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3 November 2008

S U M M O N S

MEETING: Regulatory Board
DATE: 11 November 2008
TIME: 6.00pm
PLACE: Council Chamber, Town Hall, Gosport
Democratic Services contact: Catherine McDonald

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

Councillor Hicks (Chairman)
Councillor Carr (Vice Chairman)

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

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

FIRE PRECAUTIONS

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

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

IMPORTANT NOTICE:

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

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

NOTE:

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

AGENDA

Recommended
Minute Format

PART A ITEMS

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

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

3. MINUTES OF THE MEETING OF THE BOARD HELD ON 7 OCTOBER 2008 [copy attached]

4. DEPUTATIONS – STANDING ORDER 3.5

(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Friday, 7 November 2008. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Friday, 7 November 2008).

6. REPORTS OF THE DEVELOPMENT SERVICES MANAGER

*Schedule of planning applications with recommendations.
(grey sheets – pages 1 –23/1)*

PART II
Contact Officer:
Pat Aird
Ext 5328

7. ANY OTHER ITEMS

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

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

11th November 2008

ITEMS WITH RECOMMENDATIONS

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

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<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	<u>Address</u>	<u>Recommendation</u>
01.	3-6	K7022/20	Gosport War Memorial Hospital Bury Road Gosport Hampshire PO12 3PW	Grant Permission
02.	7-12	K17549	2 Osborne Road Lee-On-The- Solent Hampshire PO13 9LS	Grant Permission
03.	13-16	K17592/1	60 St Marys Avenue Gosport Hampshire PO12 2HX	Refuse
04.	17-21	K10500/1	80 Palmyra Road Gosport Hampshire PO12 4EH	Grant Permission
05.	22-23	K17541/1	16 Lulworth Road Lee-On-The- Solent Hampshire PO13 9HU	Refuse

ITEM NUMBER: 01.
APPLICATION NUMBER: K7022/20
APPLICANT: Hampshire NHS Primary Care Trust (PCT)
DATE REGISTERED: 20.08.2008

ERECTION OF TWO STOREY DETACHED GP SURGERY (CONSERVATION AREA)
Gosport War Memorial Hospital Bury Road Gosport Hampshire PO12 3PW

The Site and the proposal

This application was reported to the Regulatory Board on 7 October 2008 when Members deferred further consideration pending a site visit.

The Gosport War Memorial Hospital occupies a large campus at the junction of Bury Road and Annes Hill Road within the Bury Road Conservation Area. The oldest part of the hospital is located within the south west corner of the campus. It was constructed in the early part of the twentieth century. It is a long two storey building set back from the Bury Road frontage and finished in natural render with a hipped red clay tile roof punctuated by a pair of gable features. It was extended in the later twentieth century as a brick built two storey addition across almost the whole of the Bury Road frontage. Until recently the east end of this addition was in use as a Health Centre. To the rear of the original hospital building there are modern brick 2 storey buildings in a double quadrangle arrangement occupied by the main wards.

There is a car parking area in front of the hospital (53 spaces) with a separate access and egress onto Bury Road. There are other car parks in the north eastern part of the site (68 spaces) and between the older part of the building and the newer quadrangles (14 spaces) accessed from Anne's Hill Road. There is an access road running up the eastern side of the hospital campus which leads to a small car park (25 spaces) which served the Health Centre. Beyond a landscaped area to the north is a small staff car park (12 spaces). This car park and the north east corner of the hospital campus is the application site, together with two narrow strips of land, one adjacent to the east elevation of the former health centre, and one adjacent to the west elevation of the modern buildings behind the original hospital.

The area around the hospital is mainly residential characterised by higher density terraced housing to the north and larger detached properties to the south. Immediately to the east are the Thorngate Halls, a community centre used primarily for functions and entertainment, which fronts onto Bury Road and has a large car park to the rear.

The application is for an L shaped two storey building to accommodate the GP surgery displaced from the former Health Centre and currently temporarily located at Redclyffe House in The Avenue. It is of a modern design with a curved façade on the south-eastern corner where the entrance is to be located. This façade will incorporate glazed tile cladding but the general finish will be grey render. It will have a low mono pitched roof with a standing seam cladding. The design will incorporate energy efficient features. In the angle of the building will be a landscaped area overlooked by the waiting room. It will have 15 consulting rooms and employ 24 WTE staff. The 12 car parking spaces lost as a result of the proposed development are to be re-provided elsewhere on the site and twenty-two additional car parking spaces are proposed, that is 34 in total. As part of a general review the car and visitor parking has been re-arranged to improve circulation with a new car park in the north east corner of the campus reserved for staff. The existing parking areas to the south will be for patient and visitor use. The application is accompanied by a Transport Statement, which focuses on the issues relating to providing the GP surgery on the site, and a Travel Plan. The PCT have also indicated a willingness to enter into a legal agreement to cease the 'drop-in' phlebotomy service at the hospital prior to bringing the GP surgery into use.

Relevant Planning History

K7022/15 Erection of entrance canopy refused 22.05.08
K7022/16 Extension to x ray department refused 22.05.08 (appeal withdrawn)
K7022/17 Erection of GP surgery refused 22.05.08
K7022/18 Erection of glazed lobby pending
K7022/19 Extension to x ray dept pending

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/BH1
Development in Conservation Areas
R/CF1
New or Improved Community Health Facilities
R/DP1
General Standards of Development within the Urban Area
R/T2
New Development
R/T3
Internal Layout of Sites
R/T10
Traffic Management
R/T11
Access and Parking

Consultations

The Gosport Society	no objection
Local Highway Authority	No objection is raised subject to conditions requiring the submission of details of the revised parking layouts and access roads and the provision and maintenance of the same to ensure adequate provision is made for the parking of cars pursuant to Policy RT/11. The traffic generation of the surgery is expected to be within the capacity of the existing accesses. Additional car parking is proposed satisfying the Hampshire Parking Strategy and Standards. (22 spaces, the maximum for an accessible location) The total cycle parking provision appears reasonable for the development. A comprehensive travel plan is included which has been developed in consultation with the County Council (R/T2).

Response to Public Advertisement

1 letter of objection.

Issues raised:

- impact on adjacent residential area because of lack of parking when facilities are moved from Haslar
- additional parking will only meet requirements for GP surgery

Principal Issues

1. The new GP surgery is located on an existing health facility and is appropriately located to the area it will serve and in close proximity to a defined shopping centre. As such it meets the criteria of Policy R/CF1 of the Gosport Borough Local Plan Review. The main issues are therefore the design of the new surgery building and its impact on the character and appearance of the conservation area, and the effect of the development on traffic conditions in the locality having regard to the provision made for access and parking.

2. The proposed building is set back from Bury Road within the hospital campus and is of an appropriate scale and well designed. As such the character and appearance of the conservation area will be preserved in accordance with Policy R/BH1 of the Gosport Borough Local Plan Review.

3. The applicants maintain that the changes in the provision of health care services on the site as a whole do not require planning permission. Therefore the Transport Statement submitted with the application only analyses the traffic impact of the re-provision of the GP surgery on the site. It demonstrates that the site is in a highly accessible area well served by public transport with at least 10 buses an hour serving the hospital in each direction and bus stops with good waiting facilities within a 400 metre walking distance. There are also good cycling routes within the vicinity and footpath provision of a good standard for walkers within a mile radius. The surgery is expected to generate 158 patient visits per day of which surveys have indication 74% will be by car, resulting in a total of 117 trips. The number of staff trips per day is estimated at 54 of which surveys indicate 83% will be by care resulting in a total of 45 trips. Taking the staff and patient visits together over a typical 8 hour day there would be approximately 20 trips per hour on the highway network. The traffic generation of the surgery is therefore expected to be within the capacity of the existing accesses.

4. The existing 12 parking places which will be lost from the application site as a result of the development will be provided elsewhere on the hospital campus. 22 additional car parking spaces are also to be provided. This will meet the adopted maximum standards of 1.5 spaces for each of the 15 consulting rooms. The total cycle parking provision meets the minimum standards of 1 long stay space per 6 staff (there will be 24 WTEs) and 1 short stay stand per consulting room. Conditions will require the submission of details of the revised car parking layouts and new cycle parking facilities and the requisite alterations to the access roads and the provision and maintenance of the same to ensure adequate provision is made for the parking pursuant to Policy RT/11.

5. A comprehensive travel plan for the operation of the Gosport War Memorial Hospital as a whole has been developed in consultation with the County Council in compliance with Policy R/T2. Implementation will be secured by way of a legal agreement. It has a target of reducing the number of car trips by 5% with a modal shift to walking (2%), public transport (2%) and cycling (1%) over the next 5 years. The proposed measures include:

- parking restrictions on residential roads (with a sum of £5,000 for implementation)
- promotion of car sharing
- review of opening hours, working practices and appointment system
- dissemination of information

A Travel Plan Co-ordinator will be appointed to ensure the plan is implemented. Monitoring measures are included within the Plan.

6. On the basis of the information submitted with this application it is clear that sufficient parking is provided as part of the development to ensure that the addition of the GP surgery to the site in isolation would not have a detrimental impact on traffic conditions in the locality. However, when previous applications for this development and other minor building works at the Gosport War Memorial Hospital have been considered, Members have been concerned that insufficient information was made available to assess the proposal in the context of the major transferral of services from The Royal Hospital Haslar. Of particular concern was the failure to provide an implementable Travel Plan. The Travel Plan that has now been submitted has been prepared in

accordance with HCC guidance. Within the Travel Plan, which is proposed for the whole hospital, there is an assessment of current parking provision within the site. It is based on surveys carried out in January this year which indicated that the existing car parks were only close to/over capacity on 2-3 occasions in the course of 50 separate observations. It was also noted that the number of cars parked decreased over the course of the day. The demand for parking in the morning can be reduced by changing working practices and the appointment system. The 'drop in' Phlebotomy service in particular creates a high parking demand and the applicants have offered to withdraw this service from the Gosport War Memorial Hospital. This undertaking can be secured by way of a legal agreement.

RECOMMENDATION: Grant Permission

Subject to Section 106 agreement relating to

1. The Travel Plan
2. the cessation of a 'drop in' phlebotomy service.

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is acceptable in this location. It will preserve the character and appearance of the conservation area and will not adversely impact on traffic conditions in the locality or amenities of adjoining occupiers. Adequate provision is made for parking and access. As such it complies with Policies R/CF1, R/BH1, R/DP1, R/T2, R/T3, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

Subject to the following conditions:-

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

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

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

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

3. The proposed revisions to the parking and access arrangements for the Gosport War Memorial Hospital site as a whole shall be carried out before the building hereby permitted is first brought into use in accordance with details submitted to and approved by the Local Planning Authority in writing and shall thereafter be retained and maintained in accordance with the details as approved.

Reason – To ensure that adequate provision is made for access and parking in accordance with Policy R/T11 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 02.
APPLICATION NUMBER: K17549
APPLICANT: Mr Peter Poynter
DATE REGISTERED: 01.05.2008

**DEMOLITION OF FIVE BEDROOMED RESIDENTIAL DWELLING AND ERECTION OF 2 1/2 STOREY BUILDING CONTAINING 5no. TWO BEDROOMED FLATS (as amended by Design and Access Statement and plans received 15.08.08)
2 Osborne Road Lee-On-The-Solent Hampshire PO13 9LS**

The Site and the proposal

The application site is in an established residential area, within the urban area boundary located on the north west side of Osborne Road and on a corner with Montserrat Road. Osborne Road forms a crossroads junction with Montserrat Road which has double yellow lines around all four corners. The site is approximately 15 metres deep and 37 metres wide with an adopted concrete service road running to the south west separating it from the back of properties fronting Marine Parade West. On the other side of the service road is the rear elevation to Panorama Court, a three storey block of flats constructed in red brick under an artificial slate hipped roof. There is a separation distance of 35 metres between the rear of this building and the property on the application site. Immediately to the north west of the site is 21 Montserrat Road, a detached house set 2.5 metres away from the application site boundary. It has a conservatory on its rear elevation. It is located beyond a 1.8 metres high timber boundary fence and has a back door, kitchen window and secondary dining room window facing the application site. There are two obscure glazed bathroom windows and a small secondary bedroom window in the first floor side elevation. Number 3 Osborne Road is a bungalow with a hipped roof located to the north east also on the junction with Montserrat Road. To the south east of the site on the other side of Osborne Road is 19b Montserrat Road, a two storey relatively modern detached house. To the rear of this property is Freshwater Court, a four storey flat roofed block of flats. This area is residential in character and contains a mixture of flatted developments of different scale and designs as well as detached and semi-detached houses and bungalows again of contrasting design and ages. Montserrat Road is characterised by dwellings with a mixture of hipped and gabled roof forms with a number of properties having single and two storey bays on their front elevations. All the properties have walled/fenced front gardens between 3 and 6 metres deep and many on the south west side of the road have garages and parking facilities at the rear accessed from the rear service road. The site is in an accessible location being within 400 metres of bus stops served by 4+ buses per hour and within 200 metres of Lee-on-the-Solent Town Centre District Shopping Centre.

The site is currently occupied by a large detached 4/5 bed house with a footprint of 110 square metres. It has a brick plinth and rendered elevations under a plain tiled hipped roof. The front door faces Osborne Road and there is a two storey flat roofed bay window with tile hanging on this elevation. The south west side elevation has a further 2 two storey bay windows looking towards and past Panorama Court to The Solent along Osborne Road. The first floor windows in the north west elevation facing 21 Montserrat Road are all obscure glazed. The property is enclosed by a 1.8 metres high concrete block wall. There is a drop kerb access from Osborne Road in the south east corner of the site where it adjoins the rear service road serving a car port and detached garage. There is a pedestrian gate in the wall fronting Osborne Road. There is a further dropped kerb access recently installed by Hampshire Highways from Montserrat Road serving a gravelled parking area. The garden area contains an ornamental tree and a number of shrubs.

It is proposed to demolish the existing property, garage, car port and block boundary walls and erect a building with a footprint of 147 square metres containing five two bedroom flats. The accommodation is to be arranged with two flats on the ground and first floors with a fifth flat in the roof space. The overall height of the building will not extend above the ridge height of the existing property ie 8.7 metres. The new building will maintain the existing gap between the existing building and 21 Montserrat Road. It will be 1 metre nearer to Montserrat Road with the main

elevation 2.5 metres closer to Osborne Road. The south western side elevation will extend 3 metres further into the site. The building design is traditional in style with a hipped roof form with subservient gabled elements with red plain tiling and a number of two storey bay windows. It will be constructed in face brickwork with tile hanging to the bay windows with contrasting ribbon banding brickwork. There will be three balconies on the south west elevation screened from the north west by a projecting gabled element to the building. The balcony at roof level will be recessed into the roof space. The windows are to be white UPVC constructed to simulate period style sliding sash windows. The building has been designed with energy efficiency in mind and will incorporate energy efficient measures and have flat solar panels located in the flat recessed area on the main roof. The building is also to incorporate a mechanical lift access designed to accommodate wheelchairs. The front elevation to the building will face Osborne Road with the main elevation being set back 3 metres from the site boundary with the central front door having a flat roofed open porch being flanked by projecting gabled elements containing bay windows with hipped roofs. The elevation facing Montserrat Road will also be symmetrical with central windows at ground and first floor level with tile hung two storey bays either side and three velux roof lights serving the top flat. All the windows in the north west elevation are to be fitted with obscure glass with lower window sections fixed shut.

The front boundary wall to Osborne Road and the wall to Montserrat Road will be a 600mm high low level brick wall with brick piers. The Osborne Road wall will have two gaps in it, one to provide pedestrian access to the front door and the other to enable refuse and recycling waste to be collected from the site. There will be a gap in the wall in Montserrat Road where there is a recently installed dropped kerb that will serve two visitor parking spaces. The main vehicular access to the site is to be via the adopted rear service road. The amended plans submitted show that there are to be 5 block paved car parking spaces for residents set 6 metres into the site from the edge of rear service road. The new properties will each have a brick built secure long stay cycle store with a pitched tiled roof. Five Sheffield style cycle hoops for use by visitors are to be provided on the site. A brick bin store with a tiled roof is also to be provided. The amended plans submitted show the brick cycle store to be located between the parking spaces and the building and the bin store set back 2 metres from the site boundary so that they do not interfere with visibility when cars access the rear service road and the site. The remainder of the site will be soft landscaped and contain pedestrian paths linking the parking areas, cycle and bin stores with the entrance to the building.

Relevant Planning History

nil

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP3

Provision of Infrastructure, Services and Facilities

R/H4

Housing Densities

R/T4

Off-site Transport Infrastructure

R/T11

Access and Parking

R/OS8

Recreational Space for New Residential Developments

R/ENV14

Energy Conservation

R/ENV15

Renewable Energy

Consultations

Building Control	Access for Fire Brigade satisfactory.
Streetscene (Waste & Cleansing)	Bin requirements as per application 1 x 1100 litre recycling bin and 1 x 1100 litre domestic bin collected weekly from edge of highway. No objection adequate bin storage shown.
Local Highway Authority	Parking provision is reasonable and manoeuvring space adequate. The proposed 600mm high boundary wall will ensure suitable visibility for vehicles entering and exiting the site. Cycle facilities comply with minimum standards. Transport contributions required.

Response to Public Advertisement

50 letters of objection to original proposal and 40 to amended proposal raising the same issues
Issues raised:-

- Lack of infrastructure
- Loss of existing dwelling for commercial gain
- Increase of traffic at a dangerous junction
- Insufficient car parking provision
- Additional access to Montserrat Road will be dangerous
- Part of boundary wall to Montserrat Road was removed to create an access without a drop kerb
- Use of rear service road to access parking area and impact on highway safety
- Proposed bin store will reduce visibility at the junction of the service road with Osborne Road
- Existing car parking problems in Montserrat Road
- Visitor spaces have inadequate turning and impact on highway safety
- Density
- No other flats in Osborne Road or Montserrat Road and impact on the character of the area
- Too many flats in Lee-on-the-Solent at present
- Footprint of building out of character with area
- Inappropriate location for flats
- Scale of development will spoil character of the area and Montserrat Road
- Will set precedent for other similar developments
- Design does not show consideration to existing surrounding properties
- Increase in noise
- Overlooking of adjoining properties
- Existing building line will be breached
- No pre application discussions took place with neighbours
- Loss of existing tree and shrubs
- Impact on property values
- Lack of consultation
- Social mix

Principal Issues

1. The application site is located within the Urban Area Boundary and consequently the principle of residential development is acceptable provided that the details accord with the criteria outlined in Policy R/DP1 of the Gosport Borough Local Plan Review. The applicant has demonstrated how energy conservation measures are to be incorporated within the development along with renewable energy features and as such the proposal complies with Policies R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review. The financial issues related to this development and the possible impact on property values are not material considerations for the Local Planning Authority.

The tree located on the site and other planting is not worthy of preservation. With regard to the issue of precedent each planning application has to be considered on its merits in relation to relevant policies at the time. A vehicular crossing to the site from Montserrat Road has been installed by Hampshire Highways across the existing double yellow lines in a location they have considered to be safe for such an access. The application was the subject of public consultation in accordance with the Council's usual procedures adopted in the Statement of Community Involvement. Whilst developers are encouraged to consult with neighbours prior to the submission of an application the Local Planning Authority cannot require this. Therefore the main issues in this case are the acceptability of the proposed density within such an area, whether the proposal will be acceptable within the overall street scene and on the character of the area in terms of its social mix, the impact on general infrastructure and noise generation, the impact on the amenities of nearby and prospective residents, highway safety and the provision of transport infrastructure, car and cycle parking, refuse storage facilities and open space.

2. The existing development has a density of 18 dwellings per hectare (dph) which is below the level of 30 to 50 dwellings advocated by Policy R/H4. Whilst the development will result in a density of approximately 88 dph the site is in an area where there are other flatted developments in an accessible location close to a District Shopping Centre with good access to public transport. The provision of two bedroom units will assist in providing a variety of residential accommodation to meet the housing needs of the Borough with a different social mix and is therefore considered acceptable in this location. The general infrastructure of the area will not suffer as a net gain of four units of accommodation will not create a significant demand other than for the provision of open space and transport infrastructure. The footprint of the building is 36% greater than that of the existing house and is set back on the general building line of properties fronting this side of Montserrat Road and the side elevation of Panorama Court relative to Osborne Road. Its overall height is no greater than the existing house and is 2.3 metres lower than Panorama Court. This results in an acceptable transition in scale between the flatted developments in Marine Parade West and the houses located in Montserrat Road. The traditional design approach to the building has picked up on characteristics of the housing development in the area with the incorporation of bay windows and plain roof tiles. The flat roof on the top of the building and recessed solar panels will not be visible from ground level and the use of a hipped roof form with subservient gables adds to the interest in the overall design of the building. The articulation to the front elevation, projecting gabled element and two storey flat roofed bay window on the south west elevation reduces the apparent mass of the building. The new low level boundary wall to the site will open up the corner and improve the appearance of the overall street scene. The footprint, scale and overall design of the building is appropriate and acceptable on this corner site. Therefore the proposal complies with Policies R/DP1 and R/H4 of the Gosport Borough Local Plan Review.

3. Given the orientation and roof design of the building relative to the neighbouring dwellings there will be no loss of light to neighbouring properties. The positioning of the balconies relative to neighbouring properties and the use of obscure glazed windows to the north west facing elevation will prevent overlooking. The level of noise generated by four additional residential units in this location will not have any significant impact on neighbouring occupiers. As such the proposal complies with Policy R/DP1 of the Gosport Borough Local Plan Review and will not be detrimental to the amenities of adjoining residents.

4. The site is relatively open with restricted opportunities for amenity space but balconies are to be provided with small landscaped areas for use by residents. The site provides adequate storage facilities for refuse to the relevant capacity standards with collection from Osborne Road.

5. The Highway Authority has confirmed that the additional use of the rear service road to serve the development with the improvements made to visibility in this location will not be detrimental to highway safety. Census evidence shows Lee West Ward has an average of 1.25 cars per household. This proposal provides a total of 7 car parking spaces without any loss of on street parking spaces in Osborne Road and Montserrat Road and as such is considered acceptable in this accessible location. Adequate space and facilities are to be provided within the site to ensure secure long stay cycle provision and short stay visitor cycle parking provision meets minimum

standards. The proposal therefore complies with Policy R/T11 of the Gosport Borough Local Plan Review.

6. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space, in accordance with Policy R/OS8 and payment of a sum towards transport infrastructure, in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review for the 5 additional units of accommodation. Without this obligation the proposal is unacceptable.

RECOMMENDATION: Grant Permission

Subject to Section 106 agreement relating to

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

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development of five flats in this existing residential area is appropriate and will assist in providing a variety of residential accommodation to meet the housing needs of the Borough. The scale and design of the building is acceptable and will sit well within the overall street scene. The proposal will improve the appearance of the area and will not have a detrimental impact on the amenities of neighbouring residents or prospective occupiers. Adequate provision is made for open space, transport infrastructure, car and cycle parking and refuse storage. In addition the development has been designed giving due consideration to energy efficiency with the incorporation of renewable energy features. As such the development complies with Policies R/DP1, R/DP3, R/H4, R/T4, R/T11, R/OS8, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

Subject to the following conditions:-

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

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

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

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

3. No development above slab level shall take place until full details of the hard and 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 shall include hard surfacing materials, external lighting, a planting plan for the amenity areas including details of soft landscaping and implementation programme.

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.

4. 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.

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

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

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

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

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

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

ITEM NUMBER: 03.
APPLICATION NUMBER: K17592/1
APPLICANT: Mr Darren Edney
DATE REGISTERED: 13.10.2008

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

The Site and the proposal

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

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

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

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

The applicant proposes to demolish the existing double garage at number 60 and erect a detached 4 bedroom chalet bungalow set back behind the rear elevations of both numbers 58 and 60 and orientated west-east. The application follows a recent refusal at the site for a similar scheme which was considered unacceptable in terms of its impact on the character of the area, the amenities of adjoining neighbours and an inadequate provision for on site parking. The design of the proposed dwelling is unaltered from the previous refusal. It will have a gable ended pitched roof with a ridge height of 7.4 metres. There would be three hipped roof dormers in the front roofslope, lighting two bedrooms and a bathroom and four hipped roof dormers at the rear serving two bedrooms and a study. There will be two further bedrooms in the eastern gable. In front of the main bungalow and set at a 45 degree angle to the front elevation would be a linked double garage with living accommodation in the roof space (designated a 'home office'). The roofspace would be lit by a pair of velux windows on the south western roofslope and a window in the north western gable. There will be ground floor windows in all elevations of the dwelling except the western elevation facing number 58.

The siting of the proposed bungalow has been amended with the western elevation set off the boundary with number 58 by 3.6 metres, an additional 1.1 metres to the previously refused scheme. The dwelling has also been moved back an additional 1.2 metres into the site. The eastern elevation of the garage would remain hard on the new side boundary of number 60. The refused application included a single side garage on the western elevation of number 60. However, this is omitted from the current plans and the area is allocated for use as a single parking space.

The existing garden at number 60 is to be subdivided by a 1.5 metre high close boarded fence to provide separate amenity space for the proposed and existing dwellings. Number 60 will retain a reduced length rear garden 17 metres long. The proposed dwelling will have a side garden with an overall length of over 25 metres.

Access to the site will be via the existing entrance at number 60. The plans indicate that a large Cedar tree at the rear of the site and adjacent to the western boundary will require lopping in order to accommodate the proposed dwelling.

Relevant Planning History

K17592 demolition of detached garage and erection of replacement side garage and erection of two storey dwelling with integral garage and associated amenity space refused 15.09.08

Relevant Policies

Gosport Borough Local Plan Review, 2006:

- R/DP1
General Standards of Development within the Urban Area
- R/DP7
Additions, Extensions and Alterations
- R/H4
Housing Densities
- R/T11
Access and Parking
- R/DP3
Provision of Infrastructure, Services and Facilities
- R/T4
Off-site Transport Infrastructure
- R/OS8
Recreational Space for New Residential Developments

Consultations

Building Control	Appropriate access for disabled persons should be incorporated. The gravel drive is unacceptable and a ramp is required to the front door of the proposed dwelling.
Streetscene (Parks & Horticulture)	bin store of adequate size
Streetscene (Waste & Cleansing)	Bin requirements are; 1x240 litre recycling bin and 1x240 litre domestic bin which would require placing out on the adjacent highway for collection.
Local Highway Authority	no objection

Response to Public Advertisement

2 letters of objection;

Issues raised:-

- queries how the development is different to the previously refused application
- highway safety
- development is out of keeping with the character of the area
- development will be detrimental to adjacent occupiers

Principal Issues

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

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

3. The dwellings in St. Mary's Avenue and the neighbouring Bentham Road are typically set back from the road frontage by approximately 10 metres and are two stories high. The introduction of a chalet bungalow, at the rear, with a set back from the public highway well in excess of 20 metres, would not reflect the established pattern of development in the area. The dwelling has been set in from the western boundary by 3.6 metres, an additional 1.1 metres when compared with the previous refusal. However, there are long range views down Bentham Road and although the dwelling has been set back by an additional 1.2 metres, given its prominent location, it would still be clearly visible when viewed from the north. The erection of a dwelling in this location would appear incongruous in the streetscene, to the detriment of the visual amenity of the area. Although the retained garden at number 60 and the new garden for the proposed dwelling meet the guidelines set out in Appendix B of the Gosport Borough Local Plan Review, due to the awkward shape of this plot, the contrived layout appears cramped in comparison with adjacent plots. Consequently, the proposal is contrary to Policy R/DP1 of the Local Plan Review.

4. The existing drive provides access to a double garage and a large parking area at the front of the site. The proposed dwelling will not result in a significant intensification in the use of the driveway. Therefore, although there are windows in the eastern elevation of number 58 and the south western elevation of number 60, I do not consider that the use of the drive to serve the proposed bungalow would be detrimental to the amenities of the occupiers of the existing dwellings on either side. Due to the density and height of the trees and hedging on the western side of the site, and the position of the windows on the new dwelling, there will be no adverse impact on the amenities of the occupiers of numbers 58 or 60 in terms of loss of privacy. Although the proposed dwelling has been set in 3.6 metres from the western boundary, due to the height and orientation of the proposed chalet bungalow, it is not sufficient to prevent an unacceptable loss of morning light to the garden of number 58 or light available to and outlook from the adjoining properties. The development therefore remains contrary to Policy R/DP1 of the Local Plan Review.

5. The proposal provides adequate and convenient facilities for the secure storage of bicycles and refuse bins. Appropriate provisions have also been made at the front of the site for visitor cycle parking. The existing boundary treatment tapers down at the northern end and provides an acceptable level of intervisibility between vehicles exiting the site and all other users of the public highway. Although the site entrance is on a bend in the road, vehicles exiting the site would have a clear view of vehicles approaching from both directions. As such, I do not consider that the use of the proposed entrance will be detrimental to highway safety. The proposed dwelling provides on-site parking in the form of a double integral garage. The integral garage has internal dimensions measuring approximately 5.5 x 5 metres and is therefore unlikely to be able to conveniently

accommodate more than one vehicle. However, there is sufficient room at the front of the dwelling to park two further vehicles. Under the previous application, the existing dwelling provided on-site parking by way of a new side garage. However, the internal dimensions of the garage were such that it was unlikely to be used for the storage of a vehicle, resulting in overspill parking in the local road network. The parking arrangements have been amended and on site parking is provided by way of two spaces to the front and side of the dwelling. The application is accompanied by a car parking survey. The surveys were conducted three times a day between the hours of 8am - 8.30am, 1pm - 1.30pm and 7pm - 8pm over a nine day period. The findings of the surveys suggest that there are very low levels of on street parking in the locality and this was apparent during three separate visits to the site. Car ownership within the Anglesey ward averages 1.33 cars per household, the highest in the Borough. With space to park at least three vehicles at the proposed dwelling and two vehicles at number 60, the level of parking afforded is adequate to meet both resident and visitor demands. Although on-street parking is available in St. Mary's Avenue and Bentham Road, the proposed development will not result in overspill parking in the local road network and therefore complies with Policy R/T11 of the Local Plan Review.

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

RECOMMENDATION: Refuse

For the following reasons :-

1. The proposed development, by reason of its location and design, would result in an undesirable form of development, out of keeping with the established character of the locality, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.
2. The proposed dwelling, by reason of its height, siting and orientation would be detrimental to the amenities of the occupiers of the adjoining dwellings by reason of loss of light and outlook, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 04.
APPLICATION NUMBER: K10500/1
APPLICANT: Ibex Land And Property Ltd
DATE REGISTERED: 22.09.2008

**ERECTION OF 4NO. ONE BEDROOM HOUSES ON LAND ADJACENT TO 80 PALMYRA ROAD (as amplified by letter dated 28.10.08 and amended by plans received 29.10.08)
80 Palmyra Road Gosport Hampshire PO12 4EH**

The Site and the proposal

The application site is located in an established residential area, within the urban area boundary on the east side of Palmyra Road. The site is approximately 38 metres deep and 13 metres wide with an adopted concrete service road running to the rear separating it from the back gardens of the two storey houses fronting Bramber Road. Immediately to the north of the site is a detached house, 90 Palmyra Road, which has a hipped roof with a two storey flat roofed rear extension. This property is sited over 3 metres away from the site boundary and contains a small obscure glazed window and bay window to the dining room at ground floor level in its side elevation. There is an obscure glazed window to the bathroom at first floor level. There is a driveway leading to a brick built detached garage located immediately to the rear of the property situated along the application site boundary. The boundary treatment comprises a mixture of 1.8 metres high close boarded fencing, low wire fencing and hedging. To the south of the site is 80 Palmyra Road, one of a pair of semi-detached houses dating from the late 1800s. The property has a gabled roof with the ridge running from north to south and a two storey rear extension. This property is sited 1 metre away from the site boundary and contains a door, window and set of patio doors at ground floor level in its side elevation. It has an obscure glazed window and bedroom window at first floor level. The rear garden is 20 metres deep and contains a timber shed in the south eastern corner. This part of Palmyra Road is characterised by semi-detached houses, detached houses and short terraces of different designs with a mixture of hipped and gabled roof forms. A number of the houses located in this road have single and two storey square bays on their front elevations. All the properties have walled/fenced front gardens and a large number have garages and driveways accessed from Palmyra Road. In addition all properties have an alternative way of vehicular access from the rear service roads. Properties in general tend to have only one parking space at the ends of their rear gardens. The site is located on a bus route and within 55 metres of the Palmyra Road Neighbourhood Shopping Centre.

The site is currently the extensive side garden to 80 Palmyra Road that has a mature but unkempt appearance and contains a greenhouse. There are a number of fruit trees on the site, a small palm tree, laburnum, conifers, cypress, and rowans as well as a bay tree. A tree consultants report has been submitted with the application detailing the condition and health of the trees. There are no dropped kerbs at the front of the site from Palmyra Road. The frontage boundary treatment to this side garden area comprises a 1.8 metres high brick wall containing decorative concrete blocks and a wrought iron gate. The rear boundary is a 2 metres high corrugated iron fence adjoining the rear service road.

It is proposed to clear the site and build four two storey one bedroom houses set back on the general line of the other properties located on this side of the road. The building will have the appearance of a pair of semi-detached houses with two of the houses having doors in the front elevation and those to the rear accessed from side doors on the recessed rear part of the building. The building will be set a minimum of 1 metre away from the side boundaries. The building is to have a hipped roof form with the ridge running from north to south with lower hipped elements to the rear at right angles with a central valley. The windows in the side elevations at first floor level will only serve bathrooms and are to have obscure glazing. The front elevation to the building is to be symmetrical and contain 2 two storey bay windows with shallow hipped roofs. All four new houses will have canopy porches with lean to slate roofs to their front doors. The houses are to be constructed in red multi brickwork with a feature brick course at first floor level, brick headers, slate

roof and a chimney. There will be pedestrian access along both sides of the building to access the units at the rear and the gardens and proposed parking area. Vehicular access to the site is to be via the adopted rear service road. The amended plans submitted show that there is to be 4 car parking spaces at the rear of the site with over 6 metres manoeuvring space behind them. There is to be no vehicular access at the front of the site where there are double yellow lines on the other side of Palmyra Road thereby maintaining existing on street car parking capacity. To the rear of the building there are to be four separate garden areas bounded by 1.8 metres high close boarded timber fencing with matching gates. Each garden will have space to store two wheeled bins. In addition a secure lockable long stay cycle store is to be provided suitable to accommodate 4 bicycles adjacent to the car parking area. At the front of the building there is to be 4 Sheffield style cycle hoops for use by visitors.

Relevant Planning History

K10500 erection of two storey rear extension and alterations to front of dwelling permitted 08.07.80

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP3

Provision of Infrastructure, Services and Facilities

R/H4

Housing Densities

R/T4

Off-site Transport Infrastructure

R/T11

Access and Parking

R/OS8

Recreational Space for New Residential Developments

Consultations

Building Control	Access for Fire Brigade satisfactory.
Streetscene (Parks & Horticulture)	No trees on this site are worthy of protection by a Tree Preservation Order.
Streetscene (Waste & Cleansing)	Each property will require 1x140 litre recycling bin and 1x140 litre domestic bin. Bins will be collected from front of property in Palmyra Road.
Local Highway Authority	The parking spaces are set back sufficiently within the site to give a total depth of greater than 6 metres between the spaces and the far side of the service road. There will be space directly in front of the site for two cars to park in Palmyra Road where there is on street visitor parking capacity. Cycle storage and visitor cycle parking can be provided on site to comply with minimum standards. Transport contributions required.

Response to Public Advertisement

8 letters of objection

Issues raised:-

- No objection to the houses being built but would wish car parking provision to be taken into account
- Inadequate on site car parking
- Existing on street parking is a problem on this bus route which sometimes gets blocked by parked cars
- Service road is already heavily used
- Properties overlooking the rear garden of property in Bramber Road
- Impact on outlook from 90 Palmyra Road - would expect boundary fence to protect privacy
- Single bed development is not in keeping with the surrounding area
- There could be an underground stream beneath the site as there is a hand pump in the garden
- Loss of an existing green space
- Construction vehicles blocking the road
- General overcrowding in Gosport with problems driving out of the Borough

Principal Issues

1. The application site is an area of private garden located within the Urban Area Boundary and consequently the principle of residential development is acceptable provided that the details accord with the criteria outlined in Policy R/DP1 of the Gosport Borough Local Plan Review. There are no trees on the site worthy of protection by a Tree Preservation Order. The possible existence of a hand pump on the site and any underground water feature is a matter that will be dealt with under the Building Regulations. Should construction vehicles block the road this would be a matter for the Police. Therefore the main issues in this case are the acceptability of the proposed density within such an area, whether the proposal will be acceptable within the overall street scene and the character of the area, the impact on the amenities of nearby and prospective residents and highway safety and the provision of transport infrastructure, car and cycle parking, refuse storage facilities and open space.

2. The existing development including 80 Palmyra Road has a density of 14 dwellings per hectare which is below the level of 30 to 50 dwellings advocated by Policy R/H4. Whilst the development will result in a density of approximately 80 dwellings per hectare this is a development of one bedroom houses located on a bus route and within close proximity of a well served Neighbourhood Shopping Centre. This form of development will assist in providing a variety of residential accommodation to meet the housing needs of the Borough and is therefore considered acceptable in this location. The form of this new development has the appearance of a pair of semi-detached houses and has been designed to harmonise with the existing street scene. The elevations include features that are already common to the area and reflect the character of the existing properties at 76 and 76a Palmyra Road. The properties are set back along the general building line with porches and bays and have small front gardens similar to neighbouring properties. The building scale, ridge heights, mass and materials are appropriate and acceptable in this location. The erection of these houses of the design proposed will not result in the loss of an existing green space but the development of a private garden where a gap exists in the overall street scene in what is a residential area. The footprint of the building is appropriate as is its design and as such the development will improve the appearance of the area. Therefore the proposal complies with Policies R/DP1 and R/H4 of the Gosport Borough Local Plan Review.

3. Given the orientation of the site and the hipped roof form and separation distances to the neighbouring properties there will be no significant loss of light. The properties to the rear located in Bramber Road are approximately 40 metres away which exceeds the recommended separation distance of 21 metres. As such there will be no loss of privacy or unacceptable overlooking of the gardens in Bramber Road. The detailed design of the new properties with their obscure glazed side windows at first floor level is such that there will be no loss of privacy to neighbouring occupiers. Appropriate boundary treatment can be provided to ensure privacy between side windows at ground floor level. As such the proposal complies with Policy R/DP1 of the Gosport Borough Local Plan Review and will not be detrimental to the amenities of adjoining residents.

4. Each property will have its own private fenced and gated garden area of 32 square metres which will provide satisfactory amenity space for residents. This is in addition to the front garden area and the circulation space around the building and parking area. The site provides adequate storage facilities for refuse to the relevant capacity standards with collection from Palmyra Road.

5. Census evidence shows that Hardway Ward has an average of 1.22 cars per household. However the majority of properties in this road only have one parking space in their rear garden with others having driveways and garages accessed from the front. These properties have two or three bedrooms. As this proposal is for the development of houses with one bedroom and one space is to be provided for each unit without any loss of on street parking spaces in Palmyra Road the proposal is considered acceptable. Given the current number of properties that use the service road the introduction of a further four cars is unlikely to have any significant impact on highway safety. Adequate space and facilities are to be provided within the site to ensure secure long stay cycle provision and short stay visitor cycle parking provision meets minimum standards. The proposal therefore complies with Policy R/T11 of the Gosport Borough Local Plan Review.

6. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space, in accordance with Policy R/OS8 and payment of a sum towards transport infrastructure, in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review for the 4 additional units of accommodation. Without this obligation the proposal is unacceptable.

RECOMMENDATION: Grant Permission

Subject to Section 106 agreement relating to

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

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development of four additional dwellings in this existing residential area is appropriate and will assist in providing a variety of residential accommodation to meet the housing needs of the Borough. The detailed design of the proposed dwellings within the overall street scene is appropriate and acceptable. The proposal will improve the appearance of the area and will not have a detrimental impact on the amenities of neighbouring residents or prospective occupiers. Adequate provision is made for open space, transport infrastructure, car and cycle parking and refuse storage. As such the development complies with Policies R/DP1, R/DP3, R/H4, R/T4, R/T11 and R/OS8 of the Gosport Borough Local Plan Review.

Subject to the following conditions:-

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

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

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

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

3. No development above slab level shall take place until full details of the hard and 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 shall include all means of enclosure, hard surfacing materials, external lighting, a planting plan for the amenity and garden areas including details of soft landscaping to be retained and implementation programme.

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.

4. 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.

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

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

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

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

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

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

ITEM NUMBER: 05.
APPLICATION NUMBER: K17541/1
APPLICANT: Mr M Spiers
DATE REGISTERED: 17.09.2008

RETENTION OF EXISTING WORKS AND FURTHER WORKS TO ERECT A SINGLE STOREY REAR EXTENSION AND ROOF ALTERATIONS INCLUDING FIRST FLOOR JULIETTE BALCONY IN REAR ELEVATION (ALTERATION TO APPLICATION K.17541)
16 Lulworth Road Lee-On-The-Solent Hampshire PO13 9HU

The Site and the proposal

The application property is a detached dwelling located on the northern side of Lulworth Road. The property is set on a rectangular plot and has a rear garden approximately 20 metres long. The garden is bordered on its western side by 1.5 - 1.8 metre high wooden fencing linked to a pitched roof garage, the side elevation of which forms part of the shared boundary with number 4 Studland Road. The eastern boundary comprises a 1.5 – 1.8 metre high wall.

The adjoining dwelling to the west, number 18, is a detached hipped roof bungalow which has 3 high level obscure glazed windows in the eastern elevation facing the application site and a single velux window in the rear roof slope. Number 14 to the east is also a detached bungalow. It has four windows in the western elevation and a small lean-to conservatory on the rear elevation. To the rear of the site, numbers 9 and 11 Clanwilliam Road are detached chalet bungalows with single dormer windows in the rear roof slopes. The dormers serve landings at the top of a stair case. Number 9 has a conservatory on the rear elevation.

The application property has planning permission for the erection of a single storey rear extension and to increase the height of the roof to provide first floor bedrooms and bathrooms. Construction has begun and the building work is currently nearing completion. The roof has been raised and altered to provide three additional bedrooms (one en suite) with the ridge tile running from north to south. Two windows have been approved in the newly formed gable at the front of the dwelling with a single window in the rear gable, facing down the garden. The window openings have been created but glazing has yet to be fitted.

The applicant seeks an amendment to the approved plans and proposes to replace the single window in the rear gable with a double Juliette balcony door including two small windows. The door would be inward opening and would serve a bedroom.

Relevant Planning History

K17541 erection of single storey rear extension and replacement roof permitted 06.06.08

Relevant Policies

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

Consultations

Nil

Response to Public Advertisement

4 letters of objection;

Issues raised:-

- overlooking
- loss of privacy
- noise disturbance
- out of character with other properties

Principal Issues

1. The noise transmission from the doors opening onto the juliette balcony will not differ significantly from any other open windows. The conversion of the bedroom to living space is outside the control of the Local Planning Authority. The main issues in this case therefore are the acceptability of the design on the juliette balcony and the impact it will have on the amenities of the occupiers of the neighbouring properties in terms of overlooking, over and above the window already permitted on this elevation.

2. The juliette balcony doors are of simple design and will not have a detrimental impact on the overall appearance of the property. Although there are no other juliette balconies in the vicinity, the proposed alteration will not be visible from public view and will not therefore have any impact on the character and appearance of the locality. The proposal is acceptable in design terms and complies with Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

3. The separation distance between the proposed juliette balcony and the first floor rear dormers at numbers 9 and 11 Clanwilliam Road is over 35 metres which greatly exceeds the guideline separation distance of 21 metres as set out within Appendix B of the Gosport Borough Local Plan Review. Furthermore, the windows serve landings which are not considered to be habitable rooms. In light of this, the proposal will not result in an unacceptable level of overlooking to the properties at the rear. However, due to the layout of the adjoining dwellings in Lulworth Road, the proposed juliette balcony would significantly increase the propensity to overlook the most private areas of the rear gardens of numbers 14 and 18 over and above the window permitted under the previous planning permission. At this height, the loss of privacy resulting from the full length doors and the opportunity offered by the juliette balcony to lean out would be unreasonable and detrimental to the living conditions of occupiers of these neighbouring dwellings. As such, the proposal is unacceptable and contrary to the aims and objectives of Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Refuse

For the following reasons :-

1. The proposed double juliette balcony doors would allow an unacceptable level of overlooking of the private rear gardens of 14 and 18 Lulworth Road to the detriment of the amenities of the occupiers of these dwellings, contrary to Policies R/DP1 and R/DP7 of the Gosport Borough Local Plan Review.