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19 July 2016

S U M M O N S

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

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

The Mayor (Councillor 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).

Regulatory Board
27 July 2016

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 MEETING OF THE REGULATORY BOARD HELD ON 27 JUNE 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 Monday 25th July 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 Monday 25th July 2016).
6. LAND AT THE FORMER HMS DAEDALUS
To advise the Board of a request from the Homes and Communities Agency to vary the Section 106 Agreement dated 28 January 2016 (the 'Agreement') relating to the redevelopment of land at the Former HMS Daedalus.

PART II
Contact Officer:
Borough Solicitor
and Deputy Chief
Executive
7. FAREHAM BOROUGH CONSULTATION
D.11/004/16
ELECTRICAL INTERCONNECTOR WITH AN APPROXIMATE CAPACITY OF 1000 MEGAWATTS EXTENDING FROM TOURBE, NORMANDY TO CHILLING, HAMPSHIRE
FORMER HMS DAEDALUS, STUBBINGTON, HAMPSHIRE
*A planning application has been received by Fareham Borough Council from National Grid IFA 2 Limited (National Grid) for the installation of an electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Tourbe, Normandy (France) to Chilling, Hampshire.
As a neighbouring authority Gosport Borough Council has been consulted on the proposal by Fareham Borough Council.*

PART II
Contact Officer:
Borough Solicitor
and Deputy Chief
Executive
8. REPORTS OF THE BOROUGH SOLICITOR AND DEPUTY CHIEF EXECUTIVE
*Schedule of planning applications with recommendations.
(grey sheets 1 – 48/1 pages)*

PART II
Contact Officer:
Debbie Gore
Ext: 5455
9. ANY OTHER ITEMS
Which the Chairman determines should be considered, by reason of special circumstances, as a matter of urgency.

AGENDA ITEM NO. 06

Board/Committee:	REGULATORY BOARD
Date of Meeting:	27 JULY 2016
Title:	LAND AT THE FORMER HMS DAEDALUS
Author:	BOROUGH SOLICITOR AND DEPUTY CHIEF EXECUTIVE
Status:	FOR DECISION

Purpose

To advise the Board of a request from the Homes and Communities Agency to vary the Section 106 Agreement dated 28 January 2016 (the 'Agreement') relating to the redevelopment of land at the Former HMS Daedalus.

Recommendation

That the Board agrees to vary :-

1. The planning obligations relating to the provision of Affordable Housing contained in the Agreement as set out in paragraph 2.4 and 2.6; and
2. The definition of the Value of the Manor Way Open Land contained in the Agreement as set out in paragraph 2.7.

1 Background

- 1.1 The Regulatory Board at its meeting on 29 March 2012 approved subject to conditions and the completion of a Section 106 Agreement an application for Outline Consent for an Employment-led mixed use scheme including up to 69,992 sqm of commercial floor space in new buildings and re-use of existing buildings (use classes B1, B2 and B8); up to 1,075 sqm of retail (use classes A1, A2, A3 and/or A4); up to 200 residential units (use class C3); up to 32 units of care accommodation (use class C2); up to 1,839 sqm of community uses (use class D1); up to 8,320 sqm of hotel use (use class C1); up to 2,321 sqm of leisure (use class D2); new and upgraded vehicular and pedestrian access arrangements; hard standing and car parking; open space provision; landscaping; and associated works. Other than the access arrangements all matters were reserved.
- 1.2 The Section 106 Agreement was to secure a number of matters including the provision of Affordable Housing and the provision or improvement of Open Space. The Section 106 Agreement was completed on 28 January 2016 and the Outline Planning Permission was issued.

- 1.3 Planning permission for the main East - West estate road has been issued by Fareham Borough Council and Gosport Borough Council and the road is currently being constructed.

2 Report

- 2.1 On 4 January 2016 the Government announced their proposal for the provision of Starter Homes on the Daedalus Site however this was too late for this to be reflected in the Section 106 Agreement. The intention to provide funding for infrastructure to facilitate the development of the Starter Homes was also announced.
- 2.2 The Agreement defines Affordable Housing as housing to meet the needs of people whose incomes are insufficient to enable them to buy or rent suitable housing, without subsidy, on the open market. The Agreement requires 40 % of the residential units, the Outline Permission is for 200 residential units, to be Affordable Housing. The tenure mix is 75% affordable rented and 25% intermediate housing units.
- 2.3 The Homes and Communities Agency ('HCA'), who own the land, have now requested that the planning obligations in the Agreement relating to affordable housing be varied so that all of the affordable housing to be provided on the land will be Starter Homes. The HCA have confirmed that they have secured an additional £12.6 million investment for the Waterfront area of the Daedalus Enterprise Zone to facilitate the delivery for the Starter Homes. This funding will be used to upgrade the infrastructure including the Ross House Junction and will also release around 20 acres of serviced land across the Waterfront area for commercial development.
- 2.4 Starter Homes are defined in the Housing and Planning Act 2016 as dwellings which are sold to first time buyers under the age of 40 for a price which is 20% below the open market value of the property subject to a cap which is currently £250,000. Details of restrictions on the sale of Starter Homes within a specified period and measures to prevent them being used as buy to let properties have yet to be finalised.
- 2.5 The Housing and Planning Act 2016 has amended the definition of Affordable Housing to include Starter Homes. The Council's Local Plan seeks the provision of different forms of affordable housing and whilst there are some controls over the use and sale of Starter Homes which have yet to be resolved they would be a new type of affordable housing in the Borough for which there is likely to be demand. The Council is also committed to increasing employment opportunities in the Borough and the additional funding for infrastructure will also be of benefit in bringing forward serviced land for commercial development.

- 2.6 It is proposed that the Agreement is varied so that the only affordable housing to be provided on the land are Starter Homes and that they are to be provided and retained in accordance with any Regulations covering these matters.
- 2.7 The Agreement also secures the provision of on site and off site open space and improvements to open space including the transfer of open land at Manor Way. The Agreement provides that the value of the land is deducted from any financial contribution that is to be made for open space. This value is currently £200,000 but is to be reduced to £180,000 as there is a small area of Japanese Knotweed on the site which will need to be treated.

3 Risk Assessment

- 3.1 If the Starter Homes are not provided then the opportunity for the early release of serviced land for commercial uses will be lost.

Financial Services comments:	None
Legal Services comments:	Contained in the report
Crime and Disorder:	None
Equality and Diversity:	None
Service Improvement Plan implications:	None
Corporate Plan:	The proposal will contribute to the corporate priorities relating to People and Prosperity
Risk Assessment:	Contained in Section 3
Background papers:	Report to Regulatory Board 29 March 2012
Appendices/Enclosures:	None
Report author/ Lead Officer:	Linda Edwards

Board/Committee:	REGULATORY BOARD
Date of Meeting:	27 JULY 2016
Title:	FAREHAM BOROUGH CONSULTATION D.11/004/16 ELECTRICAL INTERCONNECTOR WITH AN APPROXIMATE CAPACITY OF 1000 MEGAWATTS EXTENDING FROM TOURBE, NORMANDY TO CHILLING, HAMPSHIRE FORMER HMS DAEDALUS, STUBBINGTON, HAMPSHIRE
Author:	BOROUGH SOLICITOR AND DEPUTY CHIEF EXECUTIVE
Status:	FOR DECISION

Purpose

A planning application has been received by Fareham Borough Council from National Grid IFA 2 Limited (National Grid) for the installation of an electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Tourbe, Normandy (France) to Chilling, Hampshire.

As a neighbouring authority Gosport Borough Council has been consulted on the proposal by Fareham Borough Council.

Recommendation

Raise Objection on the following grounds:

- a) Harmful impact on the Strategic Gap

Raise Concern on the following grounds:

- a) Noise
- b) Failure to deliver employment opportunities.
- c) Impact on specialist employers for whom the site is allocated.
- d) The impact on the quality and attractiveness of the proposed open space and the planned Suitable Alternative Natural Greenspace (SANG)
- e) Suitable alternative sites have not been fully evaluated.

1 Background

- 1.1 On 16 December 2015 Gosport Borough Council provided a written response to Fareham Borough Council relating to a request from National Grid LFA 2 Ltd for an E.I.A scoping opinion for the development of a new converter station to the north east of Daedalus Airfield.

- 1.2 The Council's response stated that any subsequent planning application must take into account the following issues:
- a) The cumulative impact of development across the whole Daedalus site.
 - b) The consideration of suitable alternative sites
 - c) Visual impact and erosion of the Strategic Gap and the need to undertake of a Landscape and Visual Impact Assessment.
 - d) The impact of the delivery of employment objectives within the Solent Enterprise Zone.
 - e) The impact on the operation of the airfield and specialist employers.
 - f) Noise.
 - g) Ecology
 - h) Nearby residential development
 - i) Impact on open space including the planned provision of suitable alternative greenspace within the Daedalus site.
- 1.3 A planning application has now been received by Fareham Borough Council.
- 1.4 The outline application seeks the approval in principle of the erection of an electrical converter station, up to 22m high, with associated vehicular access from Broom Way, security fencing, the creation of public open space and additional landscaping in addition to the routing of cables.

2 Report

2.1 Strategic Gap

- 2.2 The site is located within the Strategic Gap as defined by Policy CS22 of the Fareham Borough Council Core Strategy :

- 2.3 Policy CS22 (Development in Strategic Gaps) states that:

Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements.

- 2.4 At the time of determining the original outline consent for the redevelopment of Daedalus (P/11/0436/OA) Fareham Borough Council safeguarded the area of land now subject to the planning application as part of the 'Strategic Gap Corridor'.
- 2.5 The site forms an important part of the green corridor extending from Daedalus down through the Alver Valley and plays an important role for public open space, cycle and footpath connectivity, ecology and the retention of the distinctiveness of settlements in Gosport and Fareham.

- 2.6 Drg No 2780_615_Rev5 dated 23 April 2012, approved as part of the outline consent, demonstrates the natural continuation of the open space with the Alver Valley and the importance of the site within the Strategic Gap.
- 2.7 Employment development has always been planned for the land immediately to the south of the site with B2 (General Industry) and B8 (warehousing) being the specific allocation.
- 2.8 The approved 'building heights parameter plan' on the outline application allowed for a range of building heights ranging from 18m as a maximum on the very southern edge of the employment allocation to 14m adjacent to the safeguarded open space which now forms the current application site. Approved Drg No 2780_613_REV5 approved on 20 December 2013 demonstrates the building heights were deliberately lowered as they approached the proposed open space as part of the overall strategy to maintain the distinctive openness of the Strategic Gap.
- 2.9 The detailed design of the converter station is yet to be finalised. However, the application seeks a proposal of up to 22m in height with a floorspace of 14 775 sq m within four distinct main structures.
- 2.10 The structures will be clearly visible from the B3385 (Broom Way) to the east of the site and the B3334 (Gosport Road) to the north of the site.
- 2.11 The scale, height and massing of the proposals and its overall footprint/ site area would have a significant visual impact on the surrounding area and would erode the purpose and function of the Strategic Gap.
- 2.12 An objection is therefore raised on the grounds that the proposals are contrary to Policy CS22 of the Fareham Borough Core Strategy.
- 3.0 **Concerns are also raised on the following grounds:**
- 3.1 **Employment:** Fareham Borough Council must be fully satisfied that the proposals satisfy the requirements of the employment strategy for Daedalus and maximise the employment opportunities of the site, if developing in the Strategic Gap is to be justified.
- 3.2 The site forms part of the Daedalus Airfield Strategic Development Allocation as defined by Policy CS12 of the Fareham Borough Core Strategy. Whilst this part of the site was not intended for development of any kind, any commercial development must meet the requirements of the adopted policies.
- 3.3 Policy CS12 states that: The Daedalus Airfield is allocated for strategic employment development. Development will be permitted where:

- a. employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield;
- b. between 10,000 sq.m and 33,000 sq.m of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation, to contribute towards the overall provision set out in Policy CS1;

3.4 Policy CS1 (Employment Provision) states that:

Additional employment development will be permitted to meet a minimum floorspace target of 41,000 sq.m (excluding the SDA) and to contribute to GVA growth. This will be met through: Completed floorspace between April 2006 and March 2010; Safeguarding existing employment areas; Implementing existing commitments; Requiring the inclusion of 10,000 sq.m of new B1 development as part of mixed use schemes within Fareham town centre; Daedalus Airfield Strategic Development Allocation to accommodate a minimum of 10,000 sq.m and up to 33,000 sq.m of general, or light industrial or warehousing employment floorspace (Policy CS12); Taking a flexible approach to the redevelopment of existing employment sites for different uses which contribute to economic development.

- 3.5 The proposals do not fall within the specialist employment categories in the policy allocation for Daedalus. Despite the significant scale of the development the post-construction operation of the site will only provide employment for 10 members of staff.
- 3.6 A concern is therefore raised to the proposals on the grounds that the proposal fails to deliver the employment opportunities required on the Daedalus site. The proposals are contrary to Policy CS1 and CS32 of the Fareham Borough Core Strategy.
- 3.7 **Noise:** Fareham Borough Council must be fully satisfied that noise generation from the development will not cause harm to local amenity or result in the reduction in quality and attractiveness of the adjacent proposed area of open space to the degree that is no longer suitable as alternative greenspace.
- 3.8 The detailed design of the Converter Station is yet to be finalised. The applicant has stated the final design would have ensure that the converter station does not exceed the current background noise levels at the nearest residential properties and school.
- 3.9 There are a number of nearby noise sensitive properties including existing and proposed housing, and a school/college. The nature of Electrical converter stations inevitably results in noise generation, usually in the form of a continuous 'hum' or 'drone'.

- 3.10 The applicant has undertaken noise assessments. However, in the absence of a fully worked up design no definitive background noise level has been demonstrated. In the absence of a detailed design concern is still raised that noise generated from the site will have a harmful impact on nearby residents, the school and the use of proposed open space.
- 3.11 **Electromagnetic fields and the impact on existing and potential future specialist employer:** Fareham Borough Council must be fully satisfied that the electrical fields generated by the cable runs will not have an adverse impact of the operating capability of existing business and or deter potential future employers from locating to the site.
- 3.12 The Council is not aware of other sites where the routing of cables of this nature is provided within an operational airfield and an employment site allocated for aviation and marine specialists. There is concern that insufficient knowledge regarding the impact of electromagnetic fields exists to fully assess the impact the development will have on existing and proposed aviation and marine industries for which the employment allocation at Daedalus is safeguarded.
- 3.13 There is evidence of concerns from businesses who may be deterred from operating from or locating to the site as a result of the proposals. Gosport Borough Council is therefore concerned that the development will prejudice the employment strategy for the site to the detriment of the local economy.
- 3.14 **The impact on the quality an attractiveness of open spaces and the possible Suitable Alternative Natural Greenspace (SANG) and other proposed open spaces :** Fareham Borough Council must be fully satisfied the scale, height, massing and visual prominence of the converter station does not detract from the attractiveness and likely use of the proposed open space. Part of the overall planning requirements of development on the Daedalus site is the provision of Suitable Alternative Greenspace as mitigation for the impact of increased recreational disturbance protected habitats.
- 3.15 Failure to provide suitable alternative natural green space in kind could require a monetary contribution towards the provision of suitable open space elsewhere.
- 3.16 The Council is concerned that the scale and massing and other environmental issues, including visual impact and noise, in juxtaposition with the proposed open space will make it a less attractive space for people to use thereby prejudicing its qualitative and functional role as appropriate mitigation. The proposed open space would therefore be less likely to mitigate the increased recreational disturbance likely to occur as a result of new residential development on Daedalus along the seafront and through the Alver Valley.

- 3.17 **Alternative Sites:** Fareham Borough Council must be fully satisfied that there are no suitable alternative site available to justify the encroachment into and visual erosion of the Strategic Gap.
- 3.18 The Council remains concerned that suitable alternative sites have not been fully explored.

Financial Services comments:	<i>n/a</i>
Legal Services comments:	<i>included within this report</i>
Crime and Disorder:	<i>n/a</i>
Equality and Diversity:	<i>n/a</i>
Service Improvement Plan implications:	<i>n/a</i>
Corporate Plan:	<i>n/a</i>
Risk Assessment:	<i>Low</i>
Background papers:	<i>Planning application and supporting documents</i>
Appendices/Enclosures:	<i>n/a</i>
Appendix A	<i>Location Plan</i>
Report author/ Lead Officer:	Andrew Amery Ext 5328

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

27th July 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.

<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	INDEX	
			<u>Address</u>	<u>Recommendation</u>
01.	03-08	16/00015/FULL	Land Rear Of 363 Fareham Road Gosport Hampshire PO13 0AD	Refuse
02.	09-16	16/00189/FULL	46 Marine Parade East Lee-On-The-Solent Hampshire PO13 9BW	Grant Permission subject to Conditions
03.	17-22/1	16/00156/DETS	47 Marine Parade East Lee-On-The-Solent Hampshire PO13 9BW	Grant Permission subject to Conditions
04.	23-28	16/00246/FULL	Drake Road Lee-On-The-Solent Hampshire	Grant Temporary Consent subject to Conditions
05.	29-32	16/00186/FULL	5 - 6 The Precinct South Street Gosport Hampshire PO12 1HA	Grant Permission subject to Conditions
06.	33-36	16/00223/FULL	92 The Avenue Gosport Hampshire PO12 2JU	Grant Permission subject to Conditions
07.	37-38/1	16/00226/ADVT	Beechcroft Manor 1 Beechcroft Road Gosport Hampshire PO12 2EP	Grant Advert Consent
08.	39-48/1	16/00215/FULL	Huhtamaki (UK) Ltd Rowner Road Gosport Hampshire PO13 0PR	Grant Permission subject to Conditions

ITEM NUMBER: 01.
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. This application was considered by the Regulatory Board on 27 June 2016 when Members resolved to defer it for a site visit.
2. 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.
3. 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.
4. 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.

5. 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.</p>

	Recommend conditions relating to parking.
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: 02.
APPLICATION NUMBER: 16/00189/FULL
APPLICANT: Mr Andy Williams Driftstone Developments Ltd
DATE REGISTERED: 15.04.2016

DEMOLITION OF SAILING CLUB (AND ASSOCIATED FLAT) AND ERECTION OF DETACHED BUILDING TO FORM SAILING CLUB AND 9 NO. TWO BEDROOM FLATS WITH ASSOCIATED ACCESS, CAR PARKING, CYCLE AND REFUSE STORES (as amplified by additional ecological information received 2.6.16 and additional information received 7.7.16)

46 Marine Parade East Lee-On-The-Solent Hampshire PO13 9BW

The Site and the proposal

1. The application site is located on Marine Parade East at Lee on Solent seafront within the defined Urban Area and Marine Parade Area of Special Character.
2. The application site constitutes a two-storey building, with a white render exterior, that operates as a sailing club. The building appears, from the public highway, as two interconnected buildings with a flat roof western element and a pitched single storey, with dormer, eastern element. The building is 26.6m wide, a maximum of 11m deep and ranges between 7m high at the western end to 9.5m high to the top of the dormer at the eastern end of the roof. There is a dropped kerb along the entire frontage of the site where cars can park in front of the building. Access to the rear of the site, which constitutes hardstanding, is from a service road which runs along the rear.
3. At present, there are no conditions restricting the Club's operating hours and it is understood that it is used for activities including club meetings, training sessions, social sessions and providing catering and changing facilities for sailors and preparation for sailing events.
4. Beyond the highway to the west is an area of open space that extends north-west and south-east along the entire length of Marine Parade East and Marine Parade West. To the east of the service road to the rear is residential development in Cambridge Road consisting of single and two storey dwellings of mixed design. To the south-east is no. 47 Marine Parade East which is a detached, cream rendered, two storey dwelling which has been extended to the rear at single storey level and has a first floor balcony on the north-west corner adjacent to the application site. Outline planning permission (15/00316/OUT) has been granted to redevelop No.47 Marine Parade East into a three-storey building containing five flats and a detailed (Reserved Matter) application, reference 16/00156/DETS, is pending consideration by the Regulatory Board on 27 July 2016. To the north-west of the application site is Seaview Court which is a four storey, flatted development with a flat roof and staggered frontage which steps away from the adjacent highway. Seaview Court is built of brick and has glazed balconies with white plinth detailing to the front of each respective flat. To the south west side of the building is a small garden enclosed by a chain link fence less than 1m high.
5. The proposal is for the redevelopment of the application site to demolish the existing building and introduce a three-storey building 28.5m wide, 13m high (although the main ridgeline is 12m) and 23.5m deep. The building, with a basement car park accessed from the rear service road and three spaces accessed from Marine Parade East, would contain nine residential apartments and the Lee on Solent Sailing Club. Extant permission is in place from respective 2014 and 2015 permissions to develop the site to provide a sailing club and eight residential apartments. The main differences between the most recent 2015 application and this application are:
 - Introduction of one additional residential apartment;
 - Amendment to the design, in particular adding a third-storey and additional mass (comprising of large areas of glazing) to the south-eastern side of the proposal;
 - Increase the width by 2.5m and the height by 2m;
 - Four more parking spaces with 29 in total (including three accessed directly from Marine Parade East);

- Repositioning the Sailing Club to the south-eastern side of the site (adjacent to No.47 Marine Parade East);
- Relocating the flagpole so, whilst the same height overall, it will only begin from the third floor;
- Introducing one less window on the north-western (side) elevation - all these windows are proposed to be obscure glazed; and
- Introducing five more windows on the south-eastern (side) elevation - all these windows are proposed to be obscure glazed.

Relevant Planning History

14/00631/VOC - variation of conditions 2, 9, 14, 15, 17, 20, 21, 25, 27 of 13/00229/FULL to incorporate revised design including amendments to sailing club roof and inclusion of front stairwell - permitted 17.04.15

13/00229/FULL - demolition of sailing club and erection of detached building to form sailing club and 8 no. two bedroom flats with associated access, car parking, cycle and refuse stores - permitted 11.02.14

Adjacent site - 47 Marine Parade East:

16/00156/DETS - details pursuant to application 15/00316/OUT - demolition of existing dwelling and erection of building to form 5 no. flats with car parking, refuse and cycle storage with all matters reserved - pending consideration

15/00316/OUT - outline application - demolition of existing dwelling and erection of building to form 5 no. flats with car parking, refuse and cycle storage with all matters reserved - permitted 09.12.15

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP1
Sustainable Development
LP3
Spatial Strategy
LP10
Design
LP14
Marine Parade Area of Special Character
LP22
Accessibility to New Development
LP23
Layout of Sites and Parking
LP46
Pollution Control
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

Gosport Borough Council Marine Parade Area of Special Character: Supplementary Planning Document: May 2007

Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

Consultations

Local Highway Authority	No objection subject to planning conditions to ensure that the parking provision is provided prior to the first use/occupation of the development and that part of the existing access from Marine Parade East is closed.
HCC Ecology	No objection subject to a planning condition to secure ecological enhancements
Environmental Health	No objection.

Response to Public Advertisement

9 letters of objection

Issues raised:-

- inadequate vehicular access to the rear of the site
- overlooking, loss of privacy, loss of outlook, increased light pollution and disruption during construction to residential properties on Cambridge Road
- insufficient parking within the area
- damage to neighbouring properties - years of subsidence and increased high winds
- loss of a view for Seaview Court residents
- lack of need for new high-density housing in Lee on Solent
- lack of arrangements for waste collection
- the increase in height and massing of the proposal compared to the previous scheme and the loss of a setback, the projecting balcony would harm the streetscene
- the impact of parking spaces fronting Marine Parade East and the impact upon the neighbouring dwelling (47 Marine Parade East)
- locating the clubhouse next to 47 Marine Parade East would harm the amenity of the occupiers of this property
- no viability assessment has been submitted to justify the increase in the size of the proposal
- the design does not comply with the Marine Parade Special Character Area SPD.

Principal Issues

1. Planning permission was respectively granted in 2014 (13/00229/FULL) and 2015 (14/00631/VOC) for the redevelopment of the site to provide a mixed development comprising of the Sailing Club and eight residential units. Both of these permissions could still be commenced and, therefore, represent a strong fall-back position. Given that these permissions established the general acceptability of the rear access to the site, the level of parking provision, mix of uses and scale of development, the main issues to consider are, therefore, the differences between the proposal and the previously approved permissions with regard to design, impact upon the amenity of occupiers of neighbouring residential dwellings and highway safety. Possible damage to property and loss of view are not planning considerations.
2. The application site is located within the Urban Area boundary where the principle of residential development is acceptable. Therefore, the addition of one further residential unit above and beyond the previous permissions is considered acceptable in principle in accordance with policy LP3 of the Gosport Borough Local Plan 2011-2029.
3. The proposed design is similar to that previously approved in terms of height, footprint and overall massing. The main difference relates to the re-location of the Sailing Club facilities from the west to the east side of the building, the provision of one additional residential unit, and the introduction of a new design approach to the external appearance of the building which clearly differentiates the Sailing Club from the area of the building containing the apartments. This has

been achieved through the introduction of a mono-pitched roof and strong building 'frame' to replace the originally double gabled approach. The original design had more traditional proportions with a vertical emphasis. The current design introduces a more contemporary appearance with strong horizontal elements between floors and full height glazing to the front elevation to maximise light and outlook. The amendments also create a larger external terrace area on the front elevation at first and second floor level.

4. The introduction of a more contemporary design reflects more recent development across the Marine Parade frontages. It is considered that the proposal successfully integrates the commercial and residential elements of the proposals through contrasting but complementary architectural styles to ensure the building will sit within the context of the street scene and, subject to the use of appropriate materials and details of soft and hard landscaping (which are proposed to be secured via condition), have an acceptable impact upon the Marine Parade Area of Special Character in accordance with Policies LP10 and LP14 of the Gosport Borough Local Plan 2011-2029.

5. Concern has been raised that the building projects beyond the building line and into the 6m separation area between the building frontages and Marine Parade which the Marine Parade Area of Special Character SPD 2007 seeks to retain. The forward projecting feature is triangular in shaped (6.5m wide across the building frontage and projecting 3.4m out from the building) and supported by a single column. The feature provides an enlarged terrace at first floor level which can be accessed from the function room/dance floor indirectly via an internal lobby. The feature would read as a lightweight, glazed, projecting balcony rather than as a solid structural element of the front elevation. Its triangular shape would result in it appearing to 'recede' rather than prominently project. The ground floor of the building front would remain visible in the street scene and three parking spaces would be provided partly underneath. Therefore whilst this feature does project into the 6m gap it is a relatively small feature which would not be unduly prominent. With regards to previously approved schemes, this proposal is significantly less intrusive than the glazed lobby previously approved within this space.

6. The three-storey proposal is located 30m from the nearest residential properties to the rear on Cambridge Road. This is in excess of the 28m separation distance advocated in the Gosport Borough Design SPD 2014 to ensure an acceptable relationship. Whilst two of the third-storey rear windows are proposed to serve the rear of the clubhouse, where there may be a more intensive use, any impact from overlooking would be mitigated by the separation distance. With regard to the impact upon the occupiers of residential units in Seaview Court and No.47 Marine Parade East (both the existing building and consented redevelopment) it is considered that, subject to the use of obscure glazing in the side elevations and on the end of the relevant balconies, there would be an acceptable impact. Furthermore, whilst noise may be emitted by the Sailing Club this is not currently controlled and was not controlled via planning condition on the respective 2014 and 2015 permissions. The design of the internal layout prevents direct access to the external terraces. Access to the terraces at first and second floor is via noise controlled lobbies. The position of both terraces requires a privacy screen to be provided on the boundary with No 47. However, it would not be appropriate to impose an hours of operation restriction via condition. Planning conditions are proposed to secure a Construction Management Plan and appropriate hours of working to minimise disruption to occupiers of neighbouring residential properties during construction. Therefore, the proposal is considered in accordance with policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

7. The acceptability of accessing the site from the rear service road is established under the respective 2014 and 2015 permissions. The addition of one further residential unit, would not result in any significant increase in trip generation. Furthermore, the retention of three existing parking spaces accessed from Marine Parade is considered acceptable as there is already an access at present. Accordingly, the Local Highway Authority has raised no objections, subject to planning conditions to extinguish the parts of the current access from Marine Parade East that are to be unused and ensure that parking is provided prior to occupation. Therefore, subject to these conditions the proposal is considered in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029.

8. The previous approved scheme included 25 car parking spaces. This application proposes 29 parking spaces. The Gosport Borough Parking SPD 2014 requires 25 spaces to meet the full parking standards of the development, 14 to serve the 9 flats, 2 visitor spaces and 9 spaces for the sailing club.

9. The previous biodiversity survey has been updated and the recommendations of the report, to ensure ecological enhancements through introducing measures such as bat boxes, are proposed to be secured via condition.

10. A contribution has been made to mitigate the impact of the occupiers of the proposed dwellings upon bird disturbance in accordance with the Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 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:

1727 LO1, 1727-01e, 1727-02, 1727-03, 1727-04, 1727-05, 1727-06, 1727-07A, 1727-08, 1727-09, 1727-10

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 commence until a Construction Management Plan has been submitted to and approved, in writing, by the Local Planning Authority. The Construction Management Plan shall include:

- The location of the site construction compound (identified on a plan);
- The provisions made for the parking of contractors, site operatives and visitors (identified on a plan);
- Provision for access to the site for construction vehicles;
- The provision for wheel washing facilities (identified on a plan);
- Measures to control the emission of dust, dirt and smoke for the site during construction;
- Details of any temporary external lighting.

The development shall be carried out in accordance with the agreed Construction Management Plan.

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

4. 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 - To safeguard the amenity of occupiers of the neighbouring residential properties in accordance with Policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

5. The development shall be undertaken in accordance with the ecological enhancement measures recommended in the Biodiversity Survey Report (ref BSR/LOSSC/46/MPE/LOS.01) unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To safeguard and enhance habitat for protected species and other species present on the site in accordance with Policies LP42, LP43 and LP44 of the Gosport Borough Local Plan 2011-2029.

6. Before works above slab level are commenced, details of the soft and hard landscaping works, to include details of any external lighting, all hard surfacing materials and boundary treatment, and a timescale for implementation, shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason - To safeguard the character and appearance of the streetscene and Marine Parade Area of Special Character in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Marine Parade Area of Special Character SPD 2007.

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

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

8. Before works above slab level are commenced full details of the scheme to close the western section of the existing site access from Marine Parade East to vehicular traffic (as indicated on drg 1727-01e) including a timetable for completion, has been submitted to and approved, in writing, by the Local Planning Authority. The approved scheme shall be carried out in accordance with the approved details and timetable and retained at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that safe access to the site is maintained and to comply with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029.

9. No external plant equipment (including ventilation and extraction equipment) shall be installed until details (including hours of operation and noise emission levels) have been submitted to and approved, in writing, by the Local Planning Authority. External plant equipment must be installed in accordance with the approved details prior to the non-residential use element of the scheme commencing.

Reason - To safeguard the character and appearance of the streetscene and Marine Parade Area of Special Character in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Marine Parade Area of Special Character SPD 2007 and to protect the amenity of neighbouring residential properties in accordance with Policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

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

Reason - To safeguard the character and appearance of the streetscene and Marine Parade Area of Special Character in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Marine Parade Area of Special Character SPD 2007.

11. The development, hereby permitted, must not be first occupied until provision has been made on site for the parking of vehicles and cycles in accordance with the approved plans 1727 02 and 1727 01e. The vehicular and cycle parking shall be retained as approved.

Reason - To safeguard highway and pedestrian safety and ensure that adequate parking is provided in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

12. The development shall not be brought into use or occupied until details of the allocation of car parking spaces to residents and Sailing Club members and visitors have been submitted to and approved, in writing, by the Local Planning Authority. The car parking shall be allocated in

accordance with the approved details and retained at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To safeguard highway and pedestrian safety and ensure that adequate parking is provided in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

13. All windows (except rooflights) on the north-west and south-east elevations (as shown on approved plan no. 1727 08) shall be obscure glazed to a minimum of Pilkington Level 2 (or equivalent), and fixed shut and retained as such unless otherwise agreed, in writing, by the Local Planning Authority.

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

14. The balconies and terraces at the south-eastern and north-western end of the first and second floors (as shown on approved plan no. 1727 08) shall be obscure glazed to a minimum of Pilkington Level 2 (or equivalent) and retained as such unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To protect the amenity of occupiers of the adjacent residential units in accordance 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), nothing over 0.6 metres in height above the level of the carriageway (Marine Parade East) shall be erected on the south-western site boundary (adjacent to Marine Parade East).

Reason - To safeguard the character and appearance of the streetscene and Marine Parade Area of Special Character in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Marine Parade Area of Special Character SPD 2007 and to safeguard highway and pedestrian safety in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029.

16. Before works above slab level are commenced details of the bin store (to include elevations) shall be provided to and agreed, in writing, by the Local Planning Authority. The bin store shall be provided and made available for use prior to the first occupation of the Sailing Club and residential units.

Reason - To ensure that adequate refuse collection storage is provided in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

ITEM NUMBER: 03.
APPLICATION NUMBER: 16/00156/DETS
APPLICANT: Mr & Mrs David Bunn
DATE REGISTERED: 30.03.2016

DETAILS PURSUANT TO APPLICATION 15/00316/OUT - DEMOLITION OF EXISTING DWELLING AND ERECTION OF BUILDING TO FORM 5 NO. FLATS WITH CAR PARKING, REFUSE AND CYCLE STORAGE (DETAILS OF ACCESS, LAYOUT, SCALE, APPEARANCE AND LANDSCAPING) (as amended by plans received 15.06.2016)
47 Marine Parade East Lee-On-The-Solent Hampshire PO13 9BW

The Site and the proposal

1. The application site is located within the Urban Area, as defined by the Gosport Borough Local Plan, on the east side of Marine Parade East within the Marine Parade Area of Special Character. The site fronts Marine Parade East and backs onto a service road, at the rear of the plot.
2. On the west side of the highway is the boundary of the Urban Area, beyond which is an area designated as Open Space that extends along the entire length of Marine Parade East and West. The land level falls to the west of this, towards the beach. To the east of the service road is residential development on Cambridge Road consisting of single and two storey dwellings of mixed design. Immediately to the rear of the site, across the service road, are numbers 33, 35, 37 and 39 Cambridge Road. All of these dwellings have rear gardens facing the application site. The wider use of the area is predominantly residential development constituting a mix of flatted blocks and individual dwellings with the exception of the neighbouring site to the north west which is Lee-On-Solent Sailing Club.
3. The application plot is currently occupied by a large detached, cream rendered, two storey dwelling which has been extended to the rear at single storey level. It has a first floor balcony on its front elevation facing the Solent. The dwelling has a pitched roof that slopes away from neighbouring properties. The existing building is set back from Marine Parade East by approximately 6m, has a low level wall along the front boundary, as well as a single pedestrian access gate. At the rear there is a detached garage that is accessed via the service road.
4. To the south east of the application site is no. 48 Marine Parade East which is a detached building with its first floor front elevation being in a cream render whilst the ground floor is in facing brickwork. The building has a first floor balcony on the front elevation affording views towards the sea. The building has a pitched roof that slopes away from neighbouring properties, and has a ground floor door and high level secondary window at ground floor level on the side wall facing the south east elevation of the application property. No. 48 is set back from Marine Parade East by approximately 6m, has a low level wall at front boundary as well as a single pedestrian access gate. No 48 has a vehicular access at the rear via the service road.
5. To the north west of the site is Lee-On-Solent Sailing Club which is a large detached two storey building. This building has a white render exterior which has the appearance of two attached buildings. The building is approximately 26.6m wide, has a maximum depth of 11m and ranges between 7m high at the northern end to 9.5m to the top of the dormer at the southern end of the roof. Planning permission was given in 2014 under ref 13/00229/FULL (and again under ref 14/00631/VOC) for the redevelopment of the site to provide a new Sailing Club together with 8 no. two bedroom flats spread over three floors. A further amended application for the redevelopment of the Sailing Club (16/00189/FULL - demolition of existing sailing club (and associated flat) and erection of detached sailing club and 9 No two bedroom flats with associated access, car parking, cycle and refuse stores) is pending consideration by the Board at the 27.07.2016 meeting.
6. This proposal is for the approval of all matters reserved at the outline planning permission stage, namely access, appearance, landscaping, layout and scale. The details submitted reflect those

provided as indicative drawings on the outline planning permission. The proposals seek the demolition of the existing dwelling and the erection of 5no. two bedroom flats.

7. The application has been subject to a minor amendment to the elevations, showing an amended parapet and gutter detail to the west elevation to avoid any overhang of the boundary with the adjoining Sailing Club. The proposed building would be approximately 14m wide and 16m deep. The height of the building ranges between approximately 8m high at the southern end (towards no. 48) to 10.4m high at the northern end of the building (towards Lee-on-Solent Sailing Club).

8. Visually the building would be vertically divided by two projecting gables with intervening areas of roof that would slope backwards. The building would have front and rear communal entrance that would have a pitched roof entrance porch depicting the roof design of the projecting gables. Indicative drawings show that the external walls of the building would be a coloured render. External balconies are proposed on the front elevation at first and second floor affording views towards the Solent. These would be enclosed by glazing and would provide private amenity space for occupants of these flats, whilst the occupiers of the ground floor flats would have access to external amenity spaces within the front garden of the plot between the building and the footway alongside Marine Parade East.

9. The proposed residential units would be spread over three floors and internally the space would be divided into two, with one flat on either end of the building. Two flats would be located on each floor at ground and first floor level, whilst the 5th flat would be located across the entire second floor level. There would be an internal lift that would enable access to the upper floor flats.

10. The proposed building would largely follow the footprint of the existing, to be demolished dwelling. The rear windows proposed at first and second floor level (serving habitable rooms) have a similar back to back separation distance with houses in Cambridge Road as currently exists. No windows are proposed on the side (north west and south east) vertical elevation of the building, although rooflights are shown in the side elevations providing ambient light to a dining area, shower room and a hallway separating bedrooms one and two. The height above the internal floor level and the angle of the roof has been designed to avoid overlooking of adjacent properties from these windows. A lift tower and an entrance porch to the lift are proposed on the north-west elevation of the building (facing Lee-On-Solent Sailing Club).

11. Vehicular access would be taken from the service road at the rear of the development and existing visibility would be improved by widening the visibility splays. Provision is made for 8no. unallocated car parking space to serve the 5no. residential units. The existing pedestrian access from Marine Parade East will be maintained. In addition a total of 10 cycle parking spaces are proposed at the rear elevation of the building together with an enclosed bin storage area. Additional landscaping is shown to separate the parking area from the rear access road and the existing tree in the north west corner of the site is to be retained.

Relevant Planning History

K4432 - alterations and additions - permitted 04.06.63

K4432/1 - addition of ground floor - outline consent - permitted 15.10.71

K4432/2 - kitchen with internal alterations - permitted 18.11.71

K4432/3 - single storey rear extension - permitted 26.10.79

01/00676/FULL - erection of single storey rear and front - permitted 03.09.01

03/10546/FULL - erection of detached double garage to rear - permitted 17.03.03

03/10547/FULL - erection of pitched roof to existing single storey rear/side extension - permitted 03.07.03

15/00316/OUT - Outline application - demolition of existing dwelling and erection of building to form 5 No flats with car parking, refuse and cycle storage with all matters reserved - permitted 09.12.15

Relevant Planning History for the adjacent Lee-On-Solent Sailing Club:

13/00229/FULL - demolition of sailing club and erection of detached building to form sailing club and 8 no. two bedroom flats with associated access, car parking, cycle and refuse stores - permitted 11.02.14

14/00631/VOC - variation of conditions 2, 9, 14, 15, 17, 20, 21, 25, 27 of 13/00229/FULL to incorporate revised design including amendments to sailing club roof and inclusion of front stairwell (amplified by plan received 13.01.2015) - permitted 17.04.15

16/00189/FULL - demolition of existing sailing club (and associated flat) and erection of detached sailing club and 9 No two bedroom flats with associated access, car parking, cycle and refuse stores - pending

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP2

Infrastructure

LP10

Design

LP14

Marine Parade Area of Special Character

LP23

Layout of Sites and Parking

LP42

International and Nationally Important Habitats

LP44

Protecting Species and Other Features of Nature Conservation Importance

LP46

Pollution Control

LP34

Provision of New Open Space and Improvement to Existing Open Space

Supplementary Planning Documents:

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

Gosport Borough Council Parking: Supplementary Planning Document: February 2014

Gosport Borough Council Marine Parade Area of Special Character: Supplementary Planning Document: May 2007

Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

Consultations

Streetscene Waste & Cleansing	No objection.
Environmental Health	No objection.
Local Highway Authority	No objection.
HCC Ecology	No objection.
Southern Water	No comments.
Natural England	No comments.

Response to Public Advertisement

6 letters of objection received.

Issues raised :-

- overhanging of boundary.
- all objectors are concerned about the overlooking of their gardens from rear facing windows in the new development.
- all objectors are concerned that the loss of the existing tall garage and landscaping along the rear boundary will exacerbate the overlooking.
- all objectors are concerned about the increased amount of traffic using the rear access track and the impact this will have on the condition of its surface, the ability for emergency and service vehicles to use the route and the overall character of the area.
- the design, in particular the roofscape is out of character and not compliant with the Marine Parade special character guidance.
- the lift shaft is an alien feature which should be removed as it causes harm to the character of the area.
- materials should be brick to match adjacent buildings.
- disturbance and safety during construction.

Principal Issues

1. The principle of development has been established with the granting of Outline planning consent for five flats and both hours of working and a contribution to the Solent Recreational Management Protocol were secured under this permission. It is therefore necessary to consider whether the details submitted for access, appearance, landscaping, layout and scale) are acceptable in terms of the impact upon the appearance and character of the area that is designated as an Area of Special Character in the Local Plan, the impact upon the amenity of occupiers of neighbouring residential dwellings, the impact upon highway safety and the highway network. The outline permission included 'illustrative' information which helped inform whether the development could be satisfactorily accommodated on the site. The details submitted with the reserved matters application reflect closely that illustrative information.

2. The Marine Parade Area of Special Character SPD 2007 encourages roof forms that are hipped, pitched or gabled following the traditional pattern characteristic along Marine Parade, and encourages variations in roof form so as to maintain the visual interest of the area. In addition the SPD recommends a guideline separation distance of 6m from the front edge of new development on Marine Parade to the north edge of the footway. The massing of the proposed building is consistent with other flatted buildings already present along Marine Parade East and, if it is implemented, would complement the approved development at the neighbouring Lee-on-the- Solent Sailing Club. The reserved matters are consistent with the details indicated at outline stage and continue to show a building of varying heights across the width of the building and, together with the projecting gable features, there is vertical emphasis which compliments the established character of this part of Marine Parade East. The drop in height of the proposed building at its south-eastern end successfully addresses the drop in height and change in character of the streetscene between Lee on Solent Sailing Club and no.48. The proposed lift tower is a relatively narrow structural component of the building and set back from the main facade by 9m. Its appearance will be less prominent than suggested on the two dimensional drawings and it would not appear as an unduly dominant feature of the building or in the street scene. The building will be visible from Marine Parade East, from the service road at the rear of the building and from Cambridge Road in-between the existing residential units. However, given the varying roof forms, and the use of sympathetic materials it is considered the proposal would have a positive impact upon the character of the street scene and Area of Special Character. There are a mix of external finishes in the immediate area. Whilst adjoining buildings are of brick construction, the proposed pale renders (grey and white) combined with the cladding system give a light, contemporary appearance which sits comfortably with its waterfront location. Therefore, it is considered that the proposed reserved matters of appearance and scale should be approved as having an acceptable impact upon the appearance of the area and Special Character Area in accordance with Policies LP10 and LP14 of the Gosport Borough Local Plan 2011 - 2029 the Gosport Borough Council Marine Parade Area of Special Character SPD 2007 and the Gosport Borough Council Design SPD 2014.

3. The height, scale and external appearance of the respective cycle and refuse stores proposed at the rear of the building would appropriately screen and contain the bins and cycles and would not

adversely affect the character of the area. Additional landscaping separating the rear parking area from the rear access track helps to integrate the scheme into the wider character of the area and provides a soft edge and visual relief from what is otherwise an area dominated by hardstanding and buildings. The retention of the existing Oak tree along the rear boundary as part of the landscape proposals is a positive change to the original outline consent which showed the tree to be removed. Therefore, it is considered that the reserved matters of layout and landscaping should be approved as being in accordance with Policies LP10 and LP14 of the Gosport Borough Local Plan 2011 - 2029, the Gosport Borough Council Marine Parade Area of Special Character SPD 2007 and the Gosport Borough Council Design SPD 2014.

4. The replacement building would sit approximately on the footprint of the existing building. There are no openings shown on the side elevations other than high level rooflights. Concerns have been raised by residents in Cambridge Road about overlooking of their gardens from rear facing windows in the new development. The separation distance from the rear windows at first and second floor level in the new building to the boundary of the gardens in Cambridge Road is 24m. The separation distance between the rear elevation of the new building and the houses in Cambridge Road is approximately 35m. These distances are considered to be sufficient to ensure privacy is not harmed and comply with the separation distances set out in the adopted Design : Supplementary Planning Document. The existing Oak Tree is also now shown to be retained providing additional mitigation. It is therefore considered that the building will not have a harmful impact upon the amenity of occupiers of neighbouring dwellings including no. 48 Marine Parade East and no.33 Cambridge Road. The development is therefore considered to be in accordance with Policies LP10 and LP46 of the adopted Gosport Borough Local Plan 2011-2029 and the Gosport Borough Council Design SPD 2014.

5. Despite concerns from local residents regarding increase use of the rear access track, the majority of developments fronting Marine Parade East have access via this route, including the existing property. Whilst all matters were reserved at outline stage, the principle of development was approved on the understanding that access would be gained from the rear of the site. The current application does not increase the number of flats proposed or the parking demands for the site compared to the scheme found to be acceptable in principle at the outline application stage. There are no objections on highways safety or amenity grounds for the increased use of the route. The proposed layout shows an appropriate level of car parking, together with acceptable turning space and visibility, to ensure vehicular and pedestrian safety. No objections have been raised by the Local Highway Authority. Therefore, it is considered that the reserved matters of access are in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Council Parking SPD 2014.

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: 011 C; 012 RM A, 013RM B; 003 B; 014 RM A; 012 A; 013 A; 014; 020.

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

2. Samples of all external materials to be used on the building including brickwork, cladding and roof tiles, window frames, balcony screens and handrails, fascias, soffits and rainwater goods, together with the hard surface materials to be used on the car parking and circulation areas, shall be submitted to and agreed in writing prior to construction works on the new building commencing.

Reason - In the interests of maintaining the visual quality of the Special Character Area in accordance with Policies LP10 and LP14 of the Gosport Borough Local Plan 2011-2029.

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

out as approved. These details should include a planting scheme showing species, numbers, densities, heights and a future maintenance scheme.

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.

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

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

5. No occupation of any of the flatted units hereby approved shall take place until such time as the parking spaces shown on the approved site plan have been provided. The parking spaces shall thereafter be retained and made available for use for the parking of private cars.

Reason - To ensure adequate on site parking is available in accordance with Policy LP23 of the Gosport Borough Plan 2011-2029.

6. No occupation of any of the flatted units hereby approved shall take place until the cycle and refuse stores have been provided in the location shown on the approved site plan reference 1552 011 C dated March 16. Thereafter, the cycle and refuse stores shall be retained and made available for use by occupiers of the flats. Prior to installation elevational details, including materials and finished colour, shall be agreed in writing with the Local Planning Authority.

Reason - To ensure appropriate facilities are available to serve the development in accordance with Policy LP23 of the Gosport Local Plan Review 2011-2029.

7. Before any demolition or construction works commence on site full details of the protection measures to be put in place for the existing Oak tree shall be submitted to and agreed in writing by the Local Planning Authority. The approved protection measures for the Oak Tree must be put in place before any demolition or construction works commence and shall be retained in accordance with the agreed details until completion of the development.

Reason - In the interests of the visual amenities of the Special Character Area and to comply with policies LP10 and LP14 of the Gosport Borough Local Plan 2011-2029.

ITEM NUMBER: 04.
APPLICATION NUMBER: 16/00246/FULL
APPLICANT: Mr West Offsite Homes Limited
DATE REGISTERED: 20.05.2016

ERECTION OF 2NO. MODULAR BUILDINGS (TO PROVIDE 3NO. SHOW HOMES) AND ASSOCIATED LANDSCAPING AND PARKING (as amended by plans received 21.06.2016)

Drake Road Lee-On-The-Solent Hampshire

The Site and the proposal

1. The application site is located on the north western side of Drake Road within the red-line application area defined under the Outline Planning consent for the redevelopment of land at HMS Daedalus reference 11/00282/OUT.
2. Drake Road is an 80m long cul-de-sac with access onto Marine Parade West at its southern end. The entrance to Drake Road is flanked by a block of 3 storey flats constructed of red brick and cream render on its northern side and a detached, white painted property of two storey's (with accommodation in the roof) and a large detached, flat roofed double garage at the rear which fronts Drake Road.
3. Beyond the flatted block is a service road running perpendicular to Drake Road which provides rear access to the flats and houses fronting Marine Parade West. Immediately beyond the service road is the application site which is currently fenced off behind a mixture of 2m high close board fencing, a short section of hedging and chain link fencing with security wire above. There is a 4m wide grassed amenity strip between the security fencing and the back edge of the Drake Road carriageway. The site is not currently accessible from Drake Road.
4. Opposite the site are three detached houses of varying designs and materials. The first is set back from the Drake Road frontage, and has a first floor balcony facing the application site. The second is a two storey house with pale green (mint) painted elevations and tiled roof of traditional form. The third is a white painted two storey house with a Mansard roof containing two flat roofed front facing dormer windows. The property also has a single storey projecting gabled porch detail.
5. Beyond the houses is a narrow access road which runs alongside the security fencing of HMS Daedalus and gives vehicular access to the rear of flats fronting Marine Parade West.
6. The end of Drake Road is defined by a 2.4m high chain link security fence supported by a series of concrete posts beyond which are a range of large scale buildings within the Daedalus site.
7. Whilst not part of the overall Daedalus proposals Policy LP5 (Daedalus) of the Gosport Borough Local Plan 2011 - 2029 is relevant. This policy identifies the extent of the Daedalus Regeneration Area, the range and mix of uses which would be supported and the criteria by which new development will be assessed.
8. The site is part of a larger area of land safeguarded for mixed use and residential development including the delivery of up to 200 residential units to be served by a new access road, currently under construction, and connecting with the existing highway network to the north of Ross House within Fareham Borough.
9. In the longer term the implementation of the Daedalus development will result in the implementation of a one way system for Drake Road as shown on drawing C3A263/00/D/038 dated March 2011.
10. This proposal seeks approval for the temporary siting of two modular buildings for use as show houses for potential customers, in the form of one detached and one pair of semi-detached. The

units will not be lived in or occupied as residential accommodation. The current application is independent of the Outline planning permission and as such does not trigger the need for alterations to Drake Road. The proposals would utilise the existing two way flow of traffic into and out of Drake Road. This is a commercial proposal to showcase the modular show-houses being constructed by an existing business which currently operates from one of the industrial buildings on the Daedalus site

11. The individual designs are intentional to demonstrate the flexibility of the end product but are finished in traditional materials. The intention of the modular home is to provide a sustainable, affordable residential product with faster delivery than standard construction methods.

12. The proposed detached, two storey, four bedroom unit with accommodation within the roof space is externally finished with part brick part render elevations and shingles for roof tiles. It is 6m in height to the eaves and has a Mansard roof form to maximise accommodation in the roof, giving a ridge height of 10m. The building depth is 5m.

13. The proposed two storey, semi-detached structure provides a two bed and a three bed unit without accommodation in the roof. The mix of contemporary and traditional materials demonstrates the flexible options available in the fabrication of modular housing which reflecting the eclectic mix of design types that proliferate throughout the area. The height to the eaves is 6.3m and 8.4m to the ridge. The building footprint is deeper than that on the detached model with the 2 bed unit having a narrow 4.5m width contrasting with an 11m depth. The use of hipped roofs and gable ends is characteristic of the area.

14. 8 parking spaces will be provided to serve the development.

15. The houses would visually provide a continuation of the Drake Road frontage and have vehicular access from Drake Road. The western section of the Marine Parade West Special Character Area is located immediately to the south of the site.

Relevant Planning History

11/00282/OUT - EIA - OUTLINE APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR ACCESS - EMPLOYMENT-LED MIXED USE SCHEME INCLUDING UP TO 69,992 SQM OF COMMERCIAL FLOOR SPACE IN NEW BUILDINGS AND RE-USE OF EXISTING BUILDINGS (USE CLASSES B1, B2 AND B8); UP TO 1,075 SQM OF RETAIL (USE CLASSES A1, A2, A3 AND/OR A4); UP TO 200 RESIDENTIAL UNITS (USE CLASS C3); UP TO 32 UNITS OF CARE ACCOMMODATION (USE CLASS C2); UP TO 1,839 SQM OF COMMUNITY USES (USE CLASS D1); UP TO 8,320 SQM OF HOTEL USE (USE CLASS C1); UP TO 2,321 SQM OF LEISURE (USE CLASS D2); NEW AND UPGRADED VEHICULAR AND PEDESTRIAN ACCESS ARRANGEMENTS; HARD STANDING AND CAR PARKING; OPEN SPACE PROVISION; LANDSCAPING; AND ASSOCIATED WORKS. (WORKS AFFECTING LISTED BUILDINGS/CONSERVATION AREA (IN PART)) (as amended by revised Design and Access Statement, amended plans, Second Addendum to Environmental Statement, Appropriate Assessment Screening Report, Transport Assessment Supplementary Technical Response, Delivery and Service Plan, and Framework Travel Plan all received 25.01.12, additional plans received 24.02.12, revised Heritage Statement and amended plans received 06.03.12, additional information received on 16.03.12, 21.03.12, 23.03.12, 26.03.12, 28.03.12, 28.12.15 and 13.01.16) - permitted 28.01.2016

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP1

Sustainable Development

LP5

Daedalus

LP10

Design
LP23
Layout of Sites and Parking

Supplementary Planning Documents:

Gosport Borough Council Daedalus: Supplementary Planning Document: September 2011
Gosport Borough Council Parking: Supplementary Planning Document: February 2014
Gosport Borough Council Marine Parade Area of Special Character: Supplementary Planning Document: May 2007

National Planning Policy Framework (NPPF), March 2012

Consultations

Local Highway Authority	No objections subject to conditions. The parking provision is acceptable. Works to the site frontage require a s278 to provide the footway along the site frontage, dropped kerbs serving the parking bays.
Environmental Health	No objection.

Response to Public Advertisement

5 letters of objection received

Issues raised :-

- lack of comprehensive development
- additional parking and activity in Drake Road
- overlooking and loss of privacy from the upper floor windows of the new houses
- vehicular access should be from the new access road currently under construction by Hampshire County Council not Drake Road
- the design of the houses is out of character with the existing houses in Drake Road
- Drake Road already suffers overspill parking from Marine Parade West

Principal Issues

1. The proposals will not harm the setting of the Daedalus Conservation Area or any of the Listed Buildings within the wider site. The main issues in this case are therefore the principle of the use within the Daedalus site, the acceptability of the scale and design of the modular units, the impact on the character of Drake Road, the impact on the amenity of nearby residents due to activity associated with the commercial use and car parking and traffic generation.
2. The show home proposals are for the temporary use of the land to site 3 examples of a local businesses modular housing types. They would not be occupied as dwellings and do not form part of the housing allocation approved under the existing outline planning consent.
3. Policy LP5 includes provision for a range of commercial activity. The applicant is currently operating from the Daedalus site and this proposal represents an opportunity for an existing employer to showcase the residential units they fabricate in a realistic, residential environment close to point of assembly.
4. There is therefore no objection in principle to use the land for the siting of the show homes, which will not prejudice the implementation of the wider proposals for the Daedalus site.
5. In design terms, the scale, height and massing of the units is typical of that found within a residential area which comprises a wide range of building designs, massing and scale. The area comprises 3 and 4 storey flats, two storey houses and bungalows using a wide mix of materials. The modular units would add to this mix and sit comfortably within the Drake Road street scene.

The external materials are largely traditional brick and render with shingled roofs. An element of metal cladding and vertical glazing gives a contemporary appearance which would add to rather than detract from the character of the street. This is in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

6. The occupiers of properties opposite the site in Drake Road have been accustomed to open outlook from their frontages. The development will alter this outlook but the separation distance across the street between existing and proposed elevations is 20m and this relationship is not dissimilar to a typical residential street pattern. The standards in the design guide which seek to ensure privacy is maintained are based on the more sensitive back to back distances applicable to residential dwellings and notwithstanding the comments above, it is not considered that the proposals would introduce overlooking that would cause harm to the amenity of nearby residents.

7. The impact on the amenity of local residents will be limited to the operation and management of the applicants business given the show homes are not for residential occupation. Initially, the majority of visitors are likely to be commercial/business rather than private individuals. 8 visitor parking spaces are provided to accommodate traffic demands and appointment by prior booking is more likely than private individuals arriving unannounced. Notwithstanding this, a condition will be imposed limiting the hours during which visitors can gain access to protect the amenities of adjoining occupiers. It is unlikely that the proposals will result in significant visitor numbers given the small number of units involved. Conditions will also be imposed to ensure the show homes cannot be used for habitable accommodation and that there is management plan in place for the construction period. Subject to the these conditions, the proposals comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

RECOMMENDATION: Grant Temporary Consent

Subject to the following condition(s):-

1. The use of the site for the siting and operating the show homes hereby approved shall cease on or before 31 July 2019. All structures and fitting associated with the use shall be removed and the land restored to its former condition on or before that date.

Reason - Due to the temporary nature of the proposal and in the interests of the amenities of the locality and the character and appearance of the area and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

2. The show homes shall only be open for viewing by visitors between the hours 0900 and 1800 Monday to Friday, 0900 to 1300 Saturdays and at no time on Sundays or public holidays.

Reason - In the interests of the character of the area and to protect the amenities of nearby residents and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

3. The show homes shall not available for viewing until the parking spaces, dropped kerbs and pedestrian paths have been provided in accordance with the approved plan 16-013 03 Rev B dated 29.05.2016 and thereafter retained and made available for use by visitors until such time as the use ceases.

Reason - To ensure adequate access and parking is provided to serve the development and in the interests of the character of the area and to comply with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

4. Prior to the show homes being constructed on site a Construction Method Statement shall be submitted and approved in writing by the Planning Authority to include:

- a. a programme of construction work
- b. provision for contractors vehicles
- c. routing for deliveries
- d. location of site compound
- e. wheel washing facilities to prevent mud on the public highway

Construction shall only be undertaken in accordance with the approved method statement.

The construction works shall only take place between the hours of 0800 and 1800 Monday to Friday and 0900 - 1300 on Saturdays and at no time on Sundays or recognised Public Holidays.

Reason - to protect the character of the area and to protect the amenity of nearby residents and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

5. The show homes shall not at any time be used for habitable accommodation and no person or persons shall be present on site outside the approved visiting times.

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

ITEM NUMBER: 05.

APPLICATION NUMBER: 16/00186/FULL

APPLICANT: SSSFT NHS S. Staffordshire and Shropshire Healthcare NHS Foundation.

DATE REGISTERED: 20.04.2016

CHANGE OF USE OF PREMISES FROM FINANCIAL AND PROFESSIONAL SERVICES (CLASS A2) TO CLINIC (CLASS D1)

5 - 6 The Precinct South Street Gosport Hampshire PO12 1HA

The Site and the proposal

1. The site is located in a highly accessible location close to a range of other commercial uses within the Town Centre. Other uses within the precinct include retail (Class A1), cafe and restaurant (Class A3) tattooist (sui generis). The nearest residential properties are at Rodney House on the south side of South Street 30m from the site. There are a number of public car parks in the immediate vicinity of the site, a bus stop immediately to the south and cycle storage facilities close by.

2. The proposal is to change the use of a currently vacant former financial services unit (Class A2) into a support centre run in association with the NHS (Class D1 Use). The unit has two frontages, one in South Street and the other within the precinct which would be the main entrance. The unit has approximately 115sq m of floor area across two floors of accommodation and would provide facilities for one to one consultation as well as group meetings for up to 12 people. Up to 10 full time equivalent staff would be employed but the site would not operate 24 hours a day. Hours of opening would typically be 0900 to 1900 Mondays to Fridays, 0900 to 1500 Saturdays and 1000 to 1600 Sundays and recognised public holidays. Not all staff would be present daily. Attendance would usually be by appointment but drop in services are available in the same way as all the existing High Street pharmacies currently provide. Typically up to 30 customers would use the facility a day and approximately 350 individuals and family members every year.

Relevant Planning History

05/00588/FULL - continued Use as Mortgage Brokers (Class A2) - permitted 07.11.05

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP4

The Gosport Waterfront and Town Centre

LP27

Principal, District and Neighbourhood Centres

LP32

Community, Cultural and Built Leisure Facilities

National Planning Policy Framework (NPPF), March 2012

Consultations

Response to Public Advertisement

4 letters of objection received

Issues raised:-

- inappropriate location for this kind of use
- public Health Risk
- increase pressure on parking which is usually full already
- children use the area and could be affected by hazardous materials

- will have a negative effect on other businesses
- anti-social behaviour
- the seating areas and low walls should be removed to discourage loitering and groups congregating

Principal Issues

1. The main considerations are the principle of the use, the appropriateness of the location and the impact the use would have on the character of the area and the amenities of those living and working nearby.
2. Policy LP32 (Community, Cultural, and Built Leisure Facilities) supports the provision of community facilities. Paragraph 11.81 states that 'the Local Plan seeks to provide and promote a range of quality community and leisure facilities in easily accessible locations for residents, workers and visitors. Such facilities include: Health: hospitals, GP's and health centres, clinics and specialist practices. The proposed use falls within this category and therefore the principle of the use is therefore considered acceptable.
3. The current arrangements for residents of the town seeking help and support are based in Fareham. The proposed location is within Gosport town centre which is highly accessible by a range of transport modes including public transport, cycle and on foot and is close to a range of other community facilities. The site is not reliant on the car although there are a number of public car parks nearby to meet demand. The site is therefore considered appropriate in terms of location and accessibility.
4. The site will be operated by the NHS who will have a management strategy in place and have experience in managing similar facilities across the country. The facility does not operate in isolation. There are a series of outreach services and support mechanisms in place resulting in the majority of attendees being by pre-arranged invitation. Drop in facilities similar to those operated by existing town centre pharmacies will be available without appointment. The nature of the use is recognised as one whereby vulnerable people are likely to come into contact with the public including local residents, business owners and customers of nearby businesses. Staff are trained to deal with any anti-social behaviour during opening times including the unlikely congregation of people waiting for appointments.
5. As the facility is mainly appointment based, and opening hours are known and will be clearly publicised, it is highly unlikely to attract people outside opening hours seeking help. There are other facilities already operating in the town centre where help can be sought outside of operating times. The applicant has, however, offered to provide an emergency contact number for residents and businesses to call in the unlikely event of a problem occurring. This will form part of the management strategy to be agreed by condition.
6. The proposed use will provide an important service to the town and will provide paid employment for 10 workers and also a number of volunteers within the town centre. The proposal will increase the diversity of uses within the centre and bring a vacant unit back into use.
7. Subject to conditions to control the operation of the facility it is considered the proposals are fully compliant with Policies LP4, LP27 and LP32 of the Local Plan.

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 premises shall not be open to clients and the public outside the following times:

0900 to 1900 Monday to Fridays

0900 to 1500 Saturdays

1000 to 1600 Sundays and recognised Public Holidays.

A sign clearly stating these opening hours and an out of hours contact number shall be displayed within the window of the premises at all times.

Reason - In the interests of the amenities of nearby residents and to comply with Policy LP32 of the Gosport Borough Local Plan 2011-2029.

3. The site shall be operated in accordance with the approved management plan dated July 2016.

Reason - In the interests of amenity and to comply with Policy LP32 of the Gosport Borough Local Plan 2011-2029.

ITEM NUMBER: 06.
APPLICATION NUMBER: 16/00223/FULL
APPLICANT: Mr & Mrs Collins
DATE REGISTERED: 29.04.2016

ERECTION OF TWO STOREY FRONT/SIDE EXTENSION
92 The Avenue Gosport Hampshire PO12 2JU

The Site and the proposal

1. The application property is a detached two storey house, located on a corner plot at the junction of The Avenue and Beatty Drive. The house is set back 20m from the road frontage and well screened by mature landscaping, although partial glimpses of the front elevation are available particularly along the gated driveway. The area is characterised by good sized, detached family houses set within well maintained grounds offering off-road parking and attractive landscaping.
2. The house is constructed of white painted brickwork under a red/brown concrete pantile roof. Its curtilage is bounded on the southern Beatty Road frontage by a well maintained hedgerow in excess of two metres height. Within the curtilage, and particularly along The Avenue frontage are mature trees with an understorey shrub layer. Boundary treatment within the site, along the shared boundaries with the neighbouring properties, comprise two metre high timber fencing. There are a number of small outbuildings incidental to the enjoyment of the house within the space where the extension is proposed on the north side of the site adjacent to 90 The Avenue. These, a carport and two sheds would be removed to make way for the extension.
3. The proposal is for a two storey front and side extension to provide an additional double length garage at ground floor level and an additional bedroom, shower room and extended (existing) bathroom at first floor level. It would be set off the shared boundary with 90 The Avenue by 1.1m to allow for a gated walkway to the rear garden and access to a side door proposed in the garage. The extension dimensions are: a 1.2m forward projection from existing forward most point of the house, 3.7m additional width, 8.9m depth and 5.3m height to eaves level. The front elevation is designed to 'cantilever' the extension to the existing bathroom over the existing garage giving an overhang of 1.2m and altering the existing hipped roof of that element of the elevation to a vertical wall. This gives a slightly awkward roof junction with a cat-slide roof formation being used to link into the main eaves.
4. Number 90 The Avenue, to the north west, is positioned approximately 1m behind and in the same alignment to the application site. Given the proposed forward projection of the proposed extension the house as extended would sit 2.3m forward of the front corner of 90 The Avenue. 90 The Avenue has ground and first floor habitable room windows facing the extension (a lounge on the ground floor and two separate bedrooms at first floor). There is also a 1.9m wide walkway between the house and the side boundary giving total separation between the properties of 3.1m compared to 6.8m at the moment (not taking into account the car port and sheds).

Relevant Planning History

Nil

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP10

Design

LP23

Layout of Sites and Parking

Supplementary Planning Documents:

National Planning Policy Framework (NPPF), March 2012

Consultations

Environmental Health

Response to Public Advertisement

1 letter of objection

Issues raised:-

- overshadowing due to height and proximity to the boundary immediately south of habitable room windows.
- loss of light and outlook due to forward projection, two storey height and proximity to boundary.
- internal layout means habitable room windows face onto extension.
- loss of gap between building would be out of character with the area.
- possible structural damage due to age of properties.

Principal Issues

1. Potential structural damage during construction is not a material planning consideration. The main issues in this case are therefore the acceptability of the design of the proposed extension and the impact on the character of the existing dwelling, the character of and visual impact on the street scene and the amenities of the adjacent occupiers.

2. The scale, height and massing of the extension is proportionately sympathetic to the existing dwelling. The ridge and eaves are continuous and the roof pitches and materials are to match the existing. The windows to the first floor front elevation differ from those on the existing house in that they are of horizontal rather than vertical profile. This is due to the height of the proposed garage door which is designed to allow access for a larger motorhome type vehicle. This is not considered to be a significant design issue which would detract from the character of the house or the streetscene.

3. The significant set back of the house, reinforced by the mature landscape screening, means that the impact on the wider street scene will not be significant. The existing gap between the houses is not readily discerned and there is not a uniform spatial pattern established within the street. The gaps between houses vary, and whilst each application is considered on its merits, it is worth noting that other plots within the street, such as at 66 The Avenue, (15/00081) have been similarly extended in the recent past. The forward projection would similarly not have a significant impact on the character of the area where there is no clearly established building line. The proposal is therefore considered to have an acceptable impact upon the streetscene and the wider character of the area in accordance with Policy LP10 (Design) of the Gosport Borough Local Plan 2011-2029.

4. The adopted policies of the Development Plan support new development and Policy LP1.3 (Sustainable Development) identifies that the Council will grant planning permission unless material considerations indicate otherwise. It is acknowledged that the proposed extension would have an impact on the amenities of the occupiers of the property at 90 The Avenue. The combination of the projection forward beyond the existing front elevation, the two storey height and the proximity to the boundary would affect the outlook from and light into habitable room windows at number 90, in particular, the ground floor lounge and a first floor bedroom and there would be a greater sense of enclosure within these rooms which would decrease the level of amenity currently enjoyed by the occupier's. Being immediately north of the extension, some direct light would also be lost from these rooms up to around midday when the alignment of the houses means the sun would then pass behind the existing house from midday onwards. There would also be an increased sense of enclosure when viewed from the existing area at the side of the house.

5. The applicant has referred to a similar application nearby at 66 The Avenue which has recently been completed. The judgement regarding the impact on neighbouring amenity is, however, unique to the characteristics of each site. Whilst there are similarities in terms of design, orientation of properties, forward projection, proximity to boundary, windows and internal rooms impacted upon each site must be dealt with on its own merits.

6. In this instance, the lounge and front bedroom of the neighbouring property at number 90 do benefit from a large front facing window which would not be affected by the proposals and which provide the rooms with natural light and outlook. The area to the side of the dwelling is also not used as 'sitting out' garden space from which the neighbour would currently enjoy a high level of amenity. The neighbours newly constructed garden room and rear garden will be unaffected by the proposals. For these reasons, whilst it is acknowledged that the proposals will have an impact on the amenities of the occupiers of the adjacent property at number 90, the impacts are not considered to be significant enough to warrant refusal of the application in this instance.

7. The site currently benefits from an integral garage and the car port to be replaced by the new extended garage facility. The on-site parking and turning complies with adopted standards and is designed to meet the dimensions of the applicants own private vehicle(s).

8. For the above reasons it is therefore considered that the proposal is in compliance with Policies LP1 and LP10 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 materials to be used for the extensions, alterations and garage 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 Gosport Borough Local Plan, 2011-2029

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

A4 Location Plan 1:1250, A4 Site Plan 1:500, collins-16-02 proposed elevations and floor plans ,collins 16-04 proposed ground floor layout,collins 16-03 proposed first floor layout.

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: 07.
APPLICATION NUMBER: 16/00226/ADVT
APPLICANT: Mr Stuart Markham Contemplation Homes
DATE REGISTERED: 11.05.2016

RETENTION AND CONTINUED DISPLAY OF 2 NO. NON ILLUMINATED SIGNS
Beechcroft Manor 1 Beechcroft Road Gosport Hampshire PO12 2EP

The Site and the proposal

1. The application property is a two storey, detached care home located on the corner of Beechcroft Road and Anglesey Road. The building is set back from the western boundary to Anglesey Road in excess of 13m and back from Beechcroft Road to the southern boundary by approximately 7m. The existing building is located to the eastern half of the site with a garden amenity area to the western part and the junction of the two afore mentioned roads. The garden is enclosed by an approx.1.2m high wall (brick piers with rendered inserts to Anglesey Road and the return to Beechcroft, then brick piers with timber board inset along Beechcroft Road). The garden is planted with shrubbery and trees to the boundary, which provides a screen from the car parking area and a soft backdrop to the two signs. The character of the locality is one of residential detached dwellings.

2. The proposal is for retrospective advertisement consent for the display of two non-illuminated free-standing pole mounted signs located to the corner of the site by the road junction, with a sign facing each road boundary. The signs are 1m in height by 2m in width and are displayed with the top of the sign at 1.8m from the ground. The signs are set back behind the boundary wall by approx. 0.10m. The maximum height of the advertisement text on the signs is 0.18m.

Relevant Planning History

68/09733/PA - CHANGE OF USE OF DWELLING TO NURSING HOME - permitted 27.11.68

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

Local Highway Authority

The proposal relates to the retention of two non illuminated signs within the curtilage of the property 'Beechcroft Manor' at the junction of Beechcroft Road with Anglesey Road. The signs are set back behind the boundary wall and do not impact directly or indirectly upon the operation or safety of the local highway network. Having regard to the above the Highway Authority would recommend -
No objection (no conditions)

Response to Public Advertisement

1 letter of objection

Issues raised:-

- the signs are out of keeping in the residential area
- the signs are out of keeping with the conservation area
- the signs are too big and too high
- the signs could distract drivers using Beechcroft Road

Principal Issues

1. The only issues for consideration in this case are the impacts on amenity and public safety. The building is not Listed and is not located within a Conservation Area. The property has a double frontage boundary to both Anglesea Road and Beechcroft Road and the non-illuminated signs are located close to each other at the corner of the site by the road junction, with one sign facing each road frontage.

2. The signs replace a single previous sign which was at, and faced, the corner of the site. The previous sign was an arched design with a metalwork frame depicting the property name above the main display board. The current (retrospective) signs are of a similar overall size and scale but with a different design and appearance.

3. The configuration of the two signs, one each to the road frontage, would be visible and have an impact on the general street scene. The signs are, however, of an acceptable design and size and are constructed of materials appropriate to a roadside display (steel poles and aluminium panels, similar to highway road signs), therefore, it is not considered that the retention of the signs would have a harmful impact on the visual amenity of this residential location in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

4. The Local Highway Authority raises no concerns in respect of highway and pedestrian safety. The signs do not impede the public highway or any surveillance, speed or security cameras. The signs are proportionate in scale and size to the double frontage of the site and the size of the signage lettering is comparable in size with the scale of the signs.

5. For the above reasons, the signs, as displayed, are not considered to harm amenity or public safety.

RECOMMENDATION: Grant Advert Consent

ITEM NUMBER: 08.
APPLICATION NUMBER: 16/00215/FULL
APPLICANT: Mr Phil Walker Huhtamaki UK
DATE REGISTERED: 09.05.2016

DEMOLITION OF EXISTING OFFICES AND TEMPORARY WAREHOUSE AND ERECTION OF EXTENSIONS TO NORTH AND EAST ELEVATIONS TO FORM PRODUCTION AREA, WAREHOUSE AND OFFICES, PROVISION OF ADDITIONAL CAR PARKING AREA, RECONFIGURATION OF INTERNAL LAYOUT, RELOCATION OF EXISTING CYCLE AND PALLET STORE, PROVISION OF SMOKING SHELTER AND REPLACEMENT SPRINKLER TANK (as amplified by supporting documents received 04.07.16 and 12.07.16 and 18.07.16)
Huhtamaki (UK) Ltd Rowner Road Gosport Hampshire PO13 0PR

The Site and the proposal

1. The site is located on the north side of Rowner Road and is an existing Factory premises with vehicular access from Rowner Road. Within the site are the existing factory building and ancillary, offices, storage buildings and associated parking and servicing areas. Also within the application site but falling outside the existing property boundary are two grassed areas to the north and southeast.
2. The existing factory building is approximately 12m high and its northern and western elevations are 135m and 120m in length, respectively. The factory is set away from the southern and western property boundaries by approximately 10m and from the northern boundary by 20m, with a 9m high, temporary warehouse, building between. To the east of the factory is the existing office building which is two storeys high and attached to the factory building by a single storey link block. Along the northern boundary are a number of ancillary structures. In the northeast corner of the site within an existing grassed bund is the existing sprinkler tank. The main service area for HGVs is situated to the southeast of the building, with an internal access road running along the east and north sides of the site and providing access to a further service area adjacent to the temporary warehouse building. The existing car parking areas are primarily situated adjacent to the office building. Surrounding the existing property is an existing palisade fence. The existing factory site is designated as an Existing Employment Area in the Gosport Borough Local Plan 2011-2029.
3. The area to the north of the existing factory premises includes a grassed bund running between the current fenced boundary and the footpath/cycle way linking the Leisure Park with the main cycle route between Gosport and Fareham. This area of land is also designated as Community Built Leisure with the Gosport Borough Local Plan 2011-2029. The area to the south east of the existing premises is situated at the junction of Fareham Road and Rowner Road and is designated as Existing Open Space with the Gosport Borough Local Plan 2011-2029. This land is primarily grass with substantial bunds running along the edge of the existing factory's boundary. There are several trees on this land that fall within the application site boundary, however, the majority are situated adjacent to the highways, outside of the application site and existing property boundary.
4. To the north of the site is the existing Gosport Leisure Park which includes the leisure centre, hotel, public house/restaurant and ice rink. The south elevation of the ice rink is a flank wall facing onto the application site. There are a number of all-weather sports pitches on the south side of the leisure centre and approximately 6m from the application site. These pitches are surrounded by mesh fencing of approximately 4m in height. To the west of the site is an area of substantial planting in excess of 15m wide and comprising numerous trees and shrubs and beyond this is the cycle way linking Gosport and Fareham. Further to the west is another area of planting, beyond which are the rear boundaries of the residential properties in Turner Avenue, with the dwellings themselves being some 50m from the application site boundary. To the south of the site are the Brune Medical Centre and Woodcot Lodge and Nelson House care homes and their associated parking areas.

5. To the east of the site is Fareham Road (A32) and its substantial roundabout junction to the southeast. Beyond Fareham Road to the east is Fort Brockhurst, a Scheduled Ancient Monument.

6. The proposal is for the demolition of the existing office building and its replacement with a new extension, a further extension to the north side of the factory following demolition of the temporary warehouse, relocation of existing cycle and pallet stores, the provision of a replacement sprinkler tank and alterations to the internal layout. A new parking area is also proposed in the existing open space in the southeast corner of the application site.

7. The extension on the east side of the building would replace the existing office block and car parking area and would accommodate new office facilities and an expansion of the production area. The extension would be larger than the existing office building in footprint, being some 44m wide and 85m deep. It would also be approximately 22 m from the eastern boundary. The extension would be 13.5m in height with the majority of windows along the east elevation at second floor to serve the offices. Limited windows are proposed on the other elevations including a glazed section to all floors on the south elevation.

8. The second extension is sited on the northern elevation of the existing factory building and towards its western end. The extension would replace the existing temporary warehouse building and would extend 32m northwards from the existing building and 77m along its northern elevation and be 12m high. The extension is shown as being additional warehousing. No windows are proposed within this extension, with pedestrian doors at ground floor level on all external elevations of the building and a rollershutter door on the east elevation. This extension would project onto land where the existing grass bund is located, beyond the existing site boundary. Both extensions have a typical industrial building appearance and would be finished in grey curtain wall cladding.

9. Approximately 50 car parking spaces would be lost as part of the works to provide the eastern extension. The provision of 13 new visitor spaces, including 6 disabled spaces would be provided on the south side of the extension and 22 spaces for staff provided on the north and east of the extension. The new car park is proposed to be located in the southeast corner of the application site, beyond the existing boundary, and within the area designated as Existing Open Space. The car park would be accessed from a new internal junction within the site and would be in a crescent shape and provide 94 car parking spaces and 3 motorbike spaces. The existing security fence would be relocated to surround the parking area. As a result of the extensions and the new car parking, the internal layout would be altered with slight amendments to the route of the access road where it passes the proposed eastern extension, along with the provision of new and revised pedestrian routes. The proposals also include the re-positioning of the pallet store on the revised northern boundary, along with a cycle store and the replacement sprinkler tank. The Sprinkler tank would be located in the same position as the existing tank within the grass banking in the northeast corner of the site, albeit with an increased capacity. The tank would reduce in diameter being 11m wide and would increase in height from 4m to 7m, approximately 3m above the existing bank when viewed from the north.

10. The applicants have indicated that the number of staff currently employed across this and the Rowner Road site is 388 full and part time staff. They have indicated that this is estimated to increase from 190 people (full time equivalent positions on a typical day) to 228 people as a result of these proposals and across the various activities on site. The applicants have also indicated that as part of the proposals an area of land would be transferred to Gosport Borough Council as compensation for the loss of open space which is currently in Council ownership. The area of land which falls outside of the application site is located on the southern side of Huhtamaki's Grange Road facility.

Relevant Planning History

Nil

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP1
Sustainable Development
LP10
Design
LP11
Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens
LP16
Employment Land
LP17
Skills
LP22
Accessibility to New Development
LP23
Layout of Sites and Parking
LP32
Community, Cultural and Built Leisure Facilities
LP35
Protection of Existing Open Space
LP41
Green Infrastructure
LP44
Protecting Species and Other Features of Nature Conservation Importance
LP46
Pollution Control

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

Historic England	No objection
Streetscene Parks & Horticulture	No objection. Agree with the report and survey in respect of the trees on site.
Environmental Health	<p>No objection subject to conditions relating to an intrusive site investigation and assessment, with a strategy for remedial measures that the assessment may reveal.</p> <p>Any remedial measures shall be validated by an independent competent person before the occupation of the development.</p> <p>A condition relating to the impact from plant and industrial noise should be secured relating to the levels outlined in the noise impact assessment. Consideration should be given to the restriction on HGV and forklift truck movements between the hours of 23:00</p>

	and 07:00, along with the provision of white noise reversing alarms for all vehicles and restrictions on idling engines.
HCC Highways Strategic	No objection. The site is well served by alternative modes of transport and is close to the existing bus network and cycle routes. The car parking proposed for the expansion of the existing use is considered to meet demand for the development. The movement of HGV's will be accommodated within the site and there are no concerns in terms of highway safety from the proposals.
HCC Ecology	The planning authority now has sufficient information with regards to ecology to understand the ecological impacts and measures required. The CEMP should be secured through a condition of any consent and should reflect the most up to date mitigation measures.
Building Control	No response received.
Southern Water	No objection, subject to a condition requiring details of the proposed means of foul and surface water sewerage disposal. Also request informative relating to connection to the public sewerage system.
Property Services	No response received.
Economic Prosperity	<p>No objection. This application from one of Gosport's established major employers to expand their operation and create 38 new jobs in the town is welcomed. This expansion will provide job security for its current workforce of 388, plus secure the long term future of the site and Huhtamaki's ongoing presence on it as a globally recognised business in Gosport.</p> <p>In terms of the Employment and Training Plan we are happy for it to focus on the occupier element rather than the construction phase because it will have longer term benefits in terms of jobs, training and relationships with providers.</p> <p>However we will need to have more detailed discussions about formalising an agreed Plan e.g. to include timescales, specific outputs and monitoring.</p>
HCC Local Lead Flood Authority	<p>Although the principles identified are acceptable further information/clarification is required as noted below.</p> <p>- Further information regarding number of</p>

treatment stages and their suitability in relation to the discharge of surface water.
 - Calculations to show that there is sufficient space within the development to accommodate the attenuation and treatment stages.

The mechanism for securing long term maintenance will need to be considered and agreed with the Local Planning Authority.

Response to Public Advertisement

Nil

Principal Issues

1. The main issues for consideration in this case are whether the proposals are an appropriate use in this location, would result in the unacceptable loss of existing built leisure facilities or existing open space, whether they would have a detrimental impact on the character and appearance of the area, or on the setting of the nearby Scheduled Ancient Monument, whether they would have a detrimental impact on highway safety, or have a harmful impact on the occupiers of the surrounding properties, or on ecological interests.

2. The majority of the site is designated as Existing Employment land and the provision of new employment floor space is a key element of the Local Plan's spatial strategy. Policy LP3 of the Gosport Borough Local Plan makes provision for an additional 84,000sqm of employment floor space over the plan period. Policy LP16 of the Local Plan also refers to this figure of additional employment floorspace and seeks to protect existing employment sites for these purposes. This application proposes up to an additional 7,055sqm of additional floor space providing an estimated 38 additional jobs making an important contribution towards the employment needs of the Borough in compliance with Policies LP3 and LP16 of the Gosport Borough Local Plan 2011-2029. Policy LP17 of the Local Plan relates to the provision of appropriate employment and training measures for sites over certain thresholds. The applicant has provided an outline of a skills plan which seeks to address this Policy and it is acknowledged that they are already involved in supporting the Borough Council with employment related activities such as the Business and Employment Fair. Having regard to the level of development proposed it is considered appropriate to secure a formal Employment Training Plan by planning condition to include the timescales, specific outputs and monitoring. Subject to this planning condition the proposals are in accordance with Policy LP17 of the Gosport Borough Local Plan 2011-2029.

3. As the northern area of the site falls on land allocated for Community Cultural and Built Leisure facilities Policy LP32 of the Local Plan is of relevance. Part 5 b of Policy LP32 would usually apply, however, in this instance as the sports facilities affected comprise a grassed area adjacent to a footway, as opposed to actual built facilities the supporting text for the policy confirms that the proposal should instead be dealt with as open space under policy LP35. The proposed development, therefore, includes two areas of development on Existing Open Space covered by this Policy. The applicants have noted in their supporting documents that the land to the north of the site is only a small area of banked grass and being separated from the all-weather pitches by the existing footway/cycleway there is no real prospect of this land being used for leisure or amenity purposes. They have also noted that there is no evidence that the land in the southeast corner of the application site, where the proposed car park would be located, is used by members of the public as an amenity space, nor are there notable desire lines across it. Policy LP35 does allow development on existing open space provided the provision of alternate open space of equivalent or greater community benefit is made. This land is part of a land swap with Gosport Borough Council for an area to the south of Huhtamaki's Grange Road site. The proposed land swap provides a greater quantity of open space to replace that which is lost and it is adjacent to an existing informal pathway linking the Cycleway and Brune Park School with Grange Road and the Rowner Estate to

the west. Having regard to the provision of this greater area of open space adjacent to an existing route and having regard to the additional employment provision being secured, the proposals are considered to accord with the aims and objectives of Policy LP35 of the Local Plan. A condition to secure the arrangements for the provision of alternative open space is considered necessary in this instance.

4. The character and appearance of this site is industrial in appearance with the factory building being the dominant building when viewed from outside of the site. The proposed extensions whilst increasing the footprint of the building, do not impact on this overall character with the building designed in a similar manner to the existing factory. The northern extension would result in the building being sited closer to the footway/cycleway to the north of the site, however, the separation distance to the leisure centre building, with the all-weather pitches between, would still be in excess of 80m which would maintain a more open appearance in this location. The distance to the footway/cycleway would be, at its closest, 11m and this is considered to provide adequate separation in this location to ensure that the building is not overly dominant. The proposed parking area, whilst changing the appearance of the land, does not include any new buildings and would be largely screened by the existing trees to Fareham Road and Rowner Road and would not be harmful to the character and appearance of the area. The character to the west of the A32, within which the site is located, distinctly changed when large scale developments took place between the 1940s and 1970s. The large Huhtamaki building and site forms a long established 'edge' to the built area. The eastern extension to the Huhtamaki building, although pulling that edge slightly towards Fort Brockhurst, has been designed in a very simple form. The northern extension, and parking, would have no impact in the context of the Fort. The proposals would not, therefore, harm the setting of the Ancient Monument and would still be largely screened by the soft landscaping and bund and the proposals are, therefore, in accordance with Policies LP10 and LP11 of the Gosport Borough Local Plan 2011-2029.

5. This site is a well-established commercial use for which there are currently 89 car parking spaces on the site which falls below the required levels within the Parking SPD. The site is physically separated from the existing residential sites nearby and there are no acknowledged car parking problems within the locality. There will be a net increase in the floorspace on site of approximately a third level and the level of parking on site will increase by almost a half to 129 parking spaces as part of the proposals. The applicant has undertaken an assessment of the parking requirements for the site at present and likely demand in the future. The site is operated in shifts and it is forecasted that the maximum number of spaces required at any one time will be 90 spaces. Based on the existing situation and from the evidence provided, whilst the on-site levels will continue to be below the required levels within the SPD, it is considered that the levels of parking proposed will be adequate to deal with parking demand for the site without any overspill onto the surrounding highway network. The site is also within an accessible area in terms of alternative modes of transport with bus routes close by and good access to the cycle network. The existing cycle storage facility is noted as only being used to 50% capacity and this will be monitored and increased in capacity if the demand increases. The applicants have provided a Travel Plan which they are encouraged to implement, however, having regard to the fact that this proposal is for extensions to an existing building, the expected increase in employees on the site compared to existing and the traffic conditions around the site, it is not considered necessary to secure its implementation in this instance. The level of HGV's is anticipated to increase from 50 per week at present to 70 per week once fully operational. These movements will continue to utilise the internal service road on the east side of the site and the existing service yard and revised servicing area adjacent to the proposed northern extension. The proposals maintain adequate space within the site for vehicles to enter and exit in a forward gear and overall this increase in traffic generation is not considered to be significant and would not have a detrimental impact on highway safety in accordance with Policy LP23 of the Gosport Borough Local Plan 2011-2029. The Draft Outline Construction Environmental Management Plan (CEMP) submitted sets out measures to control transportation and access during the construction works, along with other highway matters and this would be secured by planning condition, along with the car parking provision identified.

6. Whilst the proposals would result in west elevation increasing in its overall length, in view of the separation distances to the residential properties in Turner Avenue and the fact that there are no

windows proposed in this elevation, the proposals would not have a detrimental impact on the occupiers of those properties in terms of loss of light, outlook or privacy. Similarly having regard to the position of the extensions there would be no detrimental impact on the occupiers of the care facilities to the south in this regard. Being an existing industrial site there is an established relationship between the adjacent occupiers and the activities on the site. There are already activities associated with the temporary warehouse building at the north of the site, including HGV movements and deliveries and this is the closest external area to the neighbouring uses. This activity would not move closer to the properties as a result of the proposals. The proposed extension, due to its scale and massing, would also provide a greater physical barrier to noise from the external yard than the existing storage building. Whilst there will be an increase in the number of HGV movements into the site, the internal access road would remain on the east side of the site away from the neighbouring uses and the increase is not considered harmful. Similarly the relocation of the parking area adjacent to Fareham Road and Rowner Road is located away from the residential properties. The plant proposed within the extensions has not yet been detailed, however, the applicant has provided limits on rating levels which are acceptable and would not result in a detrimental impact. Subject to a condition requiring further information to demonstrate that these limits will not be exceeded, the proposals are acceptable in this regard. Having regard to the existing activities associated with the use, it is not considered appropriate for this application, relating to extensions that do not have a notable impact on the existing servicing arrangements, to impose conditions relating to the use of the site during the night, or to require all vehicles to be fitted with white noise reversing alarms. In view of these existing activities, the design and siting of the proposals, and subject to the condition relating to control of the proposed plant, the proposals would not have a detrimental impact on the occupiers of adjoining properties in accordance with Policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

7. The Ecology Reports and CEMP set out the position regarding ecology on the site and within the surrounding area and possible mitigation measures to ensure that the proposals would not have a detrimental impact, notably on the Badger population within the locality. The reports also confirm that there is no evidence of bat activity or roosts within the buildings with limited likelihood within the existing trees, however, it also sets out mitigation measures to ensure that those trees with potential for summer roosts are checked again prior to their felling. An external lighting scheme has been submitted and is still being developed. A condition requiring further details of the lighting is considered appropriate to ensure that there are no impacts on the species in the surrounding area. Further details of ecological enhancement measures should be provided and these would be secured by planning condition. Subject to the proposed mitigation measures which will be secured by planning condition within a CEMP the proposals would not have a detrimental impact on ecological interests in accordance with Policies LP41 and LP44 of the Gosport Borough Local Plan 2011-2029.

8. The proposals include the felling of a number of trees, however, these are not covered by a Tree Preservation Order and have been assessed as not being of sufficient quality to warrant protection. A significant amount of trees are to be retained across the site notably surrounding the car park and those being felled are located in positions that would be affected by the proposed extensions and other works. Overall the loss of the trees as indicated would not have a detrimental impact on the character and appearance of the area and the proposal is in accordance with Policy LP10 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:

50127-STL-XX-00-DR-A-XXXX-E9001 P4
50127-STL-00-00-DR-A-XXXX-01001 P4
50127-STL-00-01-DR-A-XXXX-01002 P4
50127-STL-00-XX-DR-A-XXXX-09001 P4
50127-STL-00-ZZ-DR-A-XXXX-02001 P4
50127-STL-00-ZZ-DR-A-XXXX-03001 P4
50127-STL-01-00-DR-A-XXXX-01003 P4
50127-STL-1-XX-DR-A-XXXX-01005 P4
50127-STL-02-00-DR-A-XXXX-01004 P4
50127-STL-ZZ-00-XX-A-XXXX-69001 P4

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 external plant equipment or machinery shall be installed until details (including noise emission levels) have been submitted to and approved, in writing, by the Local Planning Authority. External plant equipment shall be installed and retained in accordance with the approved details.

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

4. Notwithstanding the submitted details, no external lighting shall be erected/installed until details, including their location, direction, lux levels and hours of use, have been submitted to and approved, in writing, by the Local Planning Authority. The lighting shall be carried out as approved.

Reason - To protect the amenity of neighbouring residential properties and in the interests of nature conservation in accordance with Policies LP44 and LP46 of the Gosport Borough Local Plan.

5. No development shall commence until a scheme to demonstrate an acceptable mechanism for the disposal of foul and surface water and its future maintenance has been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason - To ensure that the development, hereby permitted, has adequate foul and surface water infrastructure in accordance with Policy LP2 of the Gosport Borough Local Plan 2011-2029.

6. Development shall not commence until an intrusive site investigation report and an assessment of the risks posed to human health, the building fabric and the wider environment including water resources has been submitted to and approved, in writing, by the Local Planning Authority.

Reason - To ensure that risks from land contamination, ground gases and contaminated groundwater to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with Policy LP47 of the Gosport Borough Local Plan 2011-2029.

7. Development shall not begin until a remediation scheme (addressing the findings of the site investigation report approved under condition 6) to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural environment has been submitted to and approved, in writing, by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures.

Reason - To ensure that risks from land contamination, ground gases and contaminated groundwater to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with Policy LP47 of the Gosport Borough Local Plan 2011-2029.

8. The remediation scheme approved under condition 7 must be carried out as approved prior to the commencement of development (except where development is required to carry out remediation), unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Prior to first occupation of the extensions hereby permitted, a

verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved, in writing, by the Local Planning Authority.

Reason - To ensure that risks from land contamination, ground gases and contaminated groundwater to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with Policy LP47 of the Gosport Borough Local Plan 2011-2029.

9. 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 the unexpected 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, ground gases and contaminated groundwater to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated so that the development can be carried out safely without any unacceptable risks to workers, neighbours or off site receptors in accordance with Policy LP47 of the Gosport Borough Local Plan 2011-2029.

10. No development above slab level shall commence until details of external 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 safeguard the character of the area in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

11. Notwithstanding the submitted information, no development shall commence until a Construction Environmental Management Plan has been submitted to and approved, in writing, by the Local Planning Authority. The Construction Environmental Management Plan must include:

- The location of the site construction compound (identified on a plan);
- The provisions made for the parking of contractors, site operatives and visitors vehicles (identified on a plan);
- Provision for access to the site for construction vehicles;
- The provision for wheel washing facilities (identified on a plan);
- Measures to control the emission of dust, dirt and smoke for the site during construction;
- Details of temporary external lighting;

The development shall be carried out in accordance with the agreed Construction Environmental Management Plan.

Reason - In the interests of the amenities of occupiers of the neighbouring residential properties, highway safety and in accordance with Policies LP23, LP44 and LP46 of the Gosport Borough Local Plan 2011-2029.

12. No development shall commence above slab level until details of employment and training measures have been submitted to and approved, in writing, by the Local Planning Authority. The employment and training measures shall include timescales, specific outputs and arrangements for monitoring. The employment and training measures shall be carried out in accordance with the approved details.

Reason - To ensure that the development provides opportunities to develop a skilled workforce within the Borough in accordance with Policy LP17 of the Gosport Borough Local Plan 2011-2029.

13. No development above slab level shall commence until details of the external boundary treatments to the site 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 safeguard the character of the area and in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

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

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

15. No works shall commence on the car park hereby approved, until the arrangements to secure the provision of alternative open space are in place. Those arrangements shall be submitted to and agreed, in writing, by the Local Planning Authority.

Reason - To ensure adequate provision of open space and in accordance with Policy LP35 of the Gosport Borough Local Plan 2011-2029.

16. No development above slab level shall take place until full details of the soft landscaping works, including a planting scheme showing species, numbers, densities, heights and a future maintenance scheme, have been submitted to and approved, in writing, by the Local Planning Authority. These works shall be carried out as approved within the first available planting season following first occupation of the extensions. 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.

17. Prior to first occupation of the development, biodiversity enhancement measures shall be completed in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority. The measures shall be retained, in accordance with the approved scheme, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interests of biodiversity and to comply with Policy LP41 of the Gosport Borough Local Plan 2011-2029.

18. The ecological measures shall be carried out in accordance with the details and timescales set out within the Outline Construction Environmental Management Plan (CEMP) (ARUP, 18.07.16) unless otherwise approved by the Local Planning Authority.

Reason - In order to secure the necessary ecological mitigation measures in line with policies LP43 and LP44 of the Gosport Borough Local Plan 2011-2029.