently predominately service the site from St Marks Road (which is in accordance with the planning condition requiring the rear courtyard to be reserved for one customer parking space and two staff parking spaces). There is no reason to consider that the proposal would increase the need for commercial vehicle movements to or from the site and any current concerns with regard to highway safety or obstruction of the highway is a matter for either the Local Highway Authority or Police to enforce. Therefore, it is considered that the parking and access arrangements proposed are in accordance with policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Parking SPD 2014.

### **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:

15003(AP)00.01 E; 15001(AP)40.10 K; 15003(AP)10 G; 15003(AP)10.15 D; 15001(AP)40.11 H; 15003(AP)40.13 E

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan Review.

3. No person shall occupy any of the staff accommodation hereby approved other than the owner of the Anglesey Hotel or persons solely or mainly employed by the Anglesey Hotel or a spouse or any resident dependants of such owner or employee. The Anglesey Hotel shall keep a record of those occupying the residential units and make it available to the Local Planning Authority upon request.

Reason - To safeguard the amenity of occupiers of nearby residential properties in accordance with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029 and to ensure that the proposal does not harm the free-flow of traffic on St Marks Road or the availability of parking in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

4. The garages, as highlighted blue on approved plan no. 15003(AP)10.10 G, shall only be used for the garaging of vehicles and for no other use. The Garages shall be provided prior to first occupation of the units and thereafter retained.

Reason - To ensure that the proposal does not harm the free-flow of traffic on St Marks Road or the availability of parking in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

5. The Yard Area, as highlighted yellow on approved plan no. 15003(AP)10.10 G, shall be made available at all times to allow for the parking of vehicles of staff and customers of the hotel unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that the proposal does not harm the free-flow of traffic on St Marks Road or the availability of parking in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

6. No development shall commence until details of all external materials to be used and window reveals have been submitted to and approved, in writing, by the Local Planning Authority. The development must be carried out in accordance with the approved details.

Reason - To preserve the character and appearance of the Anglesey Conservation Area and the setting of the grade II\* listed building in accordance with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough SPD Design 2014.

7. No use of the external fire escape (as highlighted green on approved plan no. 15003(AP)10.10 G) as a means of access or egress shall take place other than by occupiers of the staff accommodation in the event of an emergency.

Reason - To protect the amenity of the adjoining residential properties in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

8. The facilities for the storage of refuse for removal, as shown on the approved plan reference no. 15003(AP)10.10 G, shall be provided before the staff accommodation hereby approved is first occupied.

Reason - To protect the amenity of the adjoining residential properties in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Gosport Design SPD 2014.

9. The construction of the development, hereby approved, shall not be undertaken except for between the hours of 08:00 and 18:00 Monday to Friday, 09:00 and 13:00 on Saturday's and at no time on Sundays, Bank Holidays or Public Holidays unless otherwise approved, in writing, by the Local Planning Authority.

Reason - In the interests of the amenities of occupiers of the neighbouring residential properties and in accordance with Policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

10. No permanent external lighting shall be erected until details have been submitted to and approved, in writing, by the Local Planning Authority. The lighting shall be installed as approved and retained as such.

Reason - To preserve the character and appearance of the Anglesey Conservation Area and the setting of the grade II\* listed building in accordance with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough SPD Design 2014.



**ITEM NUMBER: 03.**  
**APPLICATION NUMBER: 16/00059/FULL**  
**APPLICANT: Mr John Bland TecSew Ltd**  
**DATE REGISTERED: 04.02.2016**

**DEMOLITION OF EXISTING LIGHT INDUSTRIAL UNIT (CLASS B2) AND ERECTION OF 6 NO. TWO BEDROOM HOUSES AND 1 NO. THREE BEDROOM HOUSE WITH ASSOCIATED PARKING, CYCLE AND BIN STORAGE (as amended by design and access statement received 14.04.16 and plan and email received 31.05.16)**  
**Unit 3 - 4 Camden Street Gosport Hampshire PO12 3LU**

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

1. The application site is located on the eastern side of Camden Street and is 0.074 hectares in area. The site contains a single storey, pitched roof light industrial unit (currently occupied by TecSaw Ltd) together with a yard area to the north. The 6m high building is set back from the pavement of Camden Street by approximately 1.7m. The building is approximately 17.8m wide along Camden Street reducing to be approximately 15.7m wide at the rear of the site. It is constructed of red brick and has a roller shutter door in the western elevation. The yard area to the north is approximately 6.4m wide along Camden Street and is approximately 30m deep.
2. The application site also includes a section of unregistered land beyond the yard area of the industrial unit that is used for access to the dwellings to the north, numbers 1-6 Camden Terrace. This section of unregistered land is approximately 25m long and 3m wide. There is no boundary between the land and the yard area of the industrial unit. The dwellings of Camden Terrace are set at an angle to the industrial unit and are set off its northern elevation by between approximately 14m (from number 1 at the western end of the terrace) and approximately 9.4m (from number 6 at the eastern end). These properties front onto the land and have front gardens that vary in depth between 3m-4m. They originally had approximately 5.5m deep rear gardens but most dwellings have been extended to the rear. The dwellings are of two storey scale, with a traditional design and a variety of brick, render and tile hanging finishes, all under pitched, tiled roofs.
3. To the east of the site is the rear elevation of Lansdowne House, which is a three storey block of 25 flats. The windowed rear elevation is L shaped and is located approximately 11.5m away from the application site beyond the car park with the southern section being located adjacent to the boundary with the application site. There are no openings in this opposing section. To the south of the site, beyond a section of hedging, is an access to Elizabeth Court which is a two storey block of 57 flats. The opposing articulated elevation is set off the boundary with the application site by between 7.5m and 12.5m. There are windows to both levels in this elevation. To the west of the site, beyond Camden Street, is a terrace of two storey dwellings.
4. Camden Street has a one way entry from Forton Road (A32) but changes to be a two way road along its length. There are parking restrictions in the form of white lines at the accesses to the industrial unit, the land to the north and also to the two vehicular access points to Elizabeth Court.
5. The proposal is for the demolition of the existing light industrial unit and the erection of a terrace of 6no. two bedroom houses and 1no. three bedroom house with associated parking, cycle and bin storage. The proposed terrace would be sited along the southern boundary in a linear arrangement. The terrace would be set back from the Camden Street pavement by 1.6m and would be 9.3m wide and 29.1m deep. The terrace would have a modern design with a mono-pitched roof sloping from south to north with an overall height of 7m. It would be constructed of a combination of brick with render and timber cladding sections and a metal, standing seam roof. The westernmost dwelling would be accessed from Camden Street to the west and would have three bedrooms. The remainder would be accessed from the north and would have two bedrooms, each with identical internal layouts. Each dwelling within the terrace would have two ground floor windows in the southern elevation serving the kitchen and two high level, roof lights serving a bedroom. The northern elevation would contain the pedestrian access doors, set in pairs, with glass canopies over

and first floor bay windows. The door to the westernmost dwelling would similarly have a glass canopy.

6. Each dwelling within the new terrace would have a front garden area, varying in depth between 5.9m and 3.8m. The gardens are shown to be bound by 0.95m high walls. The plans show each dwelling having a cycle store in the front gardens and a communal bin store set within the garden of the westernmost dwelling, but accessed from Camden Street.

7. Originally, it was proposed for the bin store to have sufficient space to contain four 1300 litre Eurobins, side on, and for the site to have nine parking spaces (2.4m x 4.8m). Amended plans, however, have now been received which show the bin store, with sliding gates, containing 2x1100 litre and 2x660 litre Eurobins and the provision of ten parking spaces on the site. There would be seven spaces on the southern side of the parking area and three spaces alongside the eastern boundary. The vehicular spaces would be accessed from Camden Street using the existing dropped kerb and the plans show a parking and manoeuvring area that includes the area of unregistered land to the north. There would be a 0.7m wide footway in-between the front gardens and the parking area.

8. The application is supported by justification of the quantum and layout of the development, including the level of car parking proposed.

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

K6500/1 - demolition of dwelling (no.31) and use of land for light industrial purposes - permitted 05.08.69

### ***Relevant Policies***

Gosport Borough Local Plan, 2011 – 2029:

- LP10
- Design
- LP16
- Employment Land
- LP23
- Layout of Sites and Parking
- LP24
- Housing
- LP42
- International and Nationally Important Habitats
- LP47
- Contamination and Unstable Land

Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

Gosport Borough Council Parking: Supplementary Planning Document: February 2014  
Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

### ***Consultations***

Streetscene Waste & Cleansing

Raise objection. Whilst the proposed bin store accommodates the number of bins required for the development, these are not all accessible. Bins will have to be moved by residents in order to use them all.

Building Control	No response received.
Local Highway Authority	<p>Raise objection. The proposal does not meet the parking requirements of the Gosport Borough Parking SPD (Parking SPD).</p> <p>If the car parking spaces are to be allocated then the Parking SPD identifies a requirement for 14 spaces and the Parking SPD states that 'an extra 0.2 spaces per dwelling must be provided for visitors off-street where there is no demonstrable capacity for on street parking in the vicinity of the site'. The Local Highway Authority is not satisfied that there is available capacity on Camden Street to accommodate additional on street parking which may be required in association with this development. The total requirement would, therefore, be for the provision of 16 spaces. If the parking spaces were to be un-allocated then the requirement would be reduced to 13 spaces, including visitor spaces. The provision of 10 spaces, therefore, does not meet the adopted standards.</p> <p>It is also noted that any parking which may currently occur on the site related to Camden Terrace will need to be relocated which might lead to further demands for on street parking on Camden Street, which as stated previously, is already subject to parking stress.</p> <p>The revised scheme shows spaces provided at 2.5m x 4.8m which meet the standard size. The space closest to the entry from Camden Street, however, appears not to be fully shown and the corner does overrun the footway. There is also a requirement for 6m clear space to the rear of those spaces to enable vehicles to manoeuvre adequately on site. This 6m clear space is achievable on site subject to the applicants having control of the full area behind the adjoining cottages and the LPA will need to be satisfied that any existing rights associated with the cottages are maintained. The three spaces shown on the plan on the eastern boundary are shown at 2.4m x 5m which meets the required standard. Whilst there is no extension of the parking area to allow easy reversing for the space nearest the properties the Local Highway Authority are satisfied that with minimal additional manoeuvring this space is acceptable.</p> <p>The proposed on site footway linking the</p>

properties to Camden Street is of minimal width and any overhanging of vehicles of the kerb line will restrict access further, however, this path would not be adopted by the Local Highway Authority. No footway is provided to the northern side of the car park area to the rear of the cottages but with the slow speeds and the scale of the development here, a shared surface arrangement is acceptable.

Whilst in overall terms the Highway Authority are satisfied with the general parking layout based upon the highway and footway not being adopted, the proposal does not provide sufficient parking on site to comply with the adopted standards.

Natural England

The proposal is likely to increase the level of recreational disturbance along the coast, the impact of which will need to be satisfactorily mitigated.

Environmental Health

No objection, subject to conditions in respect of land contamination.

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

5 letters of objection (to original plans)

Issues raised:-

- unregistered land included within application site is under the ownership of residents of Camden Terrace
- Camden Terrace residents have right of access over unregistered land
- Camden Terrace residents have right to park on unregistered land
- only Camden Terrace residents have right to use unregistered land
- use of unregistered land will be resisted by owners
- supporting documents are misleading
- noise, disturbance and highway safety issues during works
- bin store location could cause litter
- works will damage hedges on southern boundary
- right to light issues
- an alternative proposal submitted to demonstrate solution to parking issues
- parking restrictions are ignored and not enforceable
- dwellings are out of keeping with the local area
- lack of rear gardens is uncharacteristic
- loss of light
- support objection raised by Local Highway Authority
- development will exacerbate existing parking issues in the locality
- use of unregistered land will displace parking onto Camden Street
- lack of footway on northern boundary would be dangerous
- insufficient bin storage or management/maintenance plan for communal bin store area
- bins ought to be stored within gardens

3 letters of support (to original plans)

Issues raised:-

- existing factory does not have allocated parking or cycle storage
- residents park on factory site and affect access
- factory is inappropriate use for residential area

1 letter of observation (to original plans)

Issues raised:-

- relocation of the existing business is not a material consideration
- issues with unregistered land ought to be resolved
- noise, disturbance and highway safety issues during works will need to be addressed
- Camden Street has parking issues
- factory site is used for overflow parking by residents
- employees can cycle to work
- residential use will improve streetscene, however, dwellings should be of traditional design and materials
- not clear whether the dwellings will be private or social housing

1 petition of objection containing 54 signatures (to original plans)

2 letters of objection (to amended plans)

New issues raised:-

- amended layout does not overcome concerns
- separation distances between properties do not comply with design guidance
- scheme still deficient in parking numbers
- separation distances between buildings would result in loss of privacy

### ***Principal Issues***

1. Issues of ownership, maintenance and rights of access over the area of unregistered land are private legal matters between the interested parties. The area of land is included within the application site and requisite notice has been served on all those with an interest in the land, in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015. The information accompanying the application has been submitted with the intention of supporting the application, nevertheless, the application forms and plans are of adequate detail and the plans show the relationships between the properties, and, in conjunction with the Officers site visit, are sufficient to enable this application to be determined. The application has to be considered on the basis of the plans and particulars submitted by the applicant. No trees or hedges worthy of protection or retention would be affected by the development. A certain level of disturbance is inevitable during the construction period, but if it becomes a nuisance, the matter can be dealt with through the Environmental Health legislation. If vehicles block the public highway, the matter should be referred to the Police. The relocation of the existing business and the requirements of Right to Light legislation are not material planning considerations. There is no requirement for Social Housing on a development of this size. The main issues for consideration, therefore, are the acceptability of the principle of the development, the appropriateness of the design, the impact on the amenities of the occupiers of the neighbouring properties, the adequacy of access and parking arrangements and the provision for cycle parking, refuse storage and collection, land contamination and recreational disturbance.

2. The site is located within the Urban Area Boundary where the principle of development is acceptable provided that the details of the application accord with the relevant policies of the Gosport Borough Local Plan, 2011-2029 (GBLP) and the National Planning Policy Framework (NPPF). The site has not been protected for employment purposes under Policy LP16 of the GBLP and the development would remove a non-conforming use from an established residential area and, the principle of use of the site for residential purposes, therefore, is acceptable.

3. Within the NPPF, a key objective is that Local Planning Authorities continue to make effective use of land by re-using that which has previously been developed. Paragraph 58 of the NPPF states that 'decisions should aim to ensure that developments add to the overall quality of the area, establishing a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live.' The NPPF also makes it clear that 'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.'

4. The site is located with an area of mixed character with flatted developments adjacent and whilst there are a variety of building styles in the locality, traditional red brick and rendered, terraced dwellings with conventional roof forms predominate. With the exception of Camden Terrace, which consists of an uncharacteristic row of dwellings with limited areas of on-site amenity space to the front and rear, the residential properties in the locality have an active frontage with a road and rear gardens, which are key characteristics of the locality. The Gosport Borough Council Design Guidance: Supplementary Planning Document (Design SPD) states "...for a new development to integrate well with its context, it needs to take account of the grain that surrounds it, without necessarily trying to replicate it. It should integrate with existing movement networks and create attractive and continuous streetscapes, knitting in visually and functionally with existing development".

5. The housing density proposed, at 94.5 dwellings per hectare (dph), is significantly higher than the guideline figure of over 30-45 dph set out in Policy LP24 of the GBLP. In this instance, whilst the application replicates the linear arrangement of Camden Terrace and attempts to enhance the visual appearance of the streetscene through the use of contemporary design features such as a mono-pitched roof with powder coated eaves and contrasting render and timber clad finishes, the roof form and external materials are uncharacteristic of the locality and due to the constrained nature of the site and layout, the proposed development does not respect the traditional built form in the locality. The overall result is an uncharacteristic building with a horizontal emphasis to its prominent southern elevation, which has a visually poor window arrangement and does not relate to the vertical rhythm of the surrounding streets. Securing a high quality design is a core principle within the GBLP, Design SPD and NPPF, which sets out that it is proper to seek to promote or reinforce local distinctiveness. As submitted, however, the proposed design lacks the quality in its detailing to achieve a successful integration and the building would create an incongruous and discordant feature, to the detriment of the character of the area, the visual amenity of the locality and the appearance of the streetscene. Although the total area of land covered by buildings, when considered as a percentage of the overall site area, would be comparable to the neighbouring plots of Camden Terrace, the proposed layout and density is such that it is cramped and contrived and this is illustrated by the lack of any functional and defensible private amenity space for any of the proposed dwellings and the need for cycle stores to be sited in the remaining areas of front garden. The position of a communal bin store located within the garden of one of the dwellings, but accessed externally, from Camden Street, is a further demonstration of the congested layout proposed. Notwithstanding the positive visual opportunities afforded by the demolition of the existing industrial unit, therefore, the proposed development fails to make a positive contribution to the character of the area and is, therefore, unacceptable both in terms of design and layout, contrary to Policy LP10 of the GBLP, the Design SPD and NPPF.

6. The building at 7m high at the highest part of the roof (the northern edge of the roof slope) would be 1m higher than the ridge of the existing industrial unit and 2.6m higher than the existing eaves on that side of the building. With the exception of the two westernmost dwellings, the separation distances between the northern elevation of the proposed dwellings and those of Camden Terrace, at between 16.5m and 20m, do not comply with the guidance distance of 21m within the Design SPD, however, the two rows are separated by an open car parking area rather than back to back gardens and there is, therefore, sufficient distance between the opposing elevations so as to prevent any harmful loss of light, outlook or privacy and under the circumstances this is acceptable. The windows and roof lights in the southern elevation would be at a high level (great than 1.7m above the finished floor level) and given the location of Elizabeth Court to the south, there would be no harmful impact on the amenities of the occupiers of those flats. With regard to Lansdowne House to the east and the dwellings on the opposite side of Camden Street to the west, the location and scale of the development is such that, similarly, there would be no impact upon those residents. In terms of activity, the existing site is currently an industrial unit with no planning control over its hours of operation. The area on the northern side is currently a yard/parking area used in association with the industrial unit and a section of unregistered land, that is used, anecdotally, for car parking. It is considered, therefore, that the use of the access and the comings and goings associated with 7no. dwellings on the site are unlikely to be more harmful than the existing situation, notwithstanding the differing character of the use. In this respect, therefore, the development is in compliance with Policy LP10 of Gosport Borough Local Plan, 2011-2029.

7. The Gosport Borough Council Parking: Supplementary Planning Document (Parking SPD) recommends that the existing commercial unit (based upon its floor area) ought to have 11no. parking spaces. The application states that there are currently 2no. on-site spaces. In terms of the proposed development, where car parking is allocated, the development would require 16 no. parking spaces (14no. for the dwellings plus 2no. for visitors). Where car parking is unallocated, as is stated in this instance, the requirement would be 13no. parking spaces (11no. for the dwellings plus 2no. for visitors). The application proposes to provide a total of 10no. on-site parking spaces. The application also states that the removal of parking restrictions across the main entrance to the existing industrial unit will create 2no. additional parking spaces on the highway. Camden Street is a road with a number of narrow terraced properties with little spare capacity for visitor parking, particularly in the evening when competition for spaces will be higher and it is essential, therefore, that the new development meets its own needs in terms of car parking. The overall level of parking spaces proposed for the residential development does not comply with the requirements of the Parking SPD and is considered, therefore, to be inadequate. Although the existing industrial unit is also deficient when measured against the requirements of the Parking SPD, this is not a justification for the proposed residential use to be similarly deficient. Notwithstanding the above, whilst the spaces, in the main, are capable of accommodating a vehicle, not all of the proposed spaces comply with the minimum dimensions required by the Parking SPD and the space in the south eastern corner will be difficult to access due to inadequate space at the end of the aisle to initiate a turn. The proposed footway between the dwellings and the parking area is also very narrow and is likely to be overhung by parked vehicles further reducing its useable width. The proposed layout does not include a footway to the northern boundary with Camden Terrace, however, due to the likely speed and frequency of the vehicular movements on that part of the site, the provision of a shared surface in this area is considered to be acceptable in this instance.

8. In terms of the character of the vehicular activity, there are notable differences with the availability of on-street parking varying during the day (when the employees are making use of the available spaces while the industrial unit is in operation) and the evenings and at weekends (when the residents make use of the highway for parking). The residential use on the site would result in a change to the existing reciprocal arrangement and, as noted above, Camden Street cannot reasonably be expected to accommodate the additional vehicles that would result from the proposal. In addition, for the proposed parking layout to function, a condition would need to be imposed requiring the area of unregistered land to be kept clear for the purposes of manoeuvring and although the area of land is not public highway, nor does it appear to be a designated parking area, evidence suggests that the land is currently used for parking by some residents and the development, as proposed, would, therefore, displace the cars that currently park on there, thereby further increasing the pressure for on-street parking along Camden Street. Whilst it is acknowledged that the Parking SPD notes that people without a car are most likely to select a home without a parking space, and will prefer a location well served by public transport, local shops and services, the proposed number of residential units, in the inadequate layout proposed, is such that there is likely to be overspill parking in the surrounding road network, which, for the above reasons would be detrimental to local amenity and, consequently, the development is unacceptable and is in conflict with Policy LP23 of the GBLP and the Parking SPD and aims and objectives of the NPPF.

9. The application indicates that there is sufficient space within the bin store for the required minimum refuse storage facilities for the dwellings. The store, however, is not of sufficient size to allow for the bins to be accessed in a reasonable manner, without requiring them to be moved onto the public highway. Adequate facilities for the storage of recycling and refuse facilities are required for reasons of residential and visual amenity. The indicative long stay cycle storage facilities, similarly, are of insufficient size to accommodate the required standards within the Parking SPD and whilst the details of an acceptable level of cycle storage could be reserved, by condition, the only available location for such facilities is within the front garden areas and this would further reduce the already limited amenity space afforded to the prospective occupiers and this would be an inadequate arrangement. No visitor cycle storage facilities are indicated. Overall, therefore, the development is unacceptable in these respects and is contrary to Policies LP10 and LP23 of the GBLP, the Parking SPD and the aims and objectives of the NPPF.

10. As a result of the former uses of the site it is likely that the land is contaminated. To address this, conditions could be imposed to secure the appropriate mitigation of contamination if the development was considered acceptable in other respects and, as such, the development would be in accordance with Policy LP47 of the GBLP.

11. The proposal will introduce additional dwellings which are likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required but has not been paid. The proposal is, therefore, contrary to Policy LP42 of the GBLP.

### **RECOMMENDATION: Refuse**

For the following reason(s):-

1. The proposed development, by reason of its design and layout would constitute an undesirable overdevelopment of the site that is not reflective of the established pattern of development in the area and would result in an unsatisfactory and undesirable environment for prospective occupants, contrary to Policy LP10 of Gosport Borough Local Plan, 2011-2029, the Gosport Borough Council Design Guidance: Supplementary Planning Document.

2. Adequate provision has not been made for the parking of vehicles which would result in harmful overspill parking in the local road network to the detriment of local amenity and highway and pedestrian safety, contrary to Policies LP10 and LP23 of the Gosport Borough Local Plan, 2011 - 2029, the Gosport Borough Council Parking: Supplementary Planning Document.

3. Adequate provision has not been made for facilities for the storage and collection of refuse, to the detriment of the amenities of the prospective occupiers and the visual amenities of the area and contrary to Policy LP10 of Gosport Borough Local Plan, 2011-2029, the Gosport Borough Council Design Guidance: Supplementary Planning Document.

4. Adequate provision has not been made for long stay and short stay cycle storage, contrary to Policies LP10 and LP23 of the Gosport Borough Local Plan, 2011 - 2029, the Gosport Borough Council Parking: Supplementary Planning Document.

5. Adequate provision has not been made for mitigation against the harmful impacts of recreational disturbance on the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA sites to the detriment of the protected and other species for which these areas are designated, contrary to Policy LP42 of the Gosport Borough Local Plan 2011 - 2029.



**ITEM NUMBER: 04.**  
**APPLICATION NUMBER: 16/00094/FULL**  
**APPLICANT: Mr N Lee**  
**DATE REGISTERED: 23.02.2016**

**ERECTION OF OUTBUILDING TO BE USED AS CATTERY (AMENDED APPLICATION TO 15/00690/FULL) (as amplified by letter dated 20.02.16)**  
**10 Palmerston Way Gosport Hampshire PO12 2LZ**

***The Site and the proposal***

1. The site is located on the north side of Palmerston Way and close to its junction with The Spur. The property is a detached dwelling set back approximately 5.5m from Palmerston Way. It has an integral garage on its west side and a single storey side extension on its east which is set back some 13.5m from Palmerston Way. The property has a front garden which includes a parking area for one vehicle in front of the garage and a further area for two vehicles adjacent to the eastern boundary, both with separate accesses. Within the rear garden there is an existing outbuilding located close to the rear elevation of the house. There is a gated footpath between the front and rear gardens that runs along the west boundary of the site.

2. To the east of the site is 8 Palmerston Way, a detached house with a 1.8m fence and planting to the boundary. To the west is 12 Palmerston Way a detached house separated from the application site by a wall approximately 1.5m high. Towards the end of the rear garden and situated on the boundary with the application site is an existing shed. Beyond the shed but set off of the boundary by between 1m and 3.5m, due to its angled position to the boundary, is a substantial detached garage with a pitched roof. To the north of the site is 8 The Spur, a detached property, with its side/rear garden adjacent to the application site boundary. The house is some 7m from the site boundary and has a bathroom and secondary windows facing the site, with a 1.5m high brick wall to the boundary. The properties in Coastguard Coast are situated to the northeast.

3. The proposal is for the erection of a detached building within the rear garden which is to incorporate pens for use as a cattery. The rear elevation of the building would be entirely UPVC panels, with the front being glass panels in the bottom half with mesh above. The side elevations would be primarily UPVC and glass with one mesh panel. The building would be sited in the northwest corner of the site and would be 7.9m long and 4.3m wide. It would have a mono pitched roof, being 2.1m high at its lowest point, adjacent to the western boundary, and 2.4m at its highest. The building would be split into 6 individual pens with a corridor area in front and accessed from a door positioned at the southern end of the east elevation. The applicant indicates the pens can accommodate pairs of cats, from the same household, or single cats within each pen giving a maximum of 12 cats being accommodated at one time. A facility for an isolation pen, for cats taken ill during their stay, would be provided in the garage as part of the licence required under other legislation enforced by Environmental Health. The applicant has indicated that the anticipated operating hours, when collections and drop offs would take place, would be Monday to Friday 9.30-12.00 and 4.30-6.00 and Saturday and Sunday 9.30-10.30, with no activities on Bank/Public Holidays and that the minimum stay would be 3 days. Access to the building, by customers, would be primarily along the existing pathway that runs to the west side of the house.

4. Whilst the plans note a proposed alteration to the western boundary wall, to add fencing to increase its height to 2m, this work does not require planning permission and, therefore, does not form part of this application.

***Relevant Planning History***

15/00690/FULL - erection of outbuilding to be used as cattery - withdrawn to propose relocated building

## **Relevant Policies**

Gosport Borough Local Plan, 2011 – 2029:

LP10

Design

LP23

Layout of Sites and Parking

National Planning Policy Framework (NPPF), March 2012

## **Consultations**

Environmental Health No objection.

Local Highway Authority No objection.

## **Response to Public Advertisement**

10 letters of objection

Issues raised:-

- business would generate additional traffic movements in the area and unwanted parking and exasperate an existing issue
- smell and odour from business
- due to the size of the building, in combination with other structures would be an overdevelopment of the garden
- the buildings appearance, mass and design is out of character with the surrounding area and contrasts strongly with smaller garden sheds normally found in residential gardens
- loss of light to adjacent garage/shed
- Palmerston Way is an Area of Special Character and the proposed business would set a precedent which may adversely affect the outlook from Stokes Bay
- run-off from use needs to be adequately dealt with to prevent contamination and possible harm to adjacent occupiers including children
- no indication as to how clinical waste arising from the use would be dealt with
- proposals are contrary to Local Plan Policy regarding water usage for new residential developments
- the original application detailed plans for a lower green coloured building which would go some way to mitigating the visual impact
- other cattery applications nationally include conditions that customers are received in the house to reduce footfall along the neighbouring boundaries
- application indicates screening fence along the western boundary which would be attached to a wall not belonging to the applicant
- cattery may encourage other animals into area
- no indication that applicant has appropriate training
- restriction in deeds for business premises at these properties
- concern relates to possible future expansion of the facility

12 letters of support

Issues raised:-

- the business would offer a small good quality service with the most up to date facilities available for use by cat owners
- will be an asset to the area
- shortage of quality 'cat hotels' in Gosport so this would fulfil a commercial need.
- building, in its use of UPVC would be no more intrusive than a conservatory or summer house and can easily be cleaned
- number of cats in 6 pens will be manageable
- if this were for dogs, could understand concerns over noise but do not consider that a proposal of this case will have an impact in terms of noise or smell
- unlikely to cause traffic congestion

- do not consider the customers picking up or dropping off cats will make any impact

### ***Principal Issues***

1. The site is not designated as an Area of Special Character within the adopted Local Plan, nor does this proposal relate to a new dwelling and, therefore, policies relating to Areas of Special Character and management of water usage are not relevant to this application. The appearance of the proposed building is detailed in the application and an alternative design cannot be considered as part of this application's determination. Matters relating to restrictions in deeds and the ownership of the eastern boundary are private legal matters. This application must be considered on its own merits and any possible future expansion of the building or activities would have to be considered if such proposals were submitted for consideration in the future. The applicant has provided further clarification as to how waste and the cleaning of the pens would be dealt with and this and a number of other matters would be dealt with under the Boarding Licence issues by Environmental Health. It is a matter for the applicant to ensure that they have all relevant permissions in place to operate, including appropriate management of any waste and water run-off from the use. The extent of the applicant's training is not a planning matter. The main issues for consideration, therefore, relate to the proposed business activities in this location, whether the proposals would have a detrimental impact on the character of the area, or on the occupiers of adjacent properties, or would have an impact on highway safety.

2. The site is within a residential area and the house will still be used as a domestic residence. There are many businesses that can operate from residential properties without the need for planning permission and generate daily visits, such as childminders and bed and breakfasts, provided a material change of use of the property does not occur. Based on the information provided, due to the scale of the proposed business activity, including consideration of the maximum number of cats, hours of operation and expected visitor trips, it is not considered that a material change of use of the property would occur and, therefore, the business activity in its own right does not require planning permission.

3. The proposed building is of a height and overall size that could be constructed under 'Permitted Development' allowances without the need for planning permission. However, as the building is being erected solely for a business purpose planning permission is required in this instance. Considerations should, therefore, principally relate to the impact of the structure. The proposed building is a simple design and at the scale proposed is considered acceptable in this rear garden location. It is not notably larger than other outbuildings in the locality, including those adjacent and would not be an overdevelopment of the site. The use of UPVC is considered acceptable and is evident in many structures, including conservatories within the rear gardens of properties in the local area. A substantial area of garden would be retained for use in connection with the residential occupation of the property. Overall the scale and appearance of the building is considered acceptable and in compliance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

4. There are other catteries within the Borough that are not known to generate unacceptable levels of noise, smell or odour, and there have not been any known complaints relating to this issue. The cats would be contained within enclosed pens and having regard to the buildings construction it is not anticipated that it would encourage any substantial increase in animal activity to the area. At the height proposed the building would not have a detrimental impact on the neighbouring occupiers in terms of loss of light, or outlook. In view of the limited levels of activities expected it is not considered necessary to require any screening to the boundaries, however, a condition to control the hours when drop offs and collections can take place is considered appropriate in this otherwise residential location. The applicants suggested operating hours are particularly restrictive from Monday to Friday and it is considered that 9.30am to 6.30pm would provide an appropriate level of flexibility whilst not being detrimental to the amenities of the adjoining occupiers. The proposals are, therefore, considered to comply with Policy LP10 in this respect.

5. Due to the size of the building and the number of pens, the maximum number of separate visits to the property would be limited to six, being one per pen. A cattery by its nature would be for people to leave their animals whilst away and as it is unlikely these would be for very short periods of time,

this would mean that there is unlikely to be this number of visits to the property on a daily basis. Similarly other visits to the property associated with the cattery are not likely to be significant. The property requires a maximum of 3 spaces for the residential use, leaving one available for the business activity. Whilst the parking on street can be limited, at certain times of the year, having regard to the level of existing parking available within the site and the maximum levels of activity likely to be generated, the proposals would not have a harmful impact on highway safety in accordance with policy LP23 of the Gosport Borough Local Plan 2011-2029.

**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: 18/12/15

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

3. The cattery shall not be open to customers outside of the following hours unless otherwise agreed, in writing, by the Local Planning Authority:

09.30 - 18.30 Monday to Friday

9.30-10.30 Saturday and Sunday

nor at any time on Bank, or Public Holidays

Reason - To preserve the amenity of neighbouring occupiers and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

**ITEM NUMBER: 05.**  
**APPLICATION NUMBER: 16/00032/FULL**  
**APPLICANT: Mr Tom Howell TSN Homes Ltd**  
**DATE REGISTERED: 26.01.2016**

**DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF PART TWO AND PART THREE STOREY BUILDING TO FORM 3 NO. TWO BEDROOM HOUSES, 1 NO. TWO BEDROOM MAISONETTE, 2 NO. ONE BEDROOM FLATS AND 1 NO. BEDSIT WITH ASSOCIATED PARKING, CYCLE AND REFUSE STORAGE (as amplified by supporting document received 14.03.16)**  
**Land At 29-33 Anns Hill Road Gosport Hampshire PO12 3JU**

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

1. The site is located on the east side of Ann's Hill Road and on the northern side of its junction with Brougham Street. The site includes the existing public house and adjacent dwelling which are currently vacant. The main part of the existing building is two storeys high with a painted rendered finish and a hipped roof to the Brougham Street frontage and a gable at the northern end of the Ann's Hill Road frontage. There is a single storey side extension along the Brougham Street frontage extending to a pair of gates that provide a vehicular access to the rear yard. On the rear elevation there are two storey projections towards either end (north and south) of the building with a first floor balcony between. The remainder of the site is the hard surfaced garden associated with the pub with a wall, approximately 2.2m high on the northern boundary.
2. To the north of the site is a footpath providing rear access to the properties within the terrace to the north. Beyond this is number 27 Ann's Hill Road, an end of terrace property, with a two storey rear extension on the boundary with the footpath. There is an existing ground floor window in the side wall of the property facing the application site and at first floor level, in the rear elevation, facing the properties to the east in Bedford Street. The majority of the boundary to the east is the flank wall of number 1 Brougham Street, a two storey end of terrace property. Its rear garden is situated on the north side of the house and has existing walls of varying heights along the boundary with the site. Also to the east of the site and adjacent to the northeast corner is the rear garden of number 28 Bedford Street which has a single storey extension and conservatory to its rear elevation. There is a bus stop on Ann's Hill Road directly in front of the application site. On the opposite side of Ann's Hill Road to the west are existing semi-detached and detached houses of varying styles and orientations, along with a vehicular access to the houses in Chayofa Court. To the south of the site Ann's Hill Road rises up over the existing bridge. On the opposite side of Brougham Street is a hard surface parking area with an existing grass bank and trees that run along the east side of Ann's Hill bridge.
3. The proposal is for demolition of the existing building and the erection of a part two and part three storey building to form seven residential properties. A two storey terrace is proposed at the northern end of the site forming 3 no. two bedroom houses, fronting Ann's Hill Road. These houses would have a rendered finish with arches above their doors and a gable roof and projecting firewalls on the boundaries of the houses. The southernmost house would also have a projecting bay at first floor level. The remainder of the residential properties would comprise a bedsit, 1no. two bedroom flat and 2 no. one bedroom flats. On the corner of Ann's Hill Road and Brougham Street would be the three storey element, containing the bedsit and maisonette which would be rendered with detailing, indicating stone banding, at ground floor level and a hipped roof. The Brougham Street frontage would have an undercroft for four parking spaces with the remainder of the residential accommodation above, with all but the houses accessed from a lobby within the undercroft. The roof would include projecting firewalls and a first floor projecting bay is proposed on this elevation. The houses would each have a rear garden with access from a rear path via the undercroft. Cycle storage and refuse storage would be situated in enclosed areas accessed via the undercroft and within the rear gardens of the houses. The overall heights of the buildings would be approximately 8m for the two storey element and 10m for the three storey element.

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## **Relevant Planning History**

Nil

## **Relevant Policies**

Gosport Borough Local Plan, 2011 – 2029:

- LP1  
Sustainable Development
- LP2  
Infrastructure
- LP3  
Spatial Strategy
- LP10  
Design
- LP23  
Layout of Sites and Parking
- LP24  
Housing
- LP41  
Green Infrastructure
- LP42  
International and Nationally Important Habitats
- LP44  
Protecting Species and Other Features of Nature Conservation Importance

Supplementary Planning Documents:

- Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014
- Gosport Borough Council Parking: Supplementary Planning Document: February 2014
- Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

## **Consultations**

Natural England	No objection. The impact on the SPA/Ramsar needs to be addressed and this can be achieved through the submission of the contribution towards the SRMP.
Streetscene Waste & Cleansing	No objection. Adequate arrangements for storage, however, collection point may obstruct parking bay sight lines on collection days.
Building Control	No objection.
Local Highway Authority	No objection. Spaces should be allocated to the four 2 bedroom properties. Conditions relating to the provision of parking should be imposed. Applicant should be aware that the changes to the dropped kerbs require Highway Licence.
Crime Prevention & Design	Recommend measures of security for the building, particularly the ground floor windows.

## HCC Ecology

No objection, however, ecological enhancements set out in the Bat Scoping Report should be secured. The financial contribution towards the SRMP should also be secured.

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

4 letters of objection

Issues raised:-

- insufficient parking
- position of spaces is dangerous
- loss of privacy
- overbearing and resultant loss of light
- bats using the property
- impact on access by emergency vehicles

### ***Principal Issues***

1. The main issues for consideration are whether the proposal would have a detrimental impact on the character and appearance of the area, on the amenities of the occupiers of adjacent properties, would provide adequate parking, would have a detrimental impact on highway safety, or on ecological interests.

2. The existing building occupies a prominent corner position at the junction of Ann's Hill Road and Brougham Street. The form of the proposed development is similar to the scale and rhythm of the street, with a vertical emphasis to the Ann's Hill Road elevation. The positioning of the three storey element forward of the other two lower elements connects the more traditional appearance of the Ann's Hill Road frontage to the more linear approach of the Brougham street elevation. The three storey element also provides a focus on this corner, particularly in view of the levels difference when travelling over Ann's Hill Bridge. Whilst the more linear appearance and undercroft within the Brougham Street frontage would result in a new form of development within this location, the design has incorporated features such as the fire breaks within the roof, along with the positioning of the windows and supporting pillars to provide more vertical emphasis and the undercroft serves a practical purpose of providing car parking within the development. The detailing follows the nearby character with rendered elevations and moulding around windows and the line detailing indicating stone courses to the base of the tower also adds visual interest. The projecting bays on both elevations also introduce elements that refer back to the existing building. The Brougham Street elevation is by definition simpler, but with sufficient detail for interest. The existing roof comprises slate, however, the dominant roofing material within the locality is concrete tiles and subject to the details being appropriate the materials proposed are considered acceptable. Details of the proposed materials would be secured by condition. The overall design is considered to be appropriate within this location and would not have a detrimental impact on the character and appearance of the area in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

3. The guidelines within the Design SPD are for 21m separation between two storey elevations and 28m for three storey elements, however, it notes that this excludes where views are overlooking a street. The proposals introduce the three storey element to the building with two windows serving a bedroom facing west to the opposing properties within Ann's Hill Road. This part of the building would be between 22.5m and 27m away from those properties, with the views over the shorter distance being at a more oblique angle. There is an existing relationship between two storey properties and having regard to the views being across the public highway, the introduction of windows serving one bedroom at this third floor level is not considered to be harmful to the amenities of the occupiers of those properties.

4. The introduction of properties onto Brougham Street could introduce additional overlooking, however, the rooms on the rear, north elevation, would only be to a bathroom, a kitchen and hallways. These windows would be controlled by planning condition to be obscure glazed and fixed shut to 1.7m above finished floor level, thereby reducing the number of windows that face onto the gardens of the proposed houses and the properties to the rear of the building. The houses would extend to a similar depth as the existing two storey projections on the rear of the property adjacent to the balcony, giving a separation distance of approximately 15m between opposing two storey elevations, with the single storey projections to the Bedford Street properties being closer still. Whilst there is no window at first floor in this existing two storey projection, this could be added without the need for permission as this is an existing dwelling house. There is already mutual overlooking from the rear facing first floor window at 27 Ann's Hill Road which projects closer to the properties in Bedford Street than the proposal, and there is also an opportunity for overlooking to occur from the existing balcony. The proposal would introduce three bedroom windows along the length of this east facing elevation, however, in view of this already close knit relationship the introduction of these windows is not considered to be harmful to the amenities of the occupiers of those adjacent properties. The proposals would not, therefore, have a detrimental impact on the privacy of the surrounding occupiers in compliance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

5. The layout of the proposals would site the building adjacent to the flank walls of numbers 1 Brougham Street and 27 Ann's Hill Road. The majority of the proposed building is of similar height to the existing building and although deeper in part, it is still shorter than the adjacent extension at number 27. Having regard to the siting of the three storey element in the furthest corner from those adjacent properties to the rear, and due to the distances to them, the proposal would not have a detrimental impact on the amenities of adjoining occupiers in terms of loss of outlook, or light. Amenity space is being provided for the houses which are more likely to be used by families and whilst no amenity areas are being provided for the flats, there are other examples of similar situations within the locality and the properties are within walking distance of Forton Recreation Ground which is considered acceptable in this instance. It would be possible to add rear extensions and roof alterations to the houses without the need for permission which having regard to their form, could introduce additional overlooking and other impacts on the occupiers of neighbouring properties. It is, therefore, considered appropriate to remove permitted development rights for such alterations to ensure that they can be controlled. Subject to the condition removing permitted development rights the proposals are in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

6. The applicant has provided additional justification relating to the car parking provision within their Design and Access Statement, including the provision of alternative forms of transport, existing levels of parking required for the site, comparisons to other public houses and local car ownership levels. Access to the parking spaces is considered to be acceptable and would not have a detrimental impact on highway safety, provided visibility through the entrance is maintained. Details of this entrance will be required by planning condition to ensure that this visibility is maintained. Whilst the bin collection area could have a limited impact on visibility on collection days this is for a short period of time and would not be harmful. There are existing double yellow lines along the Brougham Street and in front of the proposed parking and it is not considered that this proposal would result in the loss of any on street parking, nor would it prevent access by emergency vehicles. The level of parking expected for this development, as set out in the Parking SPD, would be 13 spaces. 4 spaces are proposed for this development leaving a shortfall of 9 spaces. No parking exists for the public house and existing dwelling which generate a requirement in excess of 16 spaces in accordance with the Parking SPD. The demand for parking associated with the existing uses at the site would be concentrated in the evenings and at weekends which would be the same as the proposed residential use. The Local Highway Authority have suggested that the car parking spaces provided should be allocated to the two bedroom houses and two bedroom flat as these are likely to have the greater demand. This is considered to be an appropriate way of using the provided spaces and a car parking management plan would be secured by planning condition to control this for the future of the development. Alternative methods of travel, including the provision of cycle storage would be available and a regular bus service passes the property with a stop directly outside. The positioning of the spaces within the undercroft maintains access to the



rear of the houses and the cycle storage without obstruction. Whilst there is a shortfall in the parking provision for the site, in comparison to the level of parking needed for the existing public house and residential use of the site, where there is no existing parking, the proposals will provide an improved level of parking over the existing situation, and the proposal is considered to meet the aims and objectives of Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Parking SPD.

7. The proposal will introduce additional dwellings which is likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, a contribution towards appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required and has been paid by the applicant. The proposal, therefore, complies with Policy LP42 of the Gosport Borough Local Plan 2011 - 2029. The applicant has provided an Ecology Report which has specifically targeted the presence of bats, an issue raised in the representations received. The report concludes that there is no evidence of bats or birds within the premises and that mitigation is not required in this instance. There are no other known ecological issues relating to the site, however, enhancements are suggested within the report which will be secured by planning condition. The proposals are, therefore, in compliance with Policies LP41 and LP44 of the Gosport Borough Local Plan 2011-2029.

### **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: 3504/01 Rev E; 3504/02 Rev E; 3504/03 Rev E; 3504/04 Rev E.

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

3. No works above slab level shall commence until details of all external facing and roofing materials have 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.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

4. No works above slab level shall commence until details of all boundary treatment including any gate, have been submitted to and approved, in writing, by the Local Planning Authority. The boundary treatment shall be carried out in accordance with approved details before first occupation of the building.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

5. No works above slab level shall commence until details of the hard landscaping scheme have been submitted to and approved, in writing, by the Local Planning Authority. The approved scheme shall be carried out before first occupation of the building.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

6. No works above slab level shall commence until details of the enhancement measures contained within the Ecological Surveys Ltd report dated March 2016, including a timetable for their implementation, have been submitted to and approved, in writing, by the Local Planning Authority.

The approved measures shall be carried out in accordance with the approved details before first occupation of the building and thereafter be retained.

Reason - To ensure appropriate enhancements for ecology on the site and to comply with Policy LP41 of the Gosport Borough Local Plan 2011-2029.

7. No works above slab level shall commence until details of the proposed glazed lobby, including 1:20 elevations, have been submitted to and approved, in writing, by the Local Planning Authority. The works shall be carried out in accordance with the approved details before first occupation of the building and thereafter be retained.

Reason - To ensure the satisfactory appearance of the dwelling and provide adequate visibility from the parking spaces in accordance with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

8. No works above slab level shall commence until details of security measures, to include any protection of the ground floor windows, access control systems and the lighting and CCTV to the undercroft, have been submitted to and approved, in writing, by the Local Planning Authority. The approved details shall be carried out before first occupation of the building.

Reason - In the interests of the security of occupiers of the development and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

9. The development shall not be occupied until the car parking areas have been laid out in accordance with the details shown on the approved plan unless otherwise agreed, in writing, by the Local Planning Authority. The car parking facilities shall only be used for the parking of vehicles and shall be retained for that purpose at all times.

Reason - To ensure a satisfactory level of car parking is provided on site and to comply with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

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

Reason - In order to ensure that adequate refuse storage is provided in compliance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

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

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

12. The parking spaces as shown on approved plan 3504/01 REV E shall only be allocated to the two bedroom properties hereby approved.

Reason - To ensure that the car parking is available to the two bedroom properties where the demand is greater, in the interests of highway safety and to comply with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

13. The development shall not be occupied until the north facing windows outlined in red on plan 3504/04 REV E have been fitted with obscure glazing (minimum level 3) and are fixed shut to a height 1.7m above finished floor level. The windows shall be retained in that condition at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the amenities of the occupiers of the neighbouring properties and to comply with Policy LP10 of the Gosport Borough Local Plan Review 2011-2029.

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no extensions, or enlargements 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 LP10 of the Gosport Borough Local Plan 2011-2029.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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 LP10 of the Gosport Borough Local Plan 2011-2029.



**ITEM NUMBER: 06.**  
**APPLICATION NUMBER: 15/00686/VOC**  
**APPLICANT: Mr Simon Woodhams Asset**  
**DATE REGISTERED: 11.02.2016**

**VARIATION OF CONDITION 2 OF 13/00387/FULL TO AMEND APPROVED INTERNAL LAYOUTS, INTRODUCE UTILITY ROOMS AT REAR OF GARAGES, INCREASE WINDOW SIZES AND AMEND CHIMNEY DESIGNS ON PLOTS 1-5, AMEND APPROVED INTERNAL LAYOUTS, INTRODUCE UTILITY ROOM AT REAR OF GARAGE, INCREASE WINDOW SIZES AND AMEND CHIMNEY DESIGNS ON PLOTS 6-8 AND INTRODUCE VELUX WINDOW ON WEST ELEVATION AND RAISE ROOF HEIGHT OF THE SIDE EXTENSION TO PLOT 8**  
**Alverstoke Village Showroom Green Road Gosport Hampshire PO12 2ET**

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

1. The application 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 was formerly occupied by Alverstoke Village Garage, together with a pair of semi-detached, two storey residential properties. The residential properties were located to the west side of the site set back from Green Road and Little Lane. The Garage and its associated facilities wrapped around the north and east sides of the residential properties and was accessed from Green Road where there were offices and two MOT and service bays immediately north of the residential properties. Extending east from this was the car showroom. These buildings were all single storey. To the east of the car showroom was a 5m wide vehicular access along the boundary of the neighbouring cemetery and church grounds and leading to a car service building located in the south east corner of the site.
2. Planning permission was granted for the redevelopment of the site under application 13/00387/FULL and works were commenced. This permission was for the demolition of the existing buildings and the construction of 5 three bedroom and 3 four bedroom houses, with and associated access, car parking and a car port. The approved scheme included a pair of semi-detached properties (plots 4 and 5) at the junction of Green Road and Little Lane, linked by a pair of garages to a terrace of three properties (plots 1, 2 and 3) along the northern edge of the site. A further terrace of three properties (plots 6, 7 and 8) was approved to the south west corner of the site facing Little Lane. This terrace included an attached garage to plot 8, situated on its southern side and accessed from Little Lane. A total of 16 car parking spaces were approved, including a detached car port and parking area in the southeast corner of the site accessed from Green Road.
3. Across Green Road to the north is the Church of St Mary Parish Centre. 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. There is unrestricted car parking on Green Road along the front of the Parish Centre and beyond to the east and west.
4. 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.
5. 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.

6. Beyond Little Lane to the west are two storey, terraced properties which have pitched roofs over. No. 5 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. 5 Little Lane. This property is one of a pair, with no. 7, 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.

7. Whilst works have been commenced on site to implement the planning permission and are nearing completion, changes have been made to that approved scheme. This application is for the variation of condition 2 of permission 13/00387/FULL to alter the approved plans and seeks to regularise the changes that have been undertaken. The changes to the scheme include the increase in depth of the garages to plots 3 and 4, the insertion of windows and doors at ground floor level, on the rear elevation of those garages, along with an increase in the ridge height of the garages by 1.5m. A dormer window is proposed on the east elevation of plot 4 to replace the approved rooflight. The dormers on the north facing Green Road elevation, to plots 4 and 5, have been re-positioned within the roofspace to line up with those approved on the south facing elevation. Due to an internal layout change the position of the doors and windows on the Little Lane elevation have been amended. The depth of the garage of plot 8 has increased in depth to the rear by 1.1m and 0.9m to the front. Its ridge height has also been increased by 0.8m, accommodating an en-suite at first floor level in front of the previously approved bedroom over the garage. A rooflight has been inserted within the west elevation of the garage facing onto Little Lane and a first floor window in the south elevation of plot 8 has been removed and a new window has been installed in the ground floor of this elevation. The amendments also include the increase of the depth of the eaves across the development from 0.2m to 0.4m and an increase in the width of the majority of the windows from 0.9m to approximately 1.1m, also increasing the number of panes from twelve to sixteen across the majority of the ground and first floor windows of the development. Similarly the approved chimney design has been altered to a more simple square design with a single, rather than two pots.

8. An amended plan has been received to confirm the cladding proposed for part of the south elevation of the garage of plot 8 as timber weatherboarding.

### ***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 370m<sup>2</sup> 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

13/00387/FULL - 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) - permitted 15.04.14

### **Relevant Policies**

Gosport Borough Local Plan, 2011 – 2029:

LP1  
Sustainable Development  
LP2  
Infrastructure  
LP10  
Design  
LP11  
Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens  
LP12  
Designated Heritage Assets: Conservation Areas  
LP13  
Locally Important Heritage Assets  
LP22  
Accessibility to New Development  
LP23  
Layout of Sites and Parking  
LP24  
Housing  
LP39  
Water Resources  
LP42  
International and Nationally Important Habitats  
LP43  
Locally Designated Nature Conservation Sites  
LP44  
Protecting Species and Other Features of Nature Conservation Importance  
LP46  
Pollution Control  
LP47  
Contamination and Unstable Land

Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), March 2012

### **Consultations**

Environmental Health	No objection - imposition of conditions relating to contamination are recommended.
Building Control	No response received.
The Gosport Society	No objection.

### **Response to Public Advertisement**

2 letters of objection

**Issues raised:-**

- loss of privacy
- loss of outlook
- loss of light
- the alterations are detrimental to the Conservation Area
- UPVC weatherboarding inappropriate
- chimneys are not appropriate
- window designs are not appropriate and out of keeping with locality

***Principal Issues***

1. The principal of the redevelopment of the site and the erection of these properties, the relationship to the neighbouring properties, its impact on the character and appearance of the Conservation Area and adjacent Listed Building along with the level of parking and vehicle movements, were considered acceptable in the granting of application 13/00387/FULL. Contributions secured by the previous Section 106 Agreement under that permission have also been paid. The main issues in this case are, therefore, the acceptability of the alterations to the appearance of the buildings, in terms of their design and impact on the character and appearance of the Conservation Area and the setting of the adjacent Listed Building, and the impacts of the changes on the occupiers of adjoining properties.

2. The Conservation Area and surrounding area is characterised by an eclectic mix of buildings of varying ages. There are a wide variety of window designs including a mix of timber and UPVC. The windows approved and constructed in the dormers are also four panes in width and overall the changes to the style of the windows to sixteen panes (four over four), is considered to be an appropriate alteration. The dormer window constructed in the east elevation of plot 4 replicates the appearance of the dormer windows on the other three elevations of this building. Similarly the re-positioning of the dormer windows on the front elevation replicates those on the rear and these alterations are considered acceptable in design terms. The changes to the positions of the doors and windows to plots 6, 7 and 8 are not significant and result in an acceptable appearance within this elevation.

3. The increase in the depths of the linked garages, to plots 3 and 4 and the provision of the doors and windows to serve them, being located on the rear of the properties and at ground floor level, are considered acceptable alterations both in terms of design and impact on the occupiers of adjacent properties. These garages are set back from the street frontage by 6m and from the front elevations of the houses by approximately 2m and are viewed in the context of the taller houses adjacent. Due to this set back and relationship to the adjacent properties their increase in height is considered acceptable within the streetscene and would not impact on the amenity of the occupiers of adjoining properties. The use of non-traditional construction for the chimneys was agreed under the original permission and their amended design is considered appropriate. The other alteration to the eaves depth is also considered acceptable and does not have a detrimental impact on the overall appearance of the development.

4. The increase in the depth of the garage on plot 8 is viewed largely against the house which is taller still and whilst it projects forward of its original approved position, it is still set back from the front elevation of the house and highway. Similarly the increase in the height of the garage roof to plot 8 and the insertion of the rooflight in the west elevation are considered to be acceptable alterations that do not have a detrimental impact on the varied appearance of the Little Lane streetscene. The ridge of the garage itself is setback some 10m from Little Lane and the increase in its height is not considered to have a detrimental impact on the occupiers of neighbouring properties in terms of loss of light, or outlook. Whilst a rooflight has been installed at first floor level in the garage facing number 5 Little Lane this serves an en-suite and subject to a condition requiring this rooflight to be obscure glazed and fixed shut, and retained in that condition, it would not have a detrimental impact on the occupiers of this adjacent property. The change from UPVC cladding to timber weatherboarding along part of the garage of plot 8 is a more appropriate design solution as shown on the amended plan. No changes are proposed adjacent to the Listed Church



and its walls, to the east, and the proposed alterations to the houses will not harm its historic and architectural character and will preserve its setting.

5. The dormer window constructed on the east elevation of plot 4 serves a bathroom and directly overlooks the garage roofs. There are already windows looking into the rear gardens and this is not considered to have a detrimental impact on the future occupier's privacy. The re-arrangement of windows and doors on the Little Lane Frontage of plots 6, 7 and 8 does not increase the number of windows facing this street frontage or any opportunity for overlooking over and above the original approval. Overall the amendments preserve the character and appearance of the Conservation Area and do not have a detrimental impact on the locality, or amenities of the occupiers of adjoining properties and are, therefore, acceptable in accordance with Policies LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

6. In order for the proposal to be satisfactory, it is considered appropriate to re-impose the relevant conditions from planning permission 13/00387/FULL in terms of the details already approved pursuant to that permission and in order to ensure that any future alterations are subject to consideration through a planning application.

### **RECOMMENDATION: Grant Permission**

#### **Subject to the following condition(s):-**

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

1219-109 Rev P2; 10176-EX-01 Rev G; 10176-C(15)-02 Rev F; 10176-C(15)-03 Rev E; 10176-C(15)-04 Rev C; 10176-C(15)-08 Rev C; 10176-C(15)-09 Rev E; 10176-C(68)-02 Rev H; 10176-C(68)-03 Rev F; 10176-C(68)-04 Rev E; 10176-C(68)-08 Rev G; 10176-C(68)-07 Rev D

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

2. No development shall be carried out other than in accordance with the foul and surface water disposal and public sewer diversions details approved pursuant to condition 3 of 13/00387/FULL, 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 LP10 and LP39 of the Gosport Borough Local Plan 2011-2029.

3. No development shall be carried out other than in accordance with the Written Scheme of Archaeological Investigation and Mitigation details approved pursuant to condition 4 of 13/00387/FULL, 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 LP10 and LP11 of the Gosport Borough Local Plan 2011-2029.

4. No development shall be carried out other than in accordance with the strategy of remediation measures and detailed method statement to address the identified risks from ground contamination approved pursuant to condition 5 of 13/00387/FULL, 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 Policies LP10 and LP47 of the Gosport Borough Local Plan 2011-2029.

5. The development shall not be occupied until the remediation works approved pursuant to condition 5 of 13/00387/FULL 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 Policies LP10 and LP47 of the Gosport Borough Local Plan 2011-2029.

6. 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 Policies LP10 and LP47 of the Gosport Borough Local Plan 2011-2029.

7. No development shall be carried out other than in accordance with the approved hard landscaping details approved pursuant to condition 9 of 13/00387/FULL, unless otherwise agreed, in writing, by the Local Planning Authority.

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 LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

8. No development shall be carried out other than in accordance with the approved porch hoods details approved pursuant to condition 11 of 13/00387/FULL, 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 LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

9. No development shall be carried out other than in accordance with the materials approved pursuant to condition 12 of 13/00387/FULL, 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 LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

10. No development shall be carried out other than in accordance with the timber dentil course approved pursuant to condition 14 of 13/00387/FULL, 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 LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

11. No development shall be carried out other than in accordance with the doors approved pursuant to condition 15 of 13/00387/FULL, 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 LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

12. The soft landscaping scheme shall be completed, in accordance with the approved scheme pursuant to condition 16 of application 13/00387/FULL, 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 LP10, LP11 and LP12 of the Gosport Borough Local Plan 2011-2029.

13. The development shall not be occupied until long and short stay cycle parking and refuse storage facilities approved pursuant to condition 18 of 13/00387/FULL have been provided, unless otherwise agreed, 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 LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

14. 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 LP23 of the Gosport Borough Local Plan 2011-2029.

15. 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 LP23 of the Gosport Borough Local Plan 2011-2029.

16. 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 LP23 of the Gosport Borough Local Plan 2011-2029.

17. The off site highway works approved pursuant to condition 23 of 13/00387/FULL shall be carried out prior to first occupation of any part of the development, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure highway and pedestrian safety and to comply with Policies LP23 of the Gosport Borough Local Plan 2011-2029.

18. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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 LP10 of the Gosport Borough Local Plan 2011-2029.

19. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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 LP10 of the Gosport Borough Local Plan 2011-2029.

20. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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 LP10 of the Gosport Borough Local Plan 2011-2029.

21. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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 LP10 of the Gosport Borough Local Plan 2011-2029.

22. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (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 LP10 of the Gosport Borough Local Plan 2011-2029.

23. The first floor rooflight in the west elevation of the garage (plot 8), outlined in red on the approved plan, 10176-C(68)-07 Rev D, shall be fixed shut and glazed with obscure glass (minimum of level 3) and shall be retained in that condition thereafter.

Reason - To preserve the amenity of the neighbouring properties, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

**ITEM NUMBER: 07.**  
**APPLICATION NUMBER: 16/00015/FULL**  
**APPLICANT: Mr Rory Hodgson**  
**DATE REGISTERED: 18.01.2016**

**ERECTION OF 1 NO. TWO BEDROOM DETACHED BUNGALOW AND DETACHED SINGLE GARAGE WITH ASSOCIATED PARKING AND TURNING (as amplified by plan and ecological assessment received 05.04.16 and letter dated 04.04.16)**  
**Land Rear Of 363 Fareham Road Gosport Hampshire PO13 0AD**

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

1. The existing detached bungalow of number 363 is situated on the southwest side of Fareham Road and on the northern part of its plot and has been extended to the rear. It is set back from Fareham Road by 10m and off of the southeast boundary by approximately 7.5m. Its rear garden is in excess of 100m long. There is a parking area to the front of the property and a driveway and grassed area along its southeast side leading to the rear garden. Existing access is from Fareham Road which is Classified (A32). The application site is formed from the rear part of the plot of the existing residential property. It includes approximately 60m of the rear garden of number 363, along with the area of land on the southeast side of the house. Within the site there are grassed areas, mature planting and outbuildings. The existing bungalow, front garden and approximately 30m of the rear garden fall outside of the application site.

2. To the southeast of no. 363, beyond an existing 1.8m high fence, is an area of open space. This open space runs adjacent to approximately half the length of the existing site at its northeast end, with the remainder bordered by existing allotments. There are a number of trees along this southeast boundary and within the adjacent land. To the south beyond this open space and the allotments is Wych Lane which is traffic light controlled at its junction with Fareham Road. This junction is left turn out only and prevents vehicles from turning right when exiting from Wych Lane onto Fareham Road. Vehicles can turn left into the application site when travelling north along Fareham Road and there is a feeder lane to enable vehicles travelling southwards, to make a right turn into Wych Lane which is also utilised for gaining access to number 363. To the southwest is the existing shared surface for the Bus Rapid Transit, separated from the site by a wall and fence approximately 2.5m high, beyond which are the houses within Woodside which form part of a larger residential estate. To the northeast is Fareham Road, beyond which are industrial buildings. To the northwest is number 365 Fareham Road a two-storey house with a driveway running along the boundary of the application site to a one and a half storey outbuilding. The outbuilding is approximately 6m wide and 6m long with a pitched roof, approximately 5m high. Beyond this property are further dwellings, some of which have been substantially extended and have a variety of outbuildings. The rear gardens of these properties progressively get shorter due to the existing road alignment that reduces the overall plot lengths at the northern end of this section of housing.

3. The proposal is for the erection of a detached bungalow and detached garage within the rear garden of number 363. The bungalow would be located some 37m beyond the rear elevation of the existing dwelling and 1.2m from the northern boundary. The bungalow would be approximately 12m long and 9m wide. It would have gables to its northeast and southwest elevations, an eaves height of 2.3m and a ridge height of 4.5m. An obscure glazed window is proposed on the northwest elevation, along with a rooflight, with two windows, one of which is shown to be obscure glazed, on the southeast elevation with a further rooflight. The bungalow would be constructed of brick with a tiled roof, with a porch enclosure proposed on the front, northeast facing, elevation. The majority of the southwest elevation would be glazed with doors with windows above forming the gable. Space for two cars is shown adjacent to the northeast elevation of the property with a turning area. The two existing spaces to the front of number 363 are shown to be retained. The existing access, at its junction with Fareham Road, will be altered to provide a visibility splay to the existing fence on its northern side. The garage would be sited adjacent to the southeast boundary and 3m behind the rear elevation of the new bungalow. The garage would have a pitched roof with gables to its east and west elevations. It would be 3.3m wide and 6.5m long, with a ridge height of 3.3m. Access to

the garage would be along an extended driveway, approximately 2.5m wide on the southern side of the proposed dwelling.

4. Amended plans have been received to indicate a pedestrian pathway along the northwest side of the proposed driveway and cycle and bin storage areas.

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

Nil

### ***Relevant Policies***

Gosport Borough Local Plan, 2011 – 2029:

- LP1  
Sustainable Development
- LP2  
Infrastructure
- LP10  
Design
- LP23  
Layout of Sites and Parking
- LP24  
Housing
- LP42  
International and Nationally Important Habitats
- LP44  
Protecting Species and Other Features of Nature Conservation Importance

Supplementary Planning Documents:

- Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014
- Gosport Borough Council Parking: Supplementary Planning Document: February 2014
- Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

### ***Consultations***

Building Control	No response received.
Local Highway Authority	<p>No objection. The existing access is poorly located within a traffic signal junction but is an established access which has operated for a number of years with no traffic injury accidents recorded directly relating to the use of this access. The scheme includes the improvement of the access by providing a splayed fence line which will improve visibility for exiting vehicles and also improve awareness for pedestrians of emerging vehicles.</p> <p>The scheme shows the retention of adequate parking and turning within the curtilage for the existing and proposed properties. Recommend conditions relating to parking.</p>
Streetscene Parks & Horticulture	Works do not appear to have an adverse

	impact upon the GBC landscaped area to the South east of the site at the Wych lane / A32 junction. A Root protection plan for the construction period should be provided to minimise any effect upon GBC trees bordering the site.
Streetscene Waste & Cleansing	Adequate storage available, however, carry distance to the collection point exceeds the 30m carry distance, being approximately 80m away. A gravel driveway will further hinder this task.
Natural England	No objection. SRMP contribution needs to be made.
HCC Ecology	No objection. Works shall be carried out in accordance with measures and enhancements as set out in the Ecological Assessment (4Woods Ecology March 2016).

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

2 letters of objection

Issues raised:-

- extra traffic on a busy traffic lighted junction is going to cause problems with highway safety
- deliveries will cause disruption and delays on the A32

### ***Principal Issues***

1. The main issues for consideration in this case are whether the proposals would have a harmful impact on the amenities of existing adjoining, and prospective occupiers, would have a detrimental impact on highway safety, harm ecological interests, or would have a detrimental impact on the character and appearance of the area.

2. There are two distinct characters within this area. On the northeast side of Fareham Road are commercial/industrial uses, generally within buildings set back from the road frontage. To the southwest side of Fareham Road, the external appearance of the properties is varied but they comprise principally dwellings directly fronting the highway and this is the case for Fareham Road, Wych Lane to the south, and Woodside to the west. There are a number of large extensions to the properties to the northwest of the site, along with a variety of outbuildings of various sizes and styles situated within the rear gardens. These appear to be longstanding structures and generally their overall scale and massing results in a more subservient structure to the adjacent dwelling and these are on more modest footprints than the proposal and the rear gardens of these properties are generally of more open appearance interspersed with these outbuildings. The proposed bungalow would be visible from Wych Lane and due to its substantial footprint, height and massing would alter this more open character and would not appear subservient or ancillary to the existing dwelling which it is situated behind. Whilst the design of the bungalow in its own right is acceptable, having regard to the existing character of street fronting properties, the introduction of a building of this footprint, height and massing, and inappropriate siting within the rear garden of number 363 would result in an incongruous and discordant feature, which would be out of keeping with the established pattern of development of the locality detrimental to the character of the area and contrary to Policy LP10 (1(a)(b))(2(a)) of the Gosport Borough Local Plan 2011-2029 in this respect.

3. Having regard to the location height, massing and design of the proposed bungalow, along with the window positions and separation distances to the existing and adjoining residential properties, and boundary treatment, the proposal would not have a harmful impact on the amenities of the occupiers of those dwellings in terms of loss of light, outlook or privacy. Whilst the proposals would

increase activity behind these existing properties, the bungalow and the parking/turning area are considered to be of sufficient distance from the existing dwellings to prevent activities associated with the use having a harmful impact. Similarly, the access alongside the existing dwelling is also of sufficient width to ensure that vehicles passing alongside would not have a harmful impact on the occupiers of number 363 in terms of noise and disturbance. The level of amenity space for the existing and proposed dwelling is considered to be of sufficient size for these properties. The proposals are considered to be in compliance with Policy LP10 (k) of the Gosport Borough Local Plan 2011-2029 in this respect.

4. Whilst the access is within an existing traffic controlled junction it has been confirmed by the Local Highway Authority that there have been no traffic injury incidents reported. The proposals would improve visibility from the existing access with the proposed fence splay and there is considered to be sufficient capacity within the existing access and highway to accommodate an additional dwelling without having a detrimental impact on highway safety. It is inevitable that there would be a number of deliveries whilst the dwelling was being constructed, however, it is not considered that the deliveries associated with a single dwelling would cause significant harm to the highway network and it would only be for a short time whilst construction took place. The four parking spaces, in total, identified for the proposed and existing dwellings are considered to be acceptable and are in compliance with the Parking SPD and there is space within the site to accommodate visitors without impacting on the safe use of the access. Whilst the proposed spaces would prevent access to the proposed garage when in use, the garage itself is not required as an additional parking space and this relationship is, therefore, acceptable. Adequate space for cycles has also been identified. The proposals are, therefore, in compliance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

5. The proposal will introduce an additional dwelling which is likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, a contribution towards appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required and has been paid by the applicant. The submitted ecological assessment concludes that there would be no impacts on ecological interests but includes recommendations for ecological enhancements which could be secured by condition if the proposals were acceptable in all other respects. The proposal, therefore, complies with Policies LP42 and LP44 of the Gosport Borough Local Plan 2011-2029.

6. There is sufficient space within the site to make provision for refuse storage and the amended plans also make provision for a hard surfaced path to enable bins to be placed at the front boundary for collection. Such matters, along with details of the construction materials, parking and turning, hard and soft landscaping and tree protection measures could be controlled by condition if the proposals were acceptable in all other respects.

7. Whilst the proposed bungalow can be accommodated on the site without causing harm to the amenities of the occupiers of adjacent properties, or having a detrimental impact on highway safety, this does not outweigh the principle concerns relating to the proposal being out of keeping with the established pattern of residential development in the locality.

### **RECOMMENDATION: Refuse**

For the following reason(s):-

1. The proposed development by reason of its footprint, height and massing and inappropriate siting within the rear garden of number 363, is out of keeping with the established pattern of residential development in the locality and would create an incongruous and discordant feature, detrimental to the character of the area and contrary to Policy LP10 (1(a)(b))(2(a)) of the Gosport Borough Local Plan 2011-2029.



**ITEM NUMBER: 08.**  
**APPLICATION NUMBER: 16/00163/FULL**  
**APPLICANT: Mr Peter Lawrence Warsash Properties Ltd**  
**DATE REGISTERED: 29.03.2016**

**CONVERSION OF EXISTING DWELLING INTO 3 NO. TWO BEDROOM FLATS, ERECTION OF SIDE EXTENSION INCLUDING EXTERNAL STAIRS, THREE STOREY REAR EXTENSION AND ALTERATIONS TO FRONT ELEVATION, INCLUDING THE PROVISION OF A SECOND FLOOR BALCONY, WITH ASSOCIATED CAR PARKING, BICYCLE AND REFUSE STORAGE (AMENDMENT TO 15/00051/VOC) (as amended by plan received 6.5.16)**  
**16 Marine Parade West Lee-On-The-Solent Hampshire PO13 9LW**

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

1. The application site is located on the north eastern side of Marine Parade West, approximately 65 metres from the junction with Milvil Road. Marine Parade West is a Classified Road. The site is located within the Urban Area Boundary and the Marine Parade Area of Special Character. To the south west of the site, and on the opposite side of Marine Parade West, there is an area of Existing Open Space. There is unrestricted on-street parking immediately opposite the application site, with public car parks and bus stops to the south.
2. The application building is a three storey, four bedroom dwelling. It is included on the Borough Council's List of Buildings of Local Interest. The building is considered to be of historic and architectural interest, making a notable positive contribution to the appearance of the area. It has a pitched roof orientated north-west to south-east, with a prominent projecting gable and a pitched roof dormer window fronting the Marine Parade West. The property is constructed, for the most part, from red brick, but includes areas of decorative tile hanging. There is a two storey bay window on the south eastern side of the front elevation. A first floor balcony extends across the full width of the front elevation of the property. There is a further balcony on the second floor, positioned on the south eastern side of the front elevation, below the projecting gable. The balconies are enclosed by ornate, timber railings, which have been painted white. On the rear elevation there is an existing two storey projection, with accommodation in the roof, that is approximately 4.2m deep and situated adjacent to the northwest boundary. Also on the rear elevation is a conservatory, approximately 5m deep and adjacent to the southeast boundary. At the rear of the property, there are 2 three storey projecting gabled elements, one of which includes a first floor bay window. The windows and doors at the property are white UPVC. The rear garden is approximately 20 metres long and is partly laid to lawn and contains a double garage within the rear garden. The garden is enclosed by a 1.8 metre high wall. Beyond the garden is a rear service road, which provides access to the rear gardens, garages and parking areas of a number of properties fronting Marine Parade West and Montserrat Road. There is a single storey extension on the northwest side elevation that extends along the majority of the boundary adjacent to Promenade Court and has a flat roof with rooflights spaced along its length. There is a small garden at the front of the site which is enclosed by a low, red brick wall. Part of the garden has been pea-shingled in order to create a single car parking space. The space is accessed from Marine Parade West via a dropped kerb.
3. The locality is characterised by a variety of building designs, however, three and four storey properties predominate. There are a number of large, purpose built, flatted developments. There are also a number of properties that have been converted from single dwellings into flats. To the north west of the application site is Promenade Court, a three and four storey flatted building with tiered balconies. There are no windows in the side (south eastern) elevation, facing the application site. The area at the rear of Promenade Court is partly soft landscaped but space is also available for car parking, accessed from the service road that runs to the rear of the properties.
4. To the south east of the site is no. 15a Marine Parade West, a two storey property that has been divided into 2 flats. The property has a white render finish and has a pitched roof which runs from south-east to north-west. The property has an enclosed balcony at first floor level on the front

elevation. At the rear of the property, there is a flat roofed dormer window and a single storey extension, approximately 3m deep. There are a total of 3 windows in the side elevation of number 15a, facing towards the application site. The 2 ground floor windows serve a kitchen and a bathroom. The first floor window serves the ensuite of the first floor flat. There is a small hard-surfaced/gravelled area at the front of the building that provides an area of outside amenity space for occupiers of the flats. At the rear of the property there is a communal garden area enclosed primarily by a wall with a garage sited in its northeast corner.

5. To the north-east of the application site, and beyond the rear service road, are the rear gardens of numbers 1 and 1a Milvil Road. These properties are orientated at an oblique angle to the application site and the rear elevations are not, therefore, directly opposing. There is a separation distance of over 25 metres between the application property and number 1 Milvil Road.

6. The application site has been the subject of a number of planning applications. The most recent is of relevance being for the conversion of the existing dwelling into 3, two bedroom flats, including alterations to the front elevation and the erection of three storey rear extension, provision of car parking, cycle and refuse storage granted permission under application reference 15/00051/VOC which varied the originally approved drawings of application 13/00562/FULL.

7. This application seeks full planning permission for a further revision to the approved development granted under planning permission 15/00051/VOC with the proposals essentially unchanged, but for the erection of an extension on the northwest (side) elevation. The proposed side extension would be 2.5m wide, the full extent of the area between number 16 and Promenade Court. Closest to Marine Parade West the extension would be part single and part two storey, with an open first floor walkway behind leading to an external stair at the rear of the extension. The two storey element would be set back 1.6m from the front elevation of the property with a parapet and flat roof behind.

8. The single storey section was originally proposed in line with the front elevation of the property, however, an amended plan has been received to set this back from the front elevation of the property by 400mm.

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

K3369/1 - demolition of existing 'lean-to' and erection of covered way as a link between 16/16a and 17 Marine Parade West - permitted 08.03.77

K3369/2 - erection of four storey block of 7 no. flats with associated car and bicycle parking - refused 15.11.07

K3369/3 - erection of four storey building containing 6 no. flats with associated car and bicycle parking - withdrawn 05.10.09

13/00333/FULL - alterations to front elevation, including the provision of a second floor balcony, erection of three storey rear extension and conversion of existing four bedroom dwelling into 3 no. two bedroom flats with associated car parking, bicycle and refuse storage - withdrawn

13/00562/FULL - Alterations to front elevation, including the provision of a second floor balcony, erection of three storey rear extension and conversion of existing four bedroom dwelling into 3 no. two bedroom flats with associated car parking, bicycle and refuse storage - permitted 03.07.14

15/00051/VOC - variation of condition 2 of planning permission 13/00562/full to alter the design of the three storey rear extension - permitted 29.01.16

### ***Relevant Policies***

Gosport Borough Local Plan, 2011 – 2029:

LP1

Sustainable Development

LP2

Infrastructure

LP10

Design

LP13

Locally Important Heritage Assets  
LP14  
Marine Parade Area of Special Character  
LP23  
Layout of Sites and Parking  
LP24  
Housing  
LP44  
Protecting Species and Other Features of Nature Conservation Importance

Supplementary Planning Documents:

Gosport Borough Council Marine Parade Area of Special Character: Supplementary Planning Document: May 2007  
Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), March 2012

**Consultations**

Local Highway Authority	No objection.
Streetscene Waste & Cleansing	Bin requirements will be 240ltr waste and 240ltr recycling bins for each flat. Required bins will fit in store but manoeuvrability may be difficult.
Building Control	No response received.

**Response to Public Advertisement**

10 letters of objection

Issues raised:-

- loss of privacy and light as a result of the proposed rear extension
- the extension will be overbearing
- the use of the rear service road to serve the proposed development will result in additional noise and disturbance
- level of parking is already limited in area
- This is one of a number of applications for this property over the last 5 years and it appears to be growing in size
- side extension will be attached to wall of Promenade Court and should benefit from its own flank wall
- the existing building is a detached property with clear space to Promenade Court and the first floor element will produce a terraced effect which would be detrimental to the appearance of the area
- there are no other extensions of this kind connecting adjacent buildings and would create a precedent
- noise from use of stairs adjacent to building
- no access is proposed from the front of the property during construction
- construction vehicles will have to access the site from the rear service road
- works have already been carried out
- Party Wall Agreement should be provided
- impact on provisions for gas boiler flues, ventilation and gas pipes on side elevation of Promenade Court
- impact on insurance premiums due to being linked
- additional stairs are not required as provision has been made within the original approval
- no wind calculations have been provided
- extension could provide opportunity for fire to travel between properties

1 letter of observation

Issues raised:-

- expect the works for the additional storey to be built in accordance with the regulations regarding joining onto a neighbouring properties wall

### ***Principal Issues***

1. The principal of the conversion to three flats, the erection of the rear extension, the impact on the amenities of adjacent occupiers, the impact from additional vehicle movements and the level of on-site parking provision, were considered acceptable in the granting of application 15/00051/VOC and there have been no material changes in circumstances, or Policy since it was granted. All planning applications must be considered on their individual merits and in light of the relevant national and local planning policies and it is not possible to consider whether the proposed stairs are needed in this instance, or limit the number of changes to the approved scheme. The possibility of construction vehicles blocking the highway is a matter that would be referred to the Police. Matters relating to the Party Wall Act, whether permission is given by the adjacent owners to attach to their wall, insurance premiums, maintenance of the adjacent side elevation and impacts on flues, mechanical ventilation and gas pipes are not material planning considerations. Transfer of fire between properties and wind loading would be dealt with as part of the Building Regulations. Whilst works to the front elevation and roof have recently been carried out to the existing side extension, under 'permitted development', this differs in size and location to that proposed under the current permission and does not constitute a commencement of this application proposal. The main issues in this case are, therefore, the impact of the proposed side extension on the historic and architectural character of the Locally Listed Building and the Marine Parade Area of Special Character, on the amenities of occupiers of adjoining properties and the impact on nature conservation.

2. The principal of a side extension in filling the gap between this property and Promenade Court was accepted with the granting of the permission in 1977, reference K3369/1, with the modified extension still on site. The revised plans set back the proposed side extension from the front elevation by 400mm and 1.3m from the bay window which in turn is set back from the balcony supports maintaining a staggered frontage. The first floor element of the proposed extension would be set back 2.6m from the front elevation providing a further visual break. Given the proposal's set back and its height and location between these taller buildings, it will appear subservient within the streetscene and would not have a harmful terracing effect, or detrimental impact on the appearance of this Locally Listed Building, or the character and appearance of the Marine Parade Special Character Area. The proposed side extension in addition to the other extensions and alterations previously approved are, therefore, in accordance with Policies LP10, LP13 and LP14 of the Gosport Borough Local Plan 2011-2029.

3. There are no windows on the flank wall of Promenade Court and the works do not project beyond the existing rear elevation of the property. Having regard to this relationship to adjoining properties, the proposed side extension would not have a detrimental impact on the amenities of the occupiers of adjoining properties in terms of loss of outlook, light, or privacy. Whilst part of the proposal would include an open area and external stair, it would only provide access to one flat and its use is unlikely to generate significant levels of activity that would result in noise and disturbance to adjoining occupiers. The proposals are, therefore, in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

4. The proposal will introduce an additional dwelling which is likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, a contribution towards appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required and has been paid under the previous permission which could also be used in respect of this proposal as agreed with the applicant. The proposal, therefore, complies with Policy LP42 of the Gosport Borough Local Plan 2011 - 2029.

5. In order for the proposal to be satisfactory, it is considered appropriate to re-impose the conditions from planning permission 15/00051/VOC which primarily relate to the proposed materials, windows, and landscaping and the provision of car parking, cycle and refuse storage.

### **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: PA13-167:01; PA13-167:02.

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

3. No development shall take place until details, including samples, of all external facing materials, including the brick bond and mortar and the roofing materials, 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 - Such details have yet to be provided and to ensure that the appearance of the development is acceptable and to preserve the historic and architectural interest of the Locally Listed Building and its setting and the character and visual amenity of the locality and to comply with Policies LP10, LP13 and LP14 of the Gosport Borough Local Plan 2011-2029.

4. No development shall take place until details of the proposed windows, rooflights, cills and lintels, including horizontal and vertical sections at a scale of 1:10, have 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.

Reason - Such details have yet to be provided and to ensure that the appearance of the development is acceptable and to preserve the historic and architectural interest of the Locally Listed Building and its setting and the character and visual amenity of the locality and to comply with Policies LP10, LP13 and LP14 of the Gosport Borough Local Plan 2011-2029.

5. No development above slab level shall take place until full details, including samples, of the hard landscaping works have been submitted to and approved, in writing, by the Local Planning Authority. The approved hard landscaping works shall be carried out before the development is first occupied and shall be retained thereafter unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - Such details have yet to be provided and to ensure that the appearance of the development is acceptable and to preserve the historic and architectural interest of the Locally Listed Building and its setting and the character and visual amenity of the locality and to comply with Policies LP10, LP13 and LP14 of the Gosport Borough Local Plan 2011-2029.

6. No development relating to the second floor balcony hereby approved shall take place until details, including elevation drawings of the balustrades and railings, have been submitted to and approved, in writing, by the Local Planning Authority. The balustrades and railings, which shall be of timber construction, shall thereafter be carried out in accordance with the approved details.

Reason - Such details have yet to be provided and to ensure that the appearance of the development is acceptable and to preserve the historic and architectural interest of the Locally Listed Building and its setting and the character and visual amenity of the locality and to comply with Policies LP10, LP13 and LP14 of the Gosport Borough Local Plan 2011-2029.

7. The development hereby permitted shall not be occupied until the areas shown on the approved plan for the parking of vehicles have been made available, surfaced and marked out in accordance

with details submitted to and approved, in writing, by the Local Planning Authority. These areas shall be retained for the purpose of car parking at all times.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

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

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

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

Reason - In order to ensure that adequate refuse storage facilities are available in compliance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

10. The windows and rooflights on the side (south east elevation) and hatched red on the approved plan, shall be glazed with obscure glass (minimum of level 3) and fixed shut to a height of 1.7m above finished floor level and shall be retained in that condition.

Reason - To preserve the amenity of the occupiers of adjoining properties, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

**ITEM NUMBER: 09.**  
**APPLICATION NUMBER: 16/00222/FULL**  
**APPLICANT: Mr Shaun Cully Gods Port Housing Society Ltd**  
**DATE REGISTERED: 29.04.2016**

**ERECTION OF SINGLE STOREY EXTENSION TO EXISTING SUMMER HOUSE FOR USE AS 2 NO. OFFICES**  
**Northcott Summer House God's Port Housing Society Ltd Northcott Close Gosport PO12 2PP**

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

1. The summer house is located within the God's Port Housing Society complex accessed from Bury Hall Lane. The complex consists of retirement homes all looking onto a central grassed open space with the summer house located in the middle.
2. The existing building is single storey, of red brick and timber clad construction, with a pitched tiled roof. There is an open-fronted polycarbonate extension on the south elevation.
3. The proposal is to replace the existing open-fronted structure with a more permanent building of similar dimensions and materials to match the existing building. The extension proposed is 16.7m x 6m, constructed in cavity walls, with a flat roof and clad in timber with dark brown wood effect upvc windows.
4. This application requires consideration by the Regulatory Board as the applicant is related to a Councillor.

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

Nil

### ***Relevant Policies***

Gosport Borough Local Plan, 2011 – 2029:

LP10  
Design

Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), March 2012

### ***Consultations***

Nil

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

Nil

### ***Principal Issues***

1. The main issues for consideration in this case are the impact of design of the proposed extension on the visual appearance of the existing building and area and the impact on the amenity of nearby residents and protected species.

2. The proposed extension of similar dimensions the existing structure to be removed, constructed of materials to match the existing building, is considered to be an improvement in design terms on the existing polycarbonate open-fronted structure. The site is not visible from any public vantage point, however, its design, scale, massing and use of materials is appropriate and will not harm the appearance of the building or the wider area. As such the proposal complies with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and advice contained in the Design Supplementary Planning Document.

3. The use of the building as ancillary office space for the administration of the Housing Society is appropriate for the site and will not have a detrimental impact on the amenity of nearby residents in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

4. The site has been identified as being within 50m of knotted hedge parsley. Whilst the species are of significant importance, no specimens have been identified on the application site itself. Having regard to the location and nature of the development proposed, the proposal will not have a detrimental impact on these important habitats in compliance with LP44 of the Gosport Borough Local Plan, 2011 - 2029.

**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:

PTL1981/01 Site Location Plan, PTL1981/02 Site Plan, PTL1981/03 Proposed and Existing Plans and Elevations.

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policies LP10 and LP12 of the Gosport Borough Local Plan 2011-2029.



**ITEM NUMBER: 10.**  
**APPLICATION NUMBER: 16/00204/FULL**  
**APPLICANT: Mr & Mrs Huggins**  
**DATE REGISTERED: 11.05.2016**

**ERECTION OF PART SINGLE STOREY AND PART TWO STOREY REAR EXTENSION**  
**(as amended by plan received 08.06.16)**  
**48 Foster Road Gosport Hampshire PO12 2JJ**

***The Site and the proposal***

1. This application requires consideration by the Regulatory Board as the applicant is a Councillor.
2. The application property is the western half of a pair of semi detached, two storey dwellings located on the northern side of Foster Road. The property is constructed of red brick under a hipped, tiled roof and is set back from Foster Road by between 9m and 10m given the curve of the road. There is an existing, original 0.9m deep two storey rear projection on the western side of the rear elevation. The rear garden is between 8m and 10m wide and is 22m deep and is bound by an approximately 1.8m high fencing.
3. The adjoining property to the east, number 46, has ground and first floor windows in the rear elevation that serve a dining room, kitchen and bedroom above. The adjacent property to the west, number 50, is set back from Foster Road by between 14m-15m and from the western side elevation of the application property by approximately 5.5m. There are windows in the eastern elevation that serve a kitchen and hallway at ground floor and hallway and bathrooms above. The property has an approximately 5m deep rear conservatory and a detached, single garage at the rear of the dwelling, adjacent to the common boundary with the application site. To the north is the blank opposing elevation of 31-33 Ash Close. To the south, on the opposite side of the highway, is Foster Gardens.
4. The proposal is for the erection of a part single storey, part two storey rear extension. The extension would project 4m beyond the existing rear elevation on the western side and 4.9m on the eastern side. It would be 8.5m wide and would cover the full width of the dwelling. The single storey element would be on the eastern side of the rear elevation and would have a 3.2m high flat roof and a 0.4m high roof lantern. The two storey section would be on the western side and would be 5.2m wide. It would have a matching eaves height and a gabled roof with an overall height 0.9m lower than the main ridge of the roof. There would be high level rooflights in the eastern roof slope. The rear elevation would contain a set of sliding doors at ground floor level and windows to the first floor and within the gable end. Originally the plans showed the extension to be finished in render. Amended plans, however, have been received that show the extension being constructed of matching brick. The development would not result in an increase in bedroom numbers.
5. The site has been identified as being within 50m of a site that contains chamomile, a protected species.

***Relevant Planning History***

Nil

***Relevant Policies***

Gosport Borough Local Plan, 2011 – 2029:

LP10

Design

LP44

Protecting Species and Other Features of Nature Conservation Importance

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Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), March 2012

***Consultations***

Nil

***Response to Public Advertisement***

Nil

***Principal Issues***

1. The main issues in this case are the acceptability of the design of the extension and the impact on the visual amenity of the locality, the impact on the amenities of the occupiers of the neighbouring dwellings and the interests of nature conservation.
2. The proposed extension has a simple design, is subservient in overall scale and is acceptable in design terms. The development would only be visible from public vantage points, in part, from the south west and would be constructed in appropriate materials, which will be controlled by condition. The proposal is compatible with the overall design of the property and will not, therefore, have a detrimental impact on the appearance of the dwelling or the visual amenity of the locality, in accordance with the Policy LP10 of the Gosport Borough Local Plan, 2011 - 2029, the Design SPD and the NPPF.
3. The rear gardens are north facing and the two storey section of the extension would be on the western side, would only project 4m beyond the rear elevation of the main property and would not extend beyond the rear elevation of number 50 to the west or closer to its opposing side elevation. The single storey element adjacent to the eastern boundary with number 46 would only be 4.9m deep and would have a flat roof. The rooflights in the two storey element would be at a high level above the internal floor levels and there would be no new windows in the side elevations. Taking the above into account and having regard to the orientation and staggered layout of the properties along this side of Foster Road, together with the location and scale of the existing rear extension and garage at the rear of number 50 to the west, there would not be a significant loss of light, outlook or privacy. The development is, therefore, in compliance with the Policy LP10 of the Gosport Borough Local Plan, 2011 - 2029, the Design SPD and the NPPF.
4. The site is located close to Foster Gardens which is an area that has been identified as providing habitats for a protected species. Whilst these are of significant importance, none have been identified on the application site and having regard to the location and nature of the site and the size of the development proposed, the proposal will not have a detrimental impact on these important habitats in compliance with the Policy LP44 of the Gosport Borough Local Plan, 2011 - 2029.

**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:

WS-1606-01 B, WS-1606-02 C and WS-1606-03 B

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Design SPD.

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

Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policy LP10 of the Gosport Borough Local Plan, 2011-2029 and the Design SPD.