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29 September 2008

S U M M O N S

MEETING: Regulatory Board
DATE: 7 October 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 9 SEPTEMBER 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, 3 October 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, 3 October 2008).

6. REPORTS OF THE DEVELOPMENT SERVICES MANAGER

*Schedule of planning applications with recommendations.
(grey sheets – pages 1 –50/1)*

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

7th October 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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02.	8-10	K7022/19	Gosport War Memorial Hospital Bury Road Gosport Hampshire PO12 3PW	Grant Permission
03.	11-13	K7022/18	Gosport War Memorial Hospital Bury Road Gosport Hampshire PO12 3PW	Grant Permission
04.	14-20	K12461/9	Land At 50 Ferrol Road Gosport Hampshire PO12 4UG	Refuse
05.	21-24	K17593	8 Beaufort Close Lee-On-The- Solent Hampshire PO13 8FN	Refuse
06.	25-29	K15819/1	30 Seymour Road Lee-On-The- Solent Hampshire PO13 9EG	Grant Permission
07.	30-31	K17595/1	Land At Junction Of Ann's Hill Road And Forton Road Gosport PO13 3AA	Grant Permission
08.	32-37	K17533	389-391 Fareham Road Gosport PO13 0AD	Grant Outline Consent
09.	38-42	K5856/4	Land Adjoining 24 Ashburton Road Gosport	Refuse
10.	43-44	K8493/27	Town Hall High Street Gosport Hampshire PO12 1EB	Grant Permission
11.	45-48	K6354/9	Land To The Rear Of Crossways Hall The Crossways Gosport PO12 4RH	Grant Temporary Consent
12.	49-50	K9383/15	CCTV Centre Gatehouse Huhtamaki Rowner Road Gosport Hampshire PO13 0PR	Grant Permission

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

The Gosport War Memorial Hospital occupies a large campus at the junction of Bury Road and Ann's 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 two 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 Ann'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	<p>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.</p> <p>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 Standard (22 spaces, the maximum for an accessible location).</p> <p>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).</p>

Response to Public Advertisement

2 letters 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 indicated 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 car 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 parking for the hospital is to be altered to re-provide the 12 spaces lost from the application site and provide an additional 22 spaces for the GP surgery (to meet the adopted standard of 1.5 spaces for each of the 15 consulting rooms). 4 of these 34 spaces will be immediately north of the new building; a further 20 will be accommodated in a new parking area on either side of the access road in the north east corner of the hospital campus; an extra 5 will be located adjacent to the eastern access alongside the former Health Centre Building; and a further 5 will be provided adjacent to the west elevation of the modern quadrangle on the western side of the campus. In addition the visitor/patient/staffing designations are to be rationalised with all the parking to the south of the new GP surgery reserved for visitor/patients, including the area immediately in front of the former Health Centre (14 remaining short-stay as existing) and the new parking areas to the north of the new building reserved for staff. 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:

- 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 and targets met. Monitoring measures are included within the Plan. The travel plan also contains a contingency arrangement should modal shift targets not be delivered. This would involve the use of Traffic Regulation Orders to restrict on-street parking

facilities in nearby residential streets. The developer would fund such arrangements. However, the implementation of such measures would be at the complete discretion of the Borough Council and considered on the conditions prevailing at the time, both within the hospital campus and adjoining residential streets.

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 should be implemented and 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: K7022/19
APPLICANT: Hampshire NHS Primary Care Trust (PCT)
DATE REGISTERED: 20.08.2008

ERECTION OF A SINGLE STOREY EXTENSION (CONSERVATION AREA)
Gosport War Memorial Hospital Bury Road Gosport Hampshire PO12 3PW

The Site and the proposal

The Gosport War Memorial Hospital occupies a large campus at the junction of Bury Road and Ann's 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 with further two storey buildings in a double quadrangle arrangement at the rear occupied by the main ward and a two storey addition across the whole of the Bury Road frontage, the eastern end of which wraps round in a quadrangle and until recently was in use as a Health Centre. Projecting out to the rear to the west of the Health Centre is a single storey flat roofed structure built in a buff/red brick which is occupied by the x ray department. This single storey element and the land immediately adjacent to it forms the application site.

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 Ann's Hill Road. An access road to the rear part of the hospital runs up the eastern side of the hospital campus and leads to a small car park (25 spaces) which served the Health Centre and to a small staff car park (12 spaces) separated from the Health Centre car park by a landscaped area with mature trees.

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 proposal is for a flat roof extension to the x ray department infilling the gap between it and the former Health Centre. It will have a total floor area of 13.5 sq metres and will be 0.5 metres higher than the existing single storey building to accommodate equipment.

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 Entrance lobby to Minor Injuries Unit pending
K7022/20 Erection of GP surgery 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/T11
Access and Parking

Consultations

The Gosport Society	no objection
Local Highway Authority	no objection

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

Principal Issues

1. The design of the extension is in keeping with the modern design of the building and is in a discreet location so that the character and appearance of the conservation area will be preserved in compliance with Policy R/BH1 of the Gosport Borough Local Plan Review. The main issue is therefore whether the proposed development will impact on parking and traffic conditions within the locality.

2. 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 a Transport Statement has not been submitted with this application. The Transport Statement submitted with a current application for the re-provision of the GP surgery on the site only analyses the traffic impact for that proposal. The additional number of trips associated with the expansion of the x-ray department is therefore not provided. However, in terms of floor space the additional car parking spaces required would be negligible. No parking places will be lost from the hospital site as a result of this development. Through the Transport Statement submitted with the application for the GP surgery the applicants have demonstrated 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.

3 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. 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 related to a permission for the GP surgery. 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:

- 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 and targets met. Monitoring measures are included within the Plan. The travel plan also contains a contingency arrangement should modal shift targets not be delivered. This would involve the use of Traffic Regulation Orders to restrict on-street parking facilities in nearby residential streets. The developer would fund such arrangements. However, the

implementation of such measures would be at the complete discretion of the Borough Council and considered on the conditions prevailing at the time, both within the hospital campus and adjoining residential streets.

4. Within the submitted Travel Plan there is an assessment of current parking provision within the Gosport War Memorial Hospital 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 related to a planning permission for the GP surgery.

5. In view of the negligible additional parking requirement generated by the floor space of the development, the accessible location, the retention of existing parking, the measures set out in the Travel Plan, in particular the cessation of the 'drop in' phlebotomy service which creates the most parking demand in the morning, and the fact that the car parks have only been at capacity with the phlebotomy service in operation for only 2-3 occasions during the survey earlier this year, I do not consider the proposed development will have a significant impact on traffic or parking conditions in the locality.

RECOMMENDATION: Grant Permission

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is acceptable in this location. It 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. As such it complies with Policies R/CF1, R/BH1, R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

Subject to the following conditions:-

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

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

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

Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policy R/BH1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 03.
APPLICATION NUMBER: K7022/18
APPLICANT: Hampshire NHS Primary Care Trust (PCT)
DATE REGISTERED: 15.08.2008

**CONSTRUCTION OF A SINGLE STOREY GLAZED ENTRANCE LOBBY
(CONSERVATION AREA)**
Gosport War Memorial Hospital Bury Road Gosport Hampshire PO12 3PW

The Site and the proposal

The Gosport War Memorial Hospital occupies a large campus at the junction of Bury Road and Ann's 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 the hospital was in use as a Health Centre accessed from both front and rear. There is an existing open canopy over the rear entrance which projects 1.5 metres out from the rear elevation. It consists of a tiled roof supported by steel columns coloured blue. The application site is limited to the area enclosed by this canopy and a small area around it.

To the rear of the original hospital building there are modern brick two 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 Ann'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 and to a small staff car park (12 spaces) separated from the Health Centre car park by a landscaped area with mature trees.

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 a new enclosed lobby to serve the Minor Injuries Unit in place of the open canopy which served the entrance to the Health Centre. It will project 1.5 metres further out than the existing canopy with a total depth of just over 3 metres. It will consist of safety glass within a blue aluminium frame under a flat roof 2.4 metres high. There will be no changes to the car parking arrangements.

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
K7022/19 Extension to x ray dept pending
K7022/20 Erection of GP surgery pending

Relevant Policies

Gosport Borough Local Plan Review, 2006:
R/BH1

Development in Conservation Areas
R/DP1
General Standards of Development within the Urban Area

Consultations

The Gosport Society	no objection
Local Highway Authority	no objection

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
- ambulances parked in front of lobby will affect car parking
- no parking provided for emergency vehicles or patient transport

Principal Issues

1. The design of the lobby is in keeping with the modern design of the building and is in a discreet location so that the character and appearance of the conservation area will be preserved in compliance with Policy R/BH1 of the Gosport Borough Local Plan Review. The main issue is therefore whether the proposed development will impact on parking and traffic conditions within the locality.

2. 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 a Transport Statement has not been submitted with this application. The Transport Statement submitted with a current application for the re-provision of the GP surgery on the site only analyses the traffic impact for that proposal. The additional number of trips associated with the minor injuries unit is therefore not provided. However, in terms of floor space the additional car parking spaces required would be negligible. No parking places will be lost from the hospital site as a result of this development. Through the Transport Statement submitted with the application for the GP surgery the applicants have demonstrated 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.

3 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. 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 related to a permission for the GP surgery. 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:

- 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 and targets met. Monitoring measures are included within the Plan. The travel plan also contains a contingency arrangement should modal shift targets not be delivered. This would involve the use of Traffic

Regulation Orders to restrict on-street parking facilities in nearby residential streets. The developer would fund such arrangements. However, the implementation of such measures would be at the complete discretion of the Borough Council and considered on the conditions prevailing at the time, both within the hospital campus and adjoining residential streets.

4. Within the submitted Travel Plan there is an assessment of current parking provision within the Gosport War Memorial Hospital 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 related to a planning permission for the GP surgery.

5. In view of the negligible additional parking requirement generated by the floor space of the development, the accessible location, the retention of existing parking, the measures set out in the Travel Plan, in particular the cessation of the 'drop in' phlebotomy service which creates the most parking demand in the morning, and the fact that the car parks have only been at capacity with the phlebotomy service in operation for only 2-3 occasions during the survey earlier this year, I do not consider the proposed development will have a significant impact on traffic or parking conditions in the locality.

RECOMMENDATION: Grant Permission

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is acceptable in this location. It 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 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/BH1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 04.
APPLICATION NUMBER: K12461/9
APPLICANT: Fay _ Son Ltd
DATE REGISTERED: 02.07.2008

**REFURBISHMENT OF SITE TO INCLUDE REPLACEMENT BOAT REPAIR OFFICE, ERECTION OF 5NO. TWO BED FLATS IN THREE STOREY BLOCK, REVISED ACCESS AND CAR PARKING LAYOUT, GROUNDWORK TO INFILL EXISTING SLIPWAY (IN PART) AND FORMATION OF NEW LANDSCAPED BANK (as amended by letters dated 19.08.08, 25.08.08 & 18.09.08 and plans received 26.08.08 & 3.9.08)
Land At 50 Ferrol Road Gosport Hampshire PO12 4UG**

The Site and the proposal

The site is located at the northern end of Ferrol Road adjacent to Forton Lake Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and Ramsar site, and within an area of medium and high flood risk. It has been used as a boat repair yard since the mid 1980s. Adjacent to the southern boundary is a portable building which is currently in use as a site office. There are 5 car parking spaces on the site and access is from Ferrol Road. The southern boundary comprises a 1.8 metre high wooden fence which reduces to 1 metres in height adjacent to Ferrol Road. On the eastern boundary, facing Ferrol Road, is a chain link fence supplemented with shrub planting. On the western boundary is a brick wall within which is a gated access to St Vincent College.

Under outline and details pursuant applications, references K.12461/4 and /6, two, two storey, three bedroomed dwellings were erected on remediated land that previously formed part of the boat repair yard. There are two first floor windows in the northern elevation of number 49a facing onto the application site. A number of the two storey terraced properties to the east in Parham Road have rear entrances and garages which are accessed from Ferrol Road which has double yellow lines on its eastern side. Parking on the western side of Ferrol Road is currently unrestricted in the vicinity of the boat repair yard. The properties to the south in Ferrol Road are mainly two stories in height with front and rear gardens but vary in terms of their age, form and style.

Planning permission has been granted under reference K.12461/7 to infill the existing slipway above mean high water and create a new grassed bank. The proposal is now to carry out these works and at the same time demolish the existing boat repair office and redevelop the remainder of the site by erecting a three storey block of five, two bedroomed flats and retaining a smaller scale boat repair facility. A single storey timber clad 5.7m x 4.9 metre office building will be erected at the top of the slipway and the existing pontoon moorings will be retained. It is further proposed to construct a 3 metre wide concrete ramp at the top of the slipway to allow small craft to be winched up for repair. The boat repair facility will operate from Monday - Friday between 8am and 5pm and on Saturdays between 8am and 1pm. It is intended that boat owners will carry out repairs to their own boats. The yard may recommend specialists to carry out specialist repairs who may also work on site. Four of the flats will be provided over two floors with a penthouse flat within the roof space. There will be balconies at first floor level facing north and east and the penthouse will have balconies facing north, east and west. There are four designated garden areas and a communal open space. Twelve car parking spaces are proposed, eight within the site and four directly accessed from Ferrol Road. Seven of the spaces will be allocated for the flats, with 5 retained for the boat repair facility. The existing vehicle access is to be relocated northwards with new footpaths into the site to the north of this and adjacent to the southern boundary. The existing gate to St Vincent College will be removed and bricked up. It is proposed to implement a sustainable drainage system utilising permeable surfaces and underground storage tanks to deal with surface water.

The application is supported by a Flood Risk Assessment and a desk top contamination report. Amended plans and a further desk study have been submitted to address the concerns regarding flooding, land contamination, car and cycle parking, refuse storage and collection, amenity space provision and to clarify the structure of the slipway.

Relevant Planning History

K12461/4 outline - 2 dwellings including new access and car parking for workshop approved 31/5/01

K12461/6 details pursuant - 2 dwellings approved 9/1/02

K12461/5 erection of 3 dwellings and car parking area withdrawn 30.10.02

K12461/7 retention of existing groundworks and further groundworks to infill existing slipway (in part) and formation of new landscaped bank approved 26.1.04

K12461/8 replacement boat repair office and erection of three storey block of 5 flats with revised access and car parking layout and groundworks to infill existing slipway (in part) and formation of new landscaped bank withdrawn 6.5.08

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/T2

New Development

R/DP1

General Standards of Development within the Urban Area

R/DP6

Landscape Design

R/EMP4

Marine Related Employment

R/H4

Housing Densities

R/CH1

Development within the Coastal Zone

R/T11

Access and Parking

R/OS8

Recreational Space for New Residential Developments

R/OS10

Protection of Areas of International Conservation Importance

R/OS11

Protection of Areas of National Nature Conservation Importance

R/OS13

Protection of Habitats Supporting Protected Species

R/ENV1

Floodplains and Tidal Areas

R/ENV2

River and Groundwater Protection

R/ENV4

Treatment of Foul Sewage and Disposal of Surface Water

R/ENV5

Contaminated Land

R/ENV10

Noise Pollution

R/ENV12

Air Quality

Consultations

Crown Estate Office

no response

DEFRA

Development not within the intertidal area therefore FEPA licence not required.

Natural England

Query materials for slipway. Proposal unlikely to have a significant effect on the interest features of the SPA/SSSI/Ramsar site and therefore does not require appropriate assessment provided conditions are attached requiring that the methodologies and timings are adhered to to avoid disturbance to overwintering birds and all reasonable precautions are undertaken to ensure no pollutants enter the water course. Would not like to see this development result in an increase in demand for future coastal protection works which may have an impact on the designated site.

Environment Agency (Hants & IOW)

Objection. Floodwater depth on adjacent road could reach 0.6 metres. Floor levels inadequate and provision for emergency access and egress unsatisfactory. Residential element is separate to boat repair facility therefore the Sequential Test should seek to identify a viable alternative site for the dwellings not a site for dwellings and a boat repair business. Insufficient information provided to demonstrate that the risk of pollution to controlled waters is acceptable. The level of risk posed by this proposal is unacceptable, inadequate assurances are given that the risks of pollution are understood and that the measures for dealing with them have been devised.

Southern Water

Position of sewer must be determined before layout is finalised. No development permitted within 3 metres of the centreline. Request condition to protect infrastructure during construction works and informative relating to requirement for application to connect to sewerage system. The drainage attenuation tank is located over the line of the existing public foul sewer which is unacceptable.

County Archaeologist

no objection

Building Control

Access for fire brigade satisfactory.

Environmental Health (Pollution & Environment)

Part of the seaward side of the site is situated on reclaimed ground listed as unknown filled ground. Contamination survey should be undertaken to ensure that no viable pollution linkages are left and to ensure that there is no oil pollution from the nearby Oil Fuel Depot site where work is taking place to remediate spillages.

Leisure & Recreation Development	Floor levels acceptable but query whether safe access and egress possible in the event of a flood.
Streetscene (Parks & Horticulture)	No trees at risk on site or adjacent to it
Streetscene (Waste & Cleansing)	update to be provided
Local Highway Authority	Cycle parking accords with minimum standards but vertical storage is not convenient. Access to the communal cycle store is difficult, requiring cycles to be taken through the building negotiating 4 doors or through the car park via a narrow tapering gap. The location of the visitor cycle spaces is also inconvenient. These should be located in close proximity to the entrance to the building where natural surveillance occurs. The level of car parking is acceptable. However, access to and egress from some of the parking spaces will be difficult and the development will result in the loss of two on street spaces adjacent to car parking spaces 1-4 and further loss adjacent to the proposed bin collection point.
Queen's Harbour Master	no objection

Response to Public Advertisement

5 letters and 1 petition of objection received (86 signatures)

Issues raised:

- density of development
- lack of information relating to boat repair use and future management of site
- three storey height out of keeping with area
- loss of privacy from balconies
- inadequate car parking provision
- loss of existing on street car parking provision
- enforcement of existing parking restrictions
- additional traffic
- existing boat repair yard parking spaces used by people living on boats
- lack of consultation
- disruption during buildings works
- land should be used to create a section of coastal footpath

Principal Issues

1. As the site is within the Urban Area Boundary the principle of residential development is acceptable provided it accords with the criteria of Policy R/DP1 and the other relevant policies contained within the Gosport Borough Local Plan Review. Policy R/EMP4 supports marine related employment uses on waterside sites within the urban area. The main issues in this case are whether the risks of flooding and land contamination and the impacts on nature conservation have been properly considered, whether the proposal represents an overdevelopment of the land available and the impacts of the development on the character and appearance of the area and the coastal zone, the amenities of prospective and neighbouring residents and parking and traffic

conditions in the locality. The provision for cycle storage, refuse storage and collection and open space are also main issues.

2. Whilst a Strategic Flood Risk Assessment has been undertaken for the Gosport Area the results have not yet been fed into the land allocation process. PPS25 states that where a SFRA is not available the Sequential Test should be based on the Environment Agency's flood zone maps. The interim arrangement agreed with the EA is that within their FRA developers are required to provide the basic evidence necessary for the Local Planning Authority to apply the Sequential Test, based on existing flood maps and 'Local Plan' data relating to land allocations/availability. Insufficient information is provided within the FRA to enable the Sequential Test to be properly carried out. The appellant has failed to demonstrate that there are no other reasonably available sites within the Borough in areas with a lower probability of flooding that would be appropriate for residential element of the development. In addition, the appellant has not demonstrated that the anticipated flood water depth would be safe, with reference to floor levels, duration of flooding, rate of onset, rate of rise of flood water, the possibility of materials in the water, the level and amount of warning people would receive, provision for alarm/signage to direct people in the evening of a flood, egress from the building and access for emergency vehicles and personnel. PPS25 states that more vulnerable uses such as residential should only be permitted in areas of high probability of flooding if the Exception Test is passed. There is no evidence within the FRA to demonstrate that there are overriding reasons why this development should go ahead that outweigh the flood risk. The appeal proposal therefore does not pass the Exception Test. Insufficient information has been submitted to fully consider the risk to and from the development of flooding, contrary to Policies R/ENV1, R/DP1 and R/CH1 of the Gosport Borough Local Plan Review.

3. It was necessary to remediate the southern part of the site prior to the construction of the two dwellings and it is likely that the application site has higher levels of contamination due to its seaward position. The responsibility for providing information on whether and to what extent the land is contaminated primarily rests with the developer. The possible risks from contamination have not been fully identified and assessed and therefore the suitability of the site for residential development and possible impact on the SSSI/SPA/Ramsar Site are currently unknown. As such, the proposal is contrary to Policies R/DP1, R/ENV2, R/ENV5, R/OS10, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

4. PPS3 makes it clear that the provision of private outdoor space is a matter to consider when assessing design quality. The density of the appeal proposal is high at over 80 dwellings per hectare and falls significantly outside of the general range of 30 to 50 dwellings stated within Policy R/H4 of the Local Plan. Whilst the site is within 1kilometer of the Stoke Road District Shopping Centre, 1.5 kilometres of the town centre and 400 metres of the Forton Road Neighbourhood Shopping Centre and is in an accessible area where higher density development may be acceptable, the high density of this scheme has been achieved by providing a minimal amount of usable on site amenity space and by maximising the number of floors within the building, with no reference to the established character of the surrounding area. The layout of the outdoor space is contrived and is not usable. The resulting density, mass and layout of the scheme is out of keeping with the established form and pattern of development in the area and provides a minimal amount of private amenity space for prospective occupiers. This indicates that the proposal is an overdevelopment of the site and represents town cramming, contrary to Policies R/H4 and R/DP1 of the Gosport Borough Local Plan Review.

5. Through Policy R/DP1, modern, innovative design is welcomed on appropriate sites, provided that it takes account of the context within which the development set. Within the supporting text to this policy the setting of buildings and the appearance and treatment of spaces between and around buildings merits as much consideration as the building itself. Whilst there is a variety of residential accommodation in the immediate vicinity in terms of age and style, Ferrol Road, and the surrounding area, is characterized by mainly two storey traditional residential development. The benefits of tidying up the site are recognised. However, the proposal has been considered in its immediate context, and in the broader open setting of Forton Lake, and the design would appear out of keeping with the traditional form of development in the locality and given its siting 1metre

forward of the front elevation of 49a Ferrol Road, its height and overall mass and the limited opportunity for planting to soften its setting, the building would have an overbearing impact on the properties to the south and draw undue attention to itself and form an incongruous feature in this prominent location. As such, the design, height and mass of the proposal is inappropriate in terms of its location and setting and, as such, would have a harmful affect on the character and appearance of the area and on seaward and landward views across Forton Lake, contrary to Policies R/DP1 and R/CH1 of the Gosport Borough Local Plan Review.

6. The separation distance between the flats and the rear of the properties in Parham Road exceeds the 28m residential guideline figure set out within Appendix B of the Gosport Borough Local Plan Review and the siting of the second floor balconies within the roof form will mean that there will not be unacceptable levels of overlooking into the neighbouring properties to the south. However, in considering the resulting relationships between the first floor windows at 49a Ferrol Road and the first floor bedroom window in the southern elevation of the proposed block of flats and the overall height and mass of the building and its location immediately to the north of the existing dwellings, the proposal would result in unsatisfactory levels of mutual privacy and have a detrimental impact on the living conditions of the occupiers of 49a Ferrol Road in terms of loss of outlook and light contrary to Policy R/DP1 of the Gosport Borough Local Plan. Insufficient information has also been provided on the level of activity, nature of repairs and type of tools to be used and the future management of the retained boat repair facility to be satisfied that it will not result in excessive levels of noise disturbance. The proposal is therefore contrary to Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

7. The provision for cycle storage accords with the adopted minimum standards set out in Appendix E of the Gosport Borough Local Plan in terms of quantity. However, both the long and short stay cycle storage spaces are inconveniently located which is likely to deter their use. The level of on site car parking provision has been considered in the light of the supplementary advice note on residential car parking and likely car ownership levels and is considered acceptable in terms of numbers. However, the advice note also requires that the number, location and design of car parking spaces shall be such that it does not prejudice road safety, or traffic flow, on existing roads. The layout of the parking area is such that it will be difficult for vehicles to access the identified bays and turn on the site. Therefore vehicles are more likely to carry out awkward reversing manoeuvres and/or park on the adjacent highway where there will be a reduced number of available spaces. There is also insufficient depth to provide a safe margin between spaces 1-4 and passing pedestrians, traffic and cycles which would place both pedestrians and passing vehicles and cyclists at risk. The appellant has therefore failed to demonstrate that there is sufficient space within the development to provide adequate and safe pedestrian and vehicle access and car and cycle parking provision contrary to Policies R/T2, R/T11 and R/DP1 of the Gosport Borough Local Plan Review.

8. Whilst the applicant has indicated that he is prepared 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, he has not confirmed this willingness by completing the required agreement. As such the proposal is contrary to Policy R/OS8 of the Gosport Borough Local Plan Review.

9. Whilst there are policies within the Local Plan which encourage and seek to protect public access to the coast, this is private land therefore the Council cannot require that part of the site be dedicated as a coastal footpath. The issue of people living on their boats whilst moored at the repair yard is a separate enforcement issue and is not related to the current planning application. Disruption during building works and enforcement of existing parking restrictions are not a planning issues and the application has been publicly advertised in accordance with the council's adopted procedures.

RECOMMENDATION: Refuse

For the following reasons:-

1. Insufficient information has been submitted to fully consider the risk to and from the development of flooding, contrary to Policies R/ENV1, R/DP1 and R/CH1 of the Gosport Borough Local Plan Review.
2. The possible risks from contamination have not been fully identified and assessed and therefore the suitability of the site for residential development and possible impact on the SSSI/SPA/Ramsar Site are currently unknown. As such, the proposal is contrary to Policies R/DP1, R/ENV2, R/ENV5, R/OS10, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.
3. The proposal, by reason of its design, mass, density and layout would be out of keeping with the established form and pattern of development in the area and would provide minimal private amenity space for occupiers. As such the proposal represents an overdevelopment of the land available and town cramming, contrary to Policies R/DP1 and R/H4 of the Gosport Borough Local Plan Review.
4. Having regard to the prominent location of the site, the proposal by reason of its siting, design, height and overall mass would have a detrimental affect on the character and appearance of the area and the Coastal Zone. As such the proposal is contrary to Policies R/DP1 and R/CH1 of the Gosport Borough Local Plan Review.
5. Having regard to its orientation and its relationship to the adjoining development the proposal, by reason of its design, height and overall mass would result in an unsatisfactory levels of mutual privacy and an unsatisfactory living environment for the occupiers of 49a Ferrol Road in terms of light and outlook. The proposal would also result in an unacceptable living environment for occupiers of the flats by reason of their proximity to the retained boat repair activity and the likely levels of noise disturbance. As such the proposal is contrary to Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.
6. The proposal does not make satisfactory provision for pedestrian or vehicle access, or access for people with disabilities, or adequate provision for car and cycle parking, contrary to Policies R/DP1, R/T2 and R/T11 of the Gosport Borough Local Plan Review.
7. Adequate provision has not been made for outdoor playing space, nor the payment of a commuted sum in lieu of the provision, contrary to Policy R/OS8 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 05.
APPLICATION NUMBER: K17593
APPLICANT: Mrs L Carrigan
DATE REGISTERED: 15.07.2008

USE OF PREMISES FOR CHILDMINDING OF UP TO 12 NO. CHILDREN (as amplified by letter and documentation received 09.09.08)
8 Beaufort Close Lee-On-The-Solent Hampshire PO13 8FN

The Site and the proposal

The application property is a 4 bedroomed detached house located on the eastern side of the Beaufort Close cul de sac. At ground floor level, the dwelling comprises an integral garage and dining room at the front with a kitchen and living room at the rear. The kitchen and living room both provide access to the rear garden via sets of double patio doors. The rear garden is approximately 9 metres long and 12 metres wide and runs parallel to the garden of the adjoining dwelling to the south, number 7 Beaufort Close. The two gardens are separated by a 1.8 metre high wooden fence on the shared boundary. There are no windows in the northern elevation of number 7 facing the application site. The opposite side of the garden is bordered by a 1.6 metre high wooden fence with 0.25 metres of trellising on top. Beyond this boundary is a driveway serving a double garage at number 9 Wessex Close to the north. The front elevation of number 9 is sited approximately 15 metres from the application site. Immediately to the rear of the application site is number 10 Wessex Close. This is a two storey dwelling with side garage, the western elevation of which forms a section of shared boundary in the south eastern corner of the applicant's garden. The remainder of the rear boundary comprises a 1.6 metre high wooden fence with trellising. Number 10's rear garden is 13 metres long and runs parallel to the rear boundaries of numbers 6 and 7 Beaufort Close. To the west of the site is a Local Equipment Area for Play (LEAP) which is enclosed by 1.2 metre high metal bow top railings.

Access to number 8 is via a shared driveway which also serves numbers 7, 9, 10 and 11 Beaufort Close. There is a hardstanding at the front of the dwelling providing enough space to park two cars. A lay-by on the northern side of the LEAP provides two further car parking spaces and two visitor parking spaces are available to the front of number 6.

The applicant has operated a childminding business at the premises since February 2008, looking after a maximum of 6 children. It is proposed to extend this service and use the property to look after up to 12 children under the age of eight. On-site activities will include painting, dressing up, play shops and the use of the rear garden. The children will also be taken on outings. The childminding business will be available from 7am-6pm, Monday to Friday, and, in addition to the applicant, will employ one full time member of staff. Information provided by the applicant suggests that many of the proposed clientele would be locally based and will therefore arrive at the site by bicycle or on foot.

Relevant Planning History

nil

Relevant Policies

Gosport Borough Local Plan Review, 2006:

- R/DP1
General Standards of Development within the Urban Area
- R/CF5
Development of Childcare and Day Care Facilities
- R/T11
Access and Parking

R/DP3
Provision of Infrastructure, Services and Facilities
R/T4
Off-site Transport Infrastructure
R/ENV10
Noise Pollution

Consultations

Building Control	no objection
Streetscene (Waste & Cleansing)	No refuse or recycling storage arrangements have been identified. Waste from childminding is trade waste. Therefore separate collections for household and trade waste need to be made. Segregated areas for waste storage need to be identified.
Local Highway Authority	Transport contribution required.

Response to Public Advertisement

4 letters of objection:

Issues raised -

- Parking
- Obstruction of shared driveway
- Upkeep of shared driveway
- Breach of property covenants
- Inappropriate location
- Lack of information
- Waste disposal
- Decrease in property value
- Noise
- Highway and pedestrian safety

2 letters of support:

Issues raised -

- Adequate space for parking
- Clients live locally
- Quality of service
- Demand for service

Principal Issues

1. The main issues in this case are the acceptability of the use of a residential property for childminding, access and parking arrangements and the impact on the amenities of neighbouring residents.

2. Policy R/CF5 states that development proposals for childcare facilities should not be permitted where they would have a significant impact on the amenities of local residents. It goes on to state that rear gardens should be enclosed and demonstrate an ability to minimise disturbance to neighbouring properties. Similarly, Policy R/ENV10 stipulates the importance of minimising the adverse impact of disturbance from noise, particularly in existing sensitive locations such as residential areas. Although the garden is enclosed by fencing, at 1.6-1.8 metres high, it is unlikely to be adequate to prevent children overlooking the rear gardens of adjoining dwellings when using

play equipment such as slides or climbing frames. It is acknowledged that the existing childminding service and, to a lesser extent, the LEAP at the front of the property, may already generate a level

of noise. However, an intensification of the childminding service to the levels proposed, and in particular the unrestricted use of the rear garden by up to 12 children would result in an unacceptable level of noise disturbance to the occupiers of the adjoining dwellings, 7 Beaufort Close and 10 Wessex Close. Likewise, the comings and goings of visitors and, more specifically, the increase in vehicular movements at the front of the site, would cause further disturbance to adjoining neighbours. A childminding business operating at the scale proposed is inappropriate to this established residential location and contrary to Policies R/DP1, R/ENV10 and R/CH5 of the Local Plan Review.

3. The applicant has indicated that visits to the property will be staggered throughout the day and that many of the clientele will arrive by bicycle or on foot. However, this arrangement is subject to change in the future and is likely to be dependant on the prevailing weather conditions. Consideration must therefore be given to whether safe access and parking can be provided. The shared driveway is 5.5 metres wide. This is sufficient to ensure that vehicles are able to stop without causing obstruction which will ensure that access to adjacent properties is not adversely effected. There are two car parking spaces at the application site and two spaces adjacent to the LEAP. There are also two further spaces in a bay outside of number 6. The site therefore affords safe and convenient access and the comings and goings of visitors will not compromise highway or pedestrian safety. The proposal therefore complies with Policy R/T11 of the Local Plan Review.

4. There is a requirement for trade waste to be stored and collected separately from domestic waste. Suitably segregated storage areas should therefore be identified as part if the proposal. Details of these facilities have not been provided. However, it is noted that there is space at the side of the dwelling which is likely to be suitable as a bin storage area. Details of the facilities for the storage of trade refuse, including a bin collection area could therefore be secured by condition.

5. In accordance with Policy R/T4 of the Local Plan Review, where an application is likely to impose additional burdens on existing transport infrastructure, the developer will be required to contribute to improvements off-site that will enable travel needs generated by the development to be accommodated. The applicant has not confirmed a willingness to enter into a planning obligation under Section 106 relating to the payment of a commuted sum towards such improvements. Without this obligation, the proposal is unacceptable and contrary to Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review.

6. The quality of the childminding service and property values are not planning considerations. Although there may be a local demand for childminding services, the proposal must be considered on its own merits and against the relevant policies of the Local Plan Review. Breach of covenants and the upkeep of the shared driveway are private legal matters.

RECOMMENDATION: Refuse

For the following reasons:-

1. A childminding business operating at the scale proposed is inappropriate in this residential location. The unrestricted use of the rear garden and the comings and goings of clientele would result in an unacceptable level of noise disturbance to the occupiers of number 7 Beaufort Close and 10 Wessex Close, contrary to Policies R/DP1, R/CF5 and R/ENV10 of the Gosport Borough Local Plan Review.

2. Adequate provision has not been made for off-site transport and highway improvements, nor the payment of a commuted sum in lieu of the provision, contrary to Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 06.
APPLICATION NUMBER: K15819/1
APPLICANT: A&D Demolition And Building Co.Ltd
DATE REGISTERED: 15.08.2008

ALTERATIONS TO 30 SEYMOUR ROAD AND ERECTION OF 5NO. THREE BEDROOM HOUSES AND 5NO. GARAGES, CAR PARKING SPACES, CYCLE PARKING FACILITIES AND ASSOCIATED REFUSE STORES (as amended by plans received 19.09.08 and amplified by letter dated 23.09.08)
30 Seymour Road Lee-On-The-Solent Hampshire PO13 9EG

The Site and the proposal

The application site is in an existing established residential area, within the urban area boundary, on the north side of Seymour Road between Cross Road to the west and Anglesea Road to the east. The site is approximately 30 metres deep and 32 metres wide with an adopted concrete service road running to the rear separating the site from the back gardens of properties fronting Gosport Road. Immediately to the west of the site on the corner with Cross Road is the attached property 32 Seymour Road. To the east of the site is 24 Seymour Road, the end property of a terrace of three two storey houses. This property is sited 2 metres away from the site boundary and contains a single window at ground floor level in its side elevation. It has a detached double garage with a ridged roof in the back garden accessed from the rear service road. This part of Seymour Road is characterised by semi-detached houses and short terraces of different designs with a mixture of hipped and gabled roof forms. A number of the houses located on the north side of the road have single and two storey square bays on their front elevations. All the properties have small walled/fenced front gardens with vehicular access to parking and garaging at the ends of their rear gardens. To the north of the site fronting Gosport Road there is a pair of semi-detached bungalows with hipped tiled roofs bounded by 1.8 metre high close boarded fencing with concrete posts. To the east of these there are pairs of 1960's semi-detached houses with gabled roofs with garages fronting the rear service road.

The site is currently occupied by a brick built attached dwelling house with a concrete tiled hipped roof and two storey side extension and single storey element with a lean to roof at the rear. It has an extensive side garden to the east. To the rear of the property there is a timber shed. There are no dropped kerbs at the front of the site from Seymour Road. To the front of the dwelling there is a 1 metre high brick boundary wall with a wrought iron pedestrian gate. The remainder of the frontage boundary treatment to the side garden area comprises a post and wire fence part of which has been removed. There is a 1.5 metres high brick wall along the eastern boundary which rises to 1.8 metres towards the rear of the site. The boundary with the service road is a 1.8 metres larch lap panel fence which is overgrown with ivy and partly broken down. There is a 1.8 metres high fence separating the rear gardens between 30 and 32 Seymour Road. Number 32 has a 3 metres high flat roofed block built garage accessed from Cross Road backing onto the side site boundary. The site is generally unkempt containing an old portable building and is covered by a mixture of grass and brambles with a few self seeded small sycamore trees and some overgrown shrubs.

It is proposed to reconfigure the existing property by removing the two storey side extension located along its eastern side and single storey lean to at the rear. It will have three bedrooms with a repositioned bathroom. Existing windows in the east side elevation at first floor and ground floor level are to be blocked up retaining only the kitchen door and window in the original recessed two storey element at the rear. In the eastern side garden area it is proposed to build five two storey three bedroom houses set back on the general line of the other properties located on this side of the road. Set 1 metre away from the side boundary with number 30 there is to be a pair of semi-detached houses with a further terrace of three houses 1 metre to the east. The properties are to have a pitched gabled roof form with ridges running from west to east. There are to be two bedrooms, one with an en-suite shower room, and a bathroom on the first floor, with the third bedroom in the roof space. The bedroom in the roof is to be lit by two velux windows in the front

roof slope. There are to be no windows in the rear roof slope. The windows in the side elevations on all three levels will only serve a WC and landings and are to be fixed shut with obscure glazing. The front elevations to four of the properties are to contain two storey bay windows under a subservient gabled roof. All five new houses will have open sided porches with lean to tiled roofs on the front elevation. The houses are to be constructed in brickwork with a projecting string course at first floor level under artificial slate roofs with red clay ridge tiles. The projecting bays are to be a mixture of cedar timber cladding and render. The front boundary wall will be a low level brick wall with 1.1 metres high brick piers with black painted railings and gates. Vehicular access to the site is to be via the adopted rear service road. The amended plans submitted show that there is to be an 11 metre deep hard standing to serve the existing property. The new properties will each have a brick built garage with matching tiled gabled roofs set back 5.5 metres from the service road with a further parking space in front. The rear gardens are to be bounded by 1.8 metres high close boarded timber fence panels with matching lockable gates. In addition each property will have secure long stay cycle storage provision either in the garages or in a separate brick built store with double doors. At the front of each property there is to be a Sheffield style cycle hoop for use by visitors. Timber bin stores are to be provided for each property either at the rear of the property where they have pedestrian access to Seymour Road for collection or in the front gardens as with houses 4 and 5.

Relevant Planning History

K15819 erection of first floor side extension permitted 03.08.01

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/DP7
Additions, Extensions and Alterations
- R/H4
Housing Densities
- R/T4
Off-site Transport Infrastructure
- R/T11
Access and Parking
- R/OS8
Recreational Space for New Residential Developments
- R/OS13
Protection of Habitats Supporting Protected Species

Consultations

Streetscene (Waste & Cleansing)	Acceptable level of on site recycling and domestic bin storage shown. Bins to be placed out adjacent to highway at front of properties for collection.
Building Control	Access for fire brigade satisfactory.
Local Highway Authority	The level of car parking provided on revised plan (2 spaces per unit) is acceptable given the location of the site. As garages meet the requirement of 6 x 3 metres internally they are sufficient for the provision of cycle

storage also. Cycle storage for the existing dwelling and visitor cycle parking spaces within the front forecourt of each property complies with minimum requirements. Transport contributions required.

Response to Public Advertisement

7 letters of objection;

Issues raised:-

- Disruption during building works
- Inadequate car parking
- Existing parking problems in the area
- Better roads required and not more houses
- Bin stores should not be at the front of properties
- Sewer problems in the area
- Neighbours had not been consulted
- No properties have dormer windows at the front some have velux windows
- During construction site should be kept secure
- Loss of light
- Design not in keeping
- Relationship of garages to fencing on other side of rear service road
- Will dormer windows be approved at a later date
- Badgers, foxes and squirrels had been seen in the garden in the past
- Concern over alterations to 30 Seymour Road and possible impact on adjoining property
- Sale of properties to housing association would have a negative impact on property values in the area

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 confirmed that there are no protected species on the site and as such the proposal complies with Policy R/OS13 of the Gosport Borough Local Plan Review. Matters relating to the transmission of noise to the existing adjoined property and drainage connections are not material planning considerations but issues that will be dealt with under the Building Regulations. Any future proposals for additions to the proposed new properties requiring planning consent would need to be considered on their merits at the time in the light of adopted policies. The possible impact on property values is not a material consideration for the Local Planning Authority. 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 the provision of transport infrastructure, car and cycle parking, refuse storage facilities and open space.

2. Whilst the development will result in a density of approximately 62 dwellings per hectare this is comparable with the overall density of the surrounding area and acceptable in this location. The alterations to the existing dwelling are appropriate in design terms. The form of this new development has picked up on the characteristics of the area which comprises two storey dwellings utilizing velux windows in the gabled roof form. The properties are set back along the general building line with porches and bays and have small front gardens with appropriate boundary treatment. The pair of houses and short terrace with gaps between them replicate the type of development that characterises the street scene. The refurbishment of the existing dwelling and erection of these houses of the design proposed will improve the appearance of the overall street scene where currently an unattractive gap exists in what is a residential area. The footprint of the buildings is appropriate as is their design and as such the development will improve the appearance

of the area. Therefore the proposal complies with Policies R/DP1, R/DP7 and R/H4 of the Gosport Borough Local Plan Review.

3. Given the orientation and relatively shallow depth of these proposed houses relative to the neighbouring dwellings there will be no loss of light to neighbouring properties. The detailed design of the new properties with their obscure glazed side windows is such that there will be no loss of privacy to 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 plots are the same depth as others in this road and the characteristic shallow front gardens and fenced rear garden areas will provide satisfactory amenity space for residents. The site provides adequate storage facilities for refuse to the relevant capacity standards with collection from Seymour Road.

5. Census evidence shows that Lee West Ward has an average of 1.25 cars per household, with 33.55% of households owning 2 or more cars. However the majority of properties in this road only have one parking space in their rear garden. This proposal provides for two spaces for each property without any loss of on street parking spaces in Seymour Road and as such is considered acceptable. 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 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 five 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 minor external alterations to the existing dwelling are acceptable as is the design of the proposed dwellings 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. As such the development complies with Policies R/DP1, R/DP3, R/DP7, R/H4, R/T4, R/T11, R/OS8 and R/OS13 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 and garages 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 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. 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.

with existing street furniture including two street lights and a telegraph pole, a telephone kiosk, and two mature trees on the island itself. The mast has been designed to reflect that context and will not appear overly intrusive. The equipment cabinet is relatively small and set back from the pavement edge next to the raised beds for the trees and is similar to many structures which are commonly found in these roadside locations. As such I consider the siting and design appropriate.

2. An ICNIRP certificate (confirmation by the International Commission on Non-Ionising Radiation Protection that the installation would comply with their guidelines) has been provided. Planning Policy Guidance 8:Telecommunications advises that in these circumstances any perceived impact on health is a matter that need not be considered by the Local Planning Authority.

RECOMMENDATION: Grant Permission

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the siting and appearance of the development as proposed is acceptable in this location and as such complies with Policies R/DP1 and R/ENV13 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.

ITEM NUMBER: 08.
APPLICATION NUMBER: K17533
APPLICANT: Mr Dennis Tillman
DATE REGISTERED: 25.03.2008

OUTLINE - DEMOLITION OF 2NO DETACHED DWELLINGS AND ERECTION OF 6NO DETACHED DWELLINGS AND ASSOCIATED ACCESS WORKS (as amended by letters dated 24.06.08, 9.07.08 and 14.08.08, plans received 10.7.08 and plans and badger report received 15.08.08)
389-391 Fareham Road Gosport PO13 0AD

The Site and the proposal

The application site is 0.27 hectares in area and is located on the western side of Fareham Road (A32) to the south of the main traffic light controlled access into Fareham Reach Industrial Estate. The site is occupied by two vacant, detached three bedroom dwellings set back from the road within substantial plots. Both properties were constructed during the 1920s/30s and have been extended. Both have detached garages to the side and rear and each dwelling has a vehicle access from Fareham Road. The overall site is level except for the north western corner which slopes down towards the northern boundary. On the northern boundary is a metal fence supplemented with mature landscaping which encloses an electricity sub station. On the eastern boundary, facing Fareham Road, is a wooden fence and mature planting. The southern boundary comprises a hedge and the western boundary a chainlink fence. Beyond this fence is a drainage ditch and mature tree and shrub planting located on the bank of the disused railway line. Both gardens are overgrown and contain mature shrubs and a number of trees.

The properties to the south are also detached, but are set further back from the road within smaller, more regular plots, and have a more open aspect to the road. Number 387 Fareham Road, located immediately to the south, is a two storey dwelling with no windows to habitable rooms in its side elevation facing the application site.

The proposal is for outline planning permission to demolish the existing dwellings and erect six detached three-bedroomed dwellings facing Fareham Road. Access and layout are the only matters for consideration at this stage. The dwellings have integral garages and one additional parking space each. Three visitor car parking spaces are indicated at the southern end of the site. Provision for long stay cycle storage is shown within the integral garages. It is proposed to widen the two existing access points to 6 metres and provide a linked driveway between them, parallel to Fareham Road. It is indicated that the boundary treatment and planting on the northern, eastern and western boundaries will be retained and that the southern boundary will be supplemented with additional planting. The existing trees and planting located centrally within the site are to be removed.

Amended plans have been submitted to show provision for visitor cycle parking and refuse storage and collection. A report has also been submitted which assesses badger activity on the site. The report proposes a number of mitigation measures, including a 3 metre wide corridor for foraging adjacent to the railway line and exclusion zones for machinery.

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/DP6
Landscape Design
R/T2
New Development
R/T3
Internal Layout of Sites
R/T4
Off-site Transport Infrastructure
R/T11
Access and Parking
R/H4
Housing Densities
R/OS13
Protection of Habitats Supporting Protected Species
R/ENV4
Treatment of Foul Sewage and Disposal of Surface Water
R/T10
Traffic Management

Consultations

Environment Agency (Hants & IOW)	No objection. The Agency has no records of the site previously flooding and therefore a Flood Risk Assessment is not required.
Southern Water	Inadequate capacity to provide foul sewage disposal. However, foul flows could be accommodated if some existing surface water flow is removed. Alternatively, additional off-site sewers or improvements to existing sewers could be provided. Suggest conditions to deal with foul sewerage disposal and surface water drainage. Formal application for connection to the public sewer required.
Building Control	Access for fire brigade satisfactory.
Streetscene (Parks & Horticulture)	No trees individually worthy of retention.
Natural England	No objection, subject to the works being undertaken under licence, where required, and implementation of the recommended mitigation measures. The badger corridor should also be secured with regard to its ownership and maintenance. The site is within walking distance of Portsmouth Harbour SSSI, SPA and Ramsar Site and the increase in the number of dwellings is likely to increase recreational pressure on the designated site. Whilst there is no objection to this particular application the Council should consider the cumulative impacts of such developments on designated sites.

Streetscene (Waste & Cleansing)

Adequate storage space for refuse bins and collection point acceptable.

Local Highway Authority

No objection subject to either a condition requiring details of the amendments to the existing road markings to achieve safe access from Fareham Road and the implementation of these measures prior to occupation, or a Section 106 agreement obligating the developer to pay a commuted sum towards these works.

Response to Public Advertisement

2 letters of objection received

Issues raised:

- additional traffic
- loss of privacy
- flooding during winter and after heavy rainfall
- badger activity
- brick wall should be constructed on southern boundary before development commences

Principal Issues

1. The landscape scheme, including boundary treatment, will be assessed at the detailed planning stage. However, there are no planning reasons why a brick wall is necessary on the southern boundary therefore this will remain a private matter between the developer and the occupier of the neighbouring property. The principle of residential development within the existing urban area is acceptable provided the proposal complies with the criteria of Policy R/DP1 of the Gosport Borough Local Plan. As this is an outline application, with only access and layout to be considered, the main issues for consideration are the density of the scheme and its impact on the character and appearance of the area, highway safety, the amenities of the occupiers of neighbouring residential properties and existing biodiversity/wildlife and the provision for drainage, cycle parking, refuse storage and open space.

2. The proposal would increase the density from 7 dwellings per hectare to 22. Whilst this is slightly lower than the 30-50 range set out in Policy R/H4, this is in keeping with the density of the adjoining residential properties facing Fareham Road and, as such, is appropriate in this location. The resulting plot and garden sizes and the location of the dwellings in relation to the road frontage are compatible with the layout of the existing properties to the south. The existing trees to be removed are not worthy of retention and the retained mature planting facing Fareham Road and additional planting on the southern boundary will help to soften the appearance of the development. Therefore six dwellings can be accommodated on this site without harming the character or appearance of the area, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The level of parking has been assessed in the light of the likely levels of car ownership and will cater for resident and visitor demand without adversely affecting the flow and capacity of the A32. Neither of the existing properties have vehicle turning provision on site and service vehicles have to park on the adjacent carriageway/cycleway/footway. The provision of the two widened entry/exit points and linked driveway will enable vehicles to turn within the site and exit onto Fareham Road in a forward gear. The long and short stay cycle parking provision accords with the minimum standards and the implementation and future retention of the car and cycle parking facilities and refuse provision for the site will be controlled by planning condition. 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 of amended road markings to create a reservoir for vehicles turning right

into the site. As such, the development accords with Policies R/DP3, R/T2, R/T4, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

4. The southernmost dwelling will be 4.4 metres from the northern elevation of 387 Fareham Road. As there are no windows to habitable rooms in this elevation and as the new dwelling will not project rearwards of the western elevation of number 387, there will be no loss of light or privacy to, or outlook from, number 387 Fareham Road, or the other neighbouring properties further to the south, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.

5. The implementation and retention of the mitigation measures set out within the Badger Report will be controlled by planning condition. The proposal will cause no direct harm to the Portsmouth Harbour SSSI/SPA/Ramsar site and levels of future development within the Borough will be controlled through the Local Development Framework process. As such, the development will not harm the nature conservation interests of the site, or the Portsmouth Harbour SSSI/SPA/Ramsar site, in compliance with Policies R/DP1 and R/OS13 of the Gosport Borough Local Plan Review.

6. The site is not within a Flood Zone therefore a Flood Risk Assessment is not required. The incidents of flooding referred to by objectors to the scheme result directly from rainfall. The provision for surface water and foul drainage for the development will be dealt with by planning condition and the potential for a sustainable drainage system will be assessed. Levels of run off and surface water generally should therefore be improved by the development. The proposal therefore complies with Policy R/ENV4 of the Gosport Borough Local Plan Review.

7. 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 of the Gosport Borough Local Plan Review. Without this obligation and the obligation referred to in paragraph 3 above, the proposal is unacceptable.

RECOMMENDATION: Grant Outline Consent

Subject to Section 106 agreement relating to the payment of a commuted sum towards

- i) the provision of open space
- ii) the provision of off-site highway works to provide satisfactory access to the site

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 proposal is at an acceptable density in this location and will not harm the character or appearance of the area, or highway safety conditions in the locality, or the amenities of the occupiers of neighbouring dwellings, or the interests of nature conservation. The proposal also makes adequate provision for car and cycle parking, refuse storage and collection, drainage and open space. As such the proposal complies with Policies R/DP1, R/DP3, R/DP6, R/H4, R/T2, R/T3, R/T4, R/T10, R/T11, R/ENV4 and R/OS13 of the Gosport Borough Local Plan Review.

Subject to the following conditions:-

1. The development hereby permitted must be begun either before the expiration of three years from the date of the grant of this outline permission, or the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved whichever is the later date.

Reason - To comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).

2. In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of the grant of this outline planning permission.
Reason - To comply with Section 92 of the Town and Country Planning Act, 1990 (as amended).
3. Details relating to the scale and appearance of the proposed development and the landscaping of the site, hereinafter called "the reserved matters", shall be submitted to, and approved by, the Local Planning Authority before the development hereby permitted is commenced.
Reason - Such details have yet to be submitted, and to comply with Policies R/DP1, R/DP6, R/T10, R/T11 and R/ENV14 of the Gosport Borough Local Plan Review.
4. No development shall take place until details of foul and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SuDS) in accordance with the principles of sustainable drainage systems set out in Appendix E of PPG 25, and the results of the assessment provided to the Local Planning Authority. Where a SuDS scheme is to be implemented, the submitted details shall:
- (i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - (ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and
 - (iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- The scheme shall be implemented, maintained and managed in accordance with the approved details.
Reason - In the interests of the safety and amenity of future occupants, to prevent pollution of the water environment and to reduce the risk of erosion, flooding and ecological damage in compliance with Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.
5. The measures hereby approved to mitigate the impact of the development on badgers shall be carried out before the development is first brought into use and retained thereafter.
Reason - In the interests of nature conservation and to comply with Policies R/DP1 and R/OS13 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 development hereby permitted shall not be brought into use until the areas shown on the approved plan for the parking of vehicles shall 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 R/T11 of the Gosport Borough Local Plan Review.
8. 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.
9. The trees and hedges on the site which are to be retained shall be protected during building operations by strict compliance with BS5837:2005 - Trees in Relation to Construction.

Reason - To ensure the enhancement of the development by the retention of natural features, and to comply with Policies R/DP1 and R/DP8 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 09.
APPLICATION NUMBER: K5856/4
APPLICANT: Mr & Mrs Kirkby
DATE REGISTERED: 14.12.2007

ERECTION OF DETACHED HOUSE WITH SEMI-BASEMENT (CONSERVATION AREA)
Land Adjoining 24 Ashburton Road Gosport

The Site and the proposal

The application site is located on the north side of Ashburton Road in an existing established residential area, within the urban area boundary, an area of medium to high flood risk and Anglesey Conservation Area. The site varies in depth between 30 and 35 metres and is 18.5 metres wide where it adjoins Ashburton Road. It once formed part of the side garden to 24 Ashburton Road but is now in the ownership of the applicants who use it as part the garden to their house, 7 Coward Road, situated immediately to the north. The site is mainly laid to lawn and steps down in level from the road to the northern end of the site which is approximately 1.5 metre lower than the road. There are a number of shrubs at the front of the site with further shrubs and two trees at the northern end. There is a 1.5 metres high brick wall with brick piers at either end running along the southern boundary to the site with a timber five bar gate in the western corner. There is a dropped kerb from the road serving the site and a concrete driveway leading into it. Immediately to the west of the site there is a two storey semi-detached house, number 26, built up to the boundary which has a landing window overlooking the site in its recessed side elevation. There is a 1.8 metres high close boarded fence along the remainder of this boundary. To the east of the site is 24 Ashburton Road, a three storey semi-detached property with a semi-basement to the rear. This property is situated 4.5 metres away from the site boundary and contains a number of windows in its side elevation. There are 2 kitchen windows in its semi-basement, secondary lounge and dining room windows on the ground floor and a secondary bedroom window on the first floor. The boundary treatment is a mixture of 2 metre high walling, 1.8 metres open trellis and 1.8 metres larch lap fencing on concrete posts which step down towards the rear of the site due to the changes in ground level. There is high fencing and landscaping to the northern boundary which adjoins the rear garden serving 3 Coward Road. There is a detached house located on the southern side of Ashbuton Road situated 21 metres away from the front of the application site.

The site is located between a very distinct pattern of late Victorian development to the east within the Conservation Area and two storey semi-detached inter-war housing to the west. The buildings to the east vary between two storeys and three storeys in height, some with semi-basements. There is careful attention to detail in their elevational treatment. Most include gables to create interest above the second floor, and all have canted bay windows, many two storeys, to accentuate the articulation of the facades. The character of these buildings reflects the architectural conventions of that time and varies between Neo-Classical and Gothic with appropriate detailing. The buildings to the west are typical of inter-war suburban development and have hipped roofs and projecting bays to the ground floor.

It is proposed to erect a detached Regency style two storey house with rooms in the roof space and a semi-basement. The basement is to contain a utility room and double garage located at the rear of the property. The garage in part is to have a mono-pitched roof sloping towards the boundary with number 24. The remainder of the roof is to be used as a roof terrace with access from the back of the house as well as via an external staircase and ramp from the lower part of the garden. The main building is to have a depth of 10.5 metres with a frontage width of 14 metres with a gap of 6 metres to the west and 6.8 metres to the east. It is to have a raised ground floor level with 7 steps and a ramp up to the recessed front door located in the centre of the front elevation. There are to be a pair of windows either side of the door which are to be repeated at first floor level with a pair of blind windows in the centre. There are no windows proposed in the east side elevation. The west elevation is to contain two pairs of windows and two circular windows. The rear elevation will have two windows in the basement, two pairs of windows and a glass screen on the raised ground floor

level and six windows in the first floor. The hipped roof is to contain large velux windows on all four sides. As well as a central staircase the property is also to contain a platform lift serving all four floors. The property is to be essentially a five bedroom family house but the two bedrooms in the roof space will not be formed but left as a large space for future conversion, the space being used in the interim period for the applicant's model railway system. A plan has also been submitted with the application for information only indicating how the proposed dwelling could be converted into two semi-detached three bedroom houses in the future.

The house is to be constructed in brickwork with raised contrasting string courses and brick 'stucco' coursing to the semi-basement area with a stone frieze around the parapet to the slate hipped roof form. The front boundary will be a 1.8 metre wall with powder coated painted railings with matching pedestrian and double gates. There is to be a new 1.8 metre high boundary wall along the eastern side of the site. The double gates along the west side of the site are to serve a ramped access and block paved driveway and turning area to the double garage. The rear garden is to be raised and landscaped incorporating a pond and circular decking area positioned at the northern end of the site. Long stay cycle parking will be provided within the garage along with a visitor cycle parking stand at the front of the property. A bin store is also to be provided at the end of the driveway adjacent to the front of the property.

Relevant Planning History

K5856 outline application for the erection of two 2/3 storey houses with integral garages on part of side garden outline consent permitted 28.07.67

K5856/1 outline application for the erection of a detached dwelling outline consent permitted 06.04.82

Relevant Policies

Gosport Borough Local Plan Review, 2006:

- R/DP1
General Standards of Development within the Urban Area
- R/DP8
Protection of Trees
- R/BH1
Development in Conservation Areas
- R/H4
Housing Densities
- R/ENV1
Floodplains and Tidal Areas
- R/T11
Access and Parking
- R/OS8
Recreational Space for New Residential Developments

Consultations

Streetscene (Parks & Horticulture)

Both the silver birch and fir trees have been inspected and whilst they are of normal health and in good condition neither are of special value or worthy of Tree Preservation Order status.

Local Highway Authority

Recommend gateway is widened to make access easier. Gates not to open outwards. No objection.

Streetscene (Waste & Cleansing)	Bin requirements 1 x 240 litre domestic bin and 1 x 240 recycling bin. Bins to be placed out for collection.
Building Control	Fire Service access satisfactory.
Environment Agency (Hants & IOW)	Objects to the proposal as submitted as the application has been submitted without a Flood Risk Assessment. A letter of compliance was issued by the Environment Agency for this development on the 30 August 2005 which was submitted as part of the application in place of a FRA. Since this letter PPS25: Development and Flood Risk has come into effect, and therefore the letter of compliance is no longer valid. The proposed development is for a new dwelling and garage to be built on currently vacant land in an area of high flood risk known as Flood Zone 3 (as defined in PPS25 Table D1). Paragraph 13 of PPS25 requires applicants for planning permission to submit a FRA in accordance with Annex E of PPS25. The FRA will need to demonstrate that there is no increase in flood risk to people and property as a result of this development. It should also demonstrate how the site can be evacuated in the case of flooding and that a Sequential Test should be carried out in relation to the development of the site.
The Gosport Society	Objects to the proposal for the following reasons:- The proposed design does not respect the architectural character of the Conservation Area, and is therefore contrary to Policy R/BH1 of the Gosport Borough Local Plan, adopted May 2006. In particular we believe that the height of the proposed building does not respect the buildings either side of the proposal, or in the wider Conservation Area.

Response to Public Advertisement

2 letters of objection;

Issues raised:-

- Unacceptable overlooking of neighbouring gardens from terrace and raised garden
- No indication provided as to how the raised land is to be 'retained' relative to neighbour's boundary fence
- Height of proposed boundary wall relative to neighbouring garden level and likely overbearing impact
- Loss of outlook
- Property will dominate neighbouring two storey property
- May affect flooding patterns in the immediate vicinity
- Garage should not have a roof garden
- Loss of privacy due to overlooking from side windows in west elevation

Principal Issues

1. The main issues in this case are whether the principle, density and design of the development are acceptable having regard to the impact of the proposal on the street scene and visual amenities of the area; whether it will preserve or enhance the character and appearance of the Conservation Area; the impact on the amenities of adjoining residents; the provision of car and cycle parking, refuse storage facilities and open space; and whether the risk of flooding has been properly considered and addressed.

2. 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 density of the development is low at 16 dwellings per hectare and falls outside of the general range of 30 to 50 dwellings stated within Policy R/H4 of the Gosport Borough Local Plan Review. However if the form and design of the proposal were to preserve or enhance the character and appearance of the Conservation Area it would be appropriate to consider making an exception to this policy. As stated previously there is a very distinct character on the northern side of the road in this part of the Conservation Area. The respective scales and rhythm of the buildings to east and west are very precisely defined. The spaces between buildings are consistent, between 3.5 metres and 4.5 metres to the east and between 5 metres and 5.8 metres to the west, and the frontages are between approximately 9 metres and 12.5 metres to the east and average 12.7 metres to the west. In terms of the spacing to either side of the proposal, and its 14 metres frontage width, the proposal differs from the general spacing and width of adjoining buildings. This accentuates what would appear a more horizontal, bulky mass that conflicts with the character to the east, and would dominate the building to the west and appear incongruous in the overall street scene. Whilst the building is described as being of Regency style it appears to take elements from a mixture of styles including elements of Queen Anne, Georgian, and a hint of the 1920's in the entrance design and glazed wall at the rear. Some elements, such as the use of brick and the symmetry to the design for the façade, are appropriate in this context, as is the boundary treatment. However the treatment to the main façade to Ashburton Road is weak in comparison with the quality of the buildings to the east and fails therefore to preserve or enhance the special character of the Conservation Area contrary to Policy R/BH1. For example the façade is noticeably flat whereas the neighbouring buildings all include bays, and the recessed door has no presence or strength of detail. The blind windows accentuate the plainness and the narrow string course is also insufficient to provide any three dimensional strength to the façade. The proposed single chimney on the east side elevation unbalances the composition and the two large velux roof lights, not seen on roof frontages within the Conservation Area, would be detrimental features on this roofscape. In its design the building would stand out as being too plain, with too much of a horizontal mass adjacent to an important group of buildings of historic interest. The proposal would therefore be detrimental to the overall street scene, visual amenities of the area and character and appearance of the Conservation Area contrary to Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

3. Due to the relationship between windows in the side elevations of the adjoining properties and the proposed house there will be no direct overlooking or loss of privacy between habitable rooms. The proposal provides adequate private amenity space for future occupiers but the height and arrangements of the roof terrace and raised garden is likely to result in unacceptable overlooking and loss of privacy to neighbouring occupiers. In addition it is not totally clear from the submitted information (and the applicant has declined to provide additional information) the full extent of the impact of the proposed side boundary wall on neighbouring occupiers. However given the changes in level over the site and the introduction of a raised garden the proposed side boundary wall is likely to have an overbearing impact on the occupiers of 24 Ashburton Road. As such the proposal would be detrimental to the amenities of adjoining residents contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

4. The driveway and double garage provides acceptable on site car parking provision for the development with the ability for cars to turn on site and so enter and leave in a forward gear. 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.

5. The site provides adequate storage facilities for refuse to the relevant capacity standards with collection from Ashburton Road.

6. Whilst the Design and Access statement considers flooding and refers to previous correspondence with the Environment Agency, the requisite Flood Risk Assessment has not been submitted with the application. It has not been demonstrated that safe access and escape is available from the development, nor has any evidence been provided that a sequential test has been carried out for the development. As such the risk of flooding has not been properly considered, contrary to Policies R/DP1 and R/ENV1 of the Gosport Borough Local Plan Review.

7. 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 of the Gosport Borough Local Plan Review. Without this obligation the proposal is unacceptable.

RECOMMENDATION: Refuse

For the following reasons:-

1. The proposal, by reason of its design, layout, mass and density would be out of keeping with the established form and pattern of development in the area and would therefore be unacceptable in the overall street scene and detrimental to the visual amenities of the area. As such the proposal represents an unacceptable form of development, contrary to Policies R/DP1 and R/H4 of the Gosport Borough Local Plan Review.

2. Having regard to the prominent location of the site within the Anglesey Conservation Area, the proposal by reason of its design, height and overall mass would have a detrimental affect on the character and appearance of the Conservation Area. As such the proposal is contrary to Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

3. Having regard to the relationship of the raised garden and roof terrace to neighbouring properties the use of these areas would result in an unacceptable level of overlooking and loss of privacy to neighbouring occupiers. As such the proposal would be detrimental to the residential amenities of adjoining residents contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

4. No Flood Risk Assessment has been submitted to fully consider the risk to and from the development of flooding, contrary to Policies R/DP1 and R/ENV1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 10.
APPLICATION NUMBER: K8493/27
APPLICANT: Gosport Borough Council
DATE REGISTERED: 22.08.2008

REGULATION 3 APPLICATION - REPLACEMENT OF SINGLE GLAZED ALUMINIUM WINDOWS AND PANELS WITH NEW DOUBLE GLAZED ALUMINIUM WINDOWS AND INSULATED PANELS AND OVER-CLADDING OF EXISTING MULLIONS (CONSERVATION AREA)
Town Hall High Street Gosport Hampshire PO12 1EB

The Site and the proposal

The application site is located on the southern side of the High Street within the Gosport Town Centre Principal Shopping Centre and High Street Conservation Area. The Town Hall was constructed in the early 1960's and has been extended and altered over the years. The main part of the building is five storeys of curtain wall construction with extension blocks of two storeys with flat roofs. These parts of the building contain single glazed sliding sash aluminium windows and white panels with vertical black metal mullions. The colour of the panels and mullions has faded over time. The end walls are constructed in brown brickwork. There are buff brick additions at the front and rear of the building and a number of modern aluminium and some timber windows at ground floor level.

It is proposed to renew the windows, panels and full height vertical mullions within the curtain walling system. The new windows are to be aluminium double glazed units with a standard lower fixed pane and top-hung opening upper casements. The panels are to be replaced with white modern insulating panels. The full height vertical mullions are to be retained and cloaked with a black covering. The modern aluminium and timber windows will not be affected by this proposal.

Relevant Planning History

nil

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/BH1
Development in Conservation Areas

Consultations

The Gosport Society to be updated

Response to Public Advertisement

Nil

Principal Issues

1. The main issues in this case are the acceptability of the design of the alterations, the impact on the visual amenities of the area and whether the proposal will preserve or enhance the character and appearance of the Conservation Area.

2. The proposed windows and replacement panels reflect the existing design detail of the building and as such this development is of an appropriate and compatible design. It will improve the appearance of the building and the visual amenities of the area. In addition as the works are compatible with the existing design of the building they will preserve the character and appearance of the Conservation Area.

RECOMMENDATION: Grant Permission

Reasons for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is of an acceptable design and will improve the appearance of the building and the visual amenities of the area and preserve the character and appearance of the Conservation Area. As such, the proposal complies with Policies R/DP1, R/DP7 and R/BH1 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).

ITEM NUMBER: 11.
APPLICATION NUMBER: K6354/9
APPLICANT: Mr T Hambrook
DATE REGISTERED: 15.09.2008

SITING OF TEMPORARY BUILDING FOR OFFICE USE (as amplified by e-mail received 22.09.08)
Land To The Rear Of Crossways Hall The Crossways Gosport PO12 4RH

The Site and the proposal

The application site is located on the eastern side of The Crossways, to the north of the junction with Forton Road and is located within Flood Zone 3 as defined on the Proposals Map of the Gosport Borough Local Plan Review. The site is currently occupied by three buildings and an area of formal car parking. The two largest buildings stand at the western end of the site, fronting The Crossways and are used by the Salvation Army as a community/youth hall (Use Class D1) and a social club. They are single storey buildings of pitched roof design with flat roof elements on the front and rear elevations. The buildings are sited either side of a driveway which provides access to the car park (24 spaces) at the rear of the site. There are two additional car parking spaces at the rear of the community hall and three disabled parking bays adjacent to the southern elevation of the social club. A 0.4 metre high red brick wall and a 0.6 metre high concrete wall enclose a small yard area at the rear of the social club. The yard is currently empty and unused. The third building at the site is located to the rear of the main community hall. The building is one storey high with a slate pitched roof and a flat roof element on the western (front) elevation. It is also used as a smaller community hall.

10 metres beyond the northern boundary are 3 blocks of three storey high flats (Jarvis Drive). The flats all have ground, first and second floor windows in the rear elevation facing the application site. To the north east is a small children's play area complete with play equipment. Immediately to the south of the site is a three storey block of flats (Bartons Court). The northern elevation of this building contains 2 sets of ground, first and second floor windows.

The applicant proposes to site a temporary building in the yard behind the social club for a period of 20 months. The building is 9.752 metres long and 2.96 metres wide and would contain windows in all elevations. It would be sited 6 metres from the northern boundary, 17 metres from the eastern boundary and 24 metres from the southern boundary. The building is principally required as office space for administrative work by 'Motiv8', a charity working with young people. The office would employ 3 full time members of staff and would be open 9am-7pm, Monday to Friday. The building would also be utilised for meetings with local partner agencies (such as the Gosport Community Safety Team and Community Wardens) and for one-to-one meetings between youth workers and young people using the charity. The development would not result in the loss of car parking.

Relevant Planning History

K6354/6 change of use of premises from licensed club to youth and community hall (Class D1) permitted 25.09.97
K6354/7 external alterations to facilitate part use of Salvation Army mission as charity shop permitted 13.11.98
K6354/8 construction of car park and patio, alterations to shopfront to include security shutters permitted 24.03.99

Relevant Policies

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

R/EMP6
Development of Employment Uses within Urban Area
R/T11
Access and Parking
R/ENV1
Floodplains and Tidal Areas

Consultations

Environment Agency (Hants & IOW)	update to be provided
Building Control	no objection
Streetscene (Waste & Cleansing)	update to be provided
Local Highway Authority	no objection

Response to Public Advertisement

nil

Principal Issues

1. The main issues in this case are the acceptability of the proposal in land use terms, the impact on the visual amenity of the locality, the amenities of the occupiers of adjacent buildings, the potential for flooding, the adequacy of access and parking arrangements and the provision for cycle parking and refuse storage.

2. The temporary office would be sited on an area of under used land and would compliment the main use of the site as a social club and community hall. The office would employ just three full time members and will be used primarily for administrative work. The local area is characterised by a mix of residential and commercial uses and the introduction of an office building, operating at the scale proposed, would not be detrimental to the character of the area. The opening times are reflective of other establishments in the locality and as the office is only expected to attract up to 12 visitors at a time, there will not be a detrimental impact on the amenities of the occupiers of adjoining buildings in terms of noise disturbance. The building is set in from the site boundaries and as such there will be no impact in terms of loss of light, outlook or privacy. In light of the above, the development is acceptable in this location and complies with Policies R/DP1 and R/EMP6 of the Gosport Borough Local Plan Review.

3. The proposed building will primarily be used by 3 employees for office work and administrative duties, with occasional meetings of up to 12 young people. Due to their age, the majority of the clientele will arrive at the site by public transport or on foot. The development will not therefore result in a significant alteration to the traffic characteristics of the locality or contribute to additional traffic congestion in the local road network. The office will be open on weekdays from 9am-7pm and therefore the use of the car park will not compromise the parking arrangements of the social club in the evenings and at weekends. In light of this and 29 on-site car parking spaces (including three disabled parking bays) the development the proposal will not result in overspill parking in the local road network. There is safe and convenient access via an existing dropped kerb which is located approximately 35 metres to the north of the junction with Forton Road. The comings and goings of vehicles will not therefore compromise highway or pedestrian safety. The proposed parking and access arrangements are acceptable and comply with Policy R/T11 of the Gosport Borough Local Plan Review.

4. The temporary building would be sited at the rear of the existing Social Club and would not be visible from any public highway. Subject to a condition requiring the submission of details in respect

of the external appearance of the building, the development will not have a detrimental impact on the character of the area or the visual amenity of the locality. It therefore complies with Policies R/DP1 and R/EMP6 of the Gosport Borough Local Plan Review.

5. The applicant has indicated that emergency evacuation measures will be put in place in the event that a flood event should occur. Notwithstanding this, a condition is attached requiring the submission of additional information to demonstrate the availability of safe access and escape, in accordance with Policy R/ENV1. The applicant has also confirmed that the temporary building will be erected with a floor level above that likely to coincide with the predicted tidal flood level of 4.0 AOD. This meets the criteria contained within Policy R/ENV1 in respect of development in Flood Zone 3. A condition will require the submission of further information, including details of the flood proofing methods and proposed floor levels for approval by the Council, prior to the carrying out of development.

6. The applicant has not provided details of facilities for the storage of refuse or made provisions for secure and visitor cycle parking. However, there is sufficient space within the site to accommodate these facilities. A condition will require the submission of details for approval by the Council prior to the carrying out of development.

RECOMMENDATION: Grant Temporary Consent

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 planning considerations, the proposal is acceptable in land use terms and will not have a detrimental impact on the amenities of the occupiers of neighbouring buildings, the visual amenity of the locality, the highway network, parking and access arrangements, or flood risk. As such, the development complies with Policies R/DP1, R/EMP6, R/T11 and R/ENV1 of the Gosport Borough Local Plan Review.

Subject to the following conditions:-

1. The building hereby permitted shall be removed and the land restored to its former condition on or before 1st May 2010 in accordance with a scheme of work submitted to and approved by the Local Planning Authority.

Reason - In the interests of the amenity of the area and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

2. Details of the external appearance of the temporary building, including scaled elevational drawings shall be submitted to and approved by the Local Planning Authority before any work is carried out.

Reason - Such details have yet to be submitted and to accord with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. Before the development hereby permitted is first brought into use secure and visitor cycle parking and refuse storage facilities shall be provided and thereafter retained for the duration of the temporary permission in accordance with a detailed scheme submitted to and approved by the Local Planning Authority.

Reason - In order to ensure adequate cycle and refuse storage is provided in compliance with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

4. Details of the flood proofing measures to be incorporated into the design of the temporary building, including floor levels and an evacuation plan, shall be submitted to and approved by the Local Planning Authority before works are commenced.

Reason - Such details have yet to be submitted and to reduce the damage caused by flooding should design flood events be exceeded and to comply with Policy R/ENV1 of the Gosport Borough Local Plan Review.

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 and as such complies with Policies R/DP1, R/DP7, and R/EMP5 of the Gosport Borough Local Plan.

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).