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3 August 2009

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

**MEETING:** Regulatory Board  
**DATE:** 11 August 2009  
**TIME:** 6.00pm  
**PLACE:** Council Chamber, Town Hall, Gosport  
**Democratic Services contact:** Lisa Reade

LINDA EDWARDS  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

Councillor Carter (Chairman)  
Councillor Geddes (Vice Chairman)

Councillor Allen	Councillor Forder
Councillor Mrs Bailey	Councillor Hicks
Councillor Carr	Councillor Miss West
Councillor Dickson	Councillor Wright

The Mayor (Councillor Mrs Searle) (ex officio)  
Chairman of the P and O Board (Councillor Hook) (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.**

**Legal & Democratic Support Unit:** Linda Edwards – Borough Solicitor  
Switchboard Telephone Number: **(023) 9258 4242**  
Britdoc Number: **DX136567 Gosport 2** Website: **[www.gosport.gov.uk](http://www.gosport.gov.uk)**

**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 14 JULY 2009

4. DEPUTATIONS – STANDING ORDER 3.5

*(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Friday, 7 August 2009. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).*

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

*(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Friday, 7 August 2009).*

6. PLANNING APPLICATION FOR THE REDEVELOPMENT OF FORT GILKICKER

*To consider planning application K.9316/7 for the restoration of Fort Gilkicker at Fort Road, Gosport, a Grade II\* Listed Building and Scheduled Ancient Monument and its conversion to 26 dwellings, residents' stores and interpretation room.*

PART II  
Contact Officer:  
Pat Aird  
Ext 5328

7. REPORTS OF THE DEVELOPMENT SERVICES MANAGER

*Schedule of planning applications with recommendations.  
(grey sheets – pages 1 – 22/1)*

PART II  
Contact Officer:  
Pat Aird  
Ext 5328

8. ANY OTHER ITEMS

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

**A MEETING OF THE REGULATORY BOARD  
WAS HELD ON 14 JULY 2009**

The Mayor (Councillor Mrs Searle) (ex-officio), Chairman of the P & O Board (Councillor Hook) (ex-officio), Councillors Allen (P), Mrs Bailey (P), Carr (P), Carter (Chairman), Dickson (P) Forder, Geddes (P), Hicks (P), Miss West (P) and Wright (P).

It was reported that, in accordance with Standing Orders, notice had been received that Councillors Langdon and Foster-Reed would replace Councillors Carter and Forder respectively for this meeting.

It was noted that, in the absence of the Chairman, Councillor Carter, the meeting would be chaired by the Vice-Chairman Councillor Geddes.

**38 ELECTION OF VICE CHAIRMAN**

RESOLVED: That Councillor Allen be appointed Vice-Chairman and that he Chair the meeting for the duration of minute nos. 45 and 46.

**39 APOLOGIES**

Apologies for inability to attend the meeting were received from the Mayor and Councillors Carter and Forder.

**40 DECLARATIONS OF INTEREST**

- Councillor Hicks declared a personal interest in item 6/3 – K17540/1 Bay House School and Sixth Form
- Councillor Foster-Reed declared a personal interest in item 6/3 – K17540/1 Bay House School and Sixth Form
- Councillor Allen declared a personal interest in item 6/3 – K17540/1 Bay House School and Sixth Form

Councillor Geddes declared a personal and prejudicial interest in items 6/1 and 6/2, applications K5744/20 and /21 – The Anglesey Hotel, Gosport

**41 MINUTES**

RESOLVED: That the Minutes of the Regulatory Board meeting held on 16 June 2009 be approved and signed by the Chairman as a true and correct record.

## 42 DEPUTATIONS

It was reported that a deputation had been received on the following application:

- K5744/20 K5744/21 – Anglesey Hotel, 24 Crescent Road, Gosport  
A request to make a deputation had been received late and the Board agreed to receive the deputation on application:
- K17540/1 – Bay House School, Gomer Lane, Gosport

## 43 PUBLIC QUESTIONS

No public questions had been received.

## PART II

## 44 REPORTS OF THE DEVELOPMENT SERVICES MANAGER

The Development Services Manager submitted a report on applications received for planning consent setting out the recommendation in each case (a copy of which is attached in the Minute Book as Appendix 'A').

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

- 45 **K5744/20 - ALTERATIONS AND EXTENSIONS TO EXISTING HOTEL (AMENDMENT TO PLANNING CONSENT K5744/18) (LISTED BUILDING IN CONSERVATION AREA) (as amended by Design and Access Statement and plans received 26.03.09)  
Anglesey Hotel 24 Crescent Road Gosport Hampshire PO12 2DH**

**Note: Councillor Geddes declared a Personal and Prejudicial Interest in this item, left the meeting room and took no part in the discussion and voting thereon. Councillor Allen chaired the meeting for this item.**

Members of the Regulatory Board had attended a site visit at 10am on the day of the meeting and viewed the site from the rear yard and from St Mark's Road.

Mr Holley was invited to address the Board. He advised that his concerns were with the rerouting of the fire escape.

Members were advised that the current proposal related only to the increased depth of the extension and that planning permission had been granted for the fire escape in its current position under application K5744/16.

Members were advised that there would have been no objection to the application from officers had it originally been submitted with the alterations

and extension as now submitted.

Members recognised the need for additional hotel space in Gosport.

RESOLVED: That application K5744/20 Anglesey Hotel 24 Crescent Road Gosport be approved subject to a section 106 agreement relating to the payment of a sum towards the funding of a traffic regulation order and subject to the conditions set out in the report of the Development Services Manager, for the following reasons:

- i That having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development is acceptable in this location. There is an identified need for additional hotel accommodation in the Borough and the extension is of an appropriate design, and will not have any detrimental impact on this Listed Building or its setting or the amenities of nearby residents or traffic/parking conditions in the locality, and will enhance the character and appearance of the Conservation Area. As such the development complies with Policies R/DP1, R/DP3, R/BH1, R/BH3, R/CF11, R/T4 and R/T11 of the Gosport Borough Local Plan Review.

- 46 K5744/21 - LISTED BUILDING APPLICATION - ALTERATIONS AND EXTENSION TO EXISTING HOTEL ( AMENDMENT TO LISTED BUILDING CONSENT K5744/19) (CONSERVATION AREA) (as amended by Design and Access Statement and plans received 26.03.09)  
Anglesey Hotel 24 Crescent Road Gosport Hampshire PO12 2DH**

**Note: Councillor Geddes declared a Personal and Prejudicial Interest in this item, left the meeting room and took no part in the discussion and voting thereon. Councillor Allen chaired the meeting for this item.**

RESOLVED: That listed building application K5744/21 –Anglesey Hotel, 24 Crescent Road, Gosport be approved subject to the conditions set out in the report of the Development Services Manager, for the following reasons:

- i That having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development is acceptable in this location. It is of an appropriate design and does not have any detrimental impact on this Listed Building or its setting. As such the development complies with Policy R/BH3 of the Gosport Borough Local Plan Review.

- 47 K17540/1 - TEMPORARY USE FOR CAMPING AND CARAVANS (MAXIMUM 6 DAYS PER YEAR) (as amplified by information received 02.07.09)  
Bay House School And Sixth Form Gomer Lane Gosport Hampshire PO12 2QP**

**Note: Councillors Allen, Foster-Reed and Hicks declared Personal Interests in this item but remained in the meeting room and took part in the discussion and voting thereon.**

Members were advised that consultation responses had been received from Natural England and the Environment Agency. There were no objections from either organisation subject to conditions. Officers circulated a revised list of conditions to reflect these responses.

The Head of Environmental Health had confirmed that there was no risk to human health from the landfill to the users of the site for this purpose and the proposal would neither create new pathways for contamination nor allow the build up of gases.

Officers advised that an additional 19 letters of representation had been received most of the issues raised were listed and addressed in the report of the Development Services Manager. The potential issue of odours from both the toilets and cooking had also been raised. Officers advised that the area to be occupied by tents, caravans and the toilet block could be controlled by condition so that there was sufficient distance from residential properties to ensure that odours from these sources would not have a significant impact on residential amenities of adjacent occupiers. In addition objectors were concerned that users of the site would not use the pedestrian and vehicular accesses indicated in the application and cause damage to adjoining properties trying to use alternative ways into and out of the site. Officers advised that this issue could be dealt with by a condition requiring security fencing.

Members were advised that other issues relating to the Stokes Bay Folk Festival, previous breaches of the licence, and the potential for vandalism, hooliganism and alcohol or drug abuse, including the potential for discarded needles were not planning considerations.

Mr Yeomans was invited to address the Board. He advised Members that from the officer updates He was now aware that some of his concerns were not planning considerations but he was concerned about the character and personal connections of the applicant.

He advised the Board that although there had been consultation from Gosport Borough Council regarding the application, there had been none from the organiser of the event. He was concerned that there would be noise issues from cars arriving on site and the transit of in excess of 1000 people to and from the festival site.

A Member advised Mr Yeomans that the Regulatory Board was a quasi judicial body and that every application considered was treated on merit.

In answer to a Member's question, Mr Yeomans advised that the proposed site for camping was significantly closer to residents than the Kingfisher

Caravan Park and that when that the Caravan and Camping Club had used the site, due to the high standards of self regulation, there were never any issues.

Members queried the number of caravan and tent units that would use the site and officers confirmed that this would be determined by the Caravan Site Licence.

A question was raised regarding the safety of the large number of pedestrians who would be using Privett Road and that the access to the site would be close to both Milford and Whitecliff Courts and Galemoor Avenue. Concern was also expressed that residential amenity would be affected should those attending the festival continue to make noise on their return to the site and that this was contrary to policy R/DP1 of the Gosport Borough Local Plan Review. The noise management plan confirmed the potential for noise nuisance.

Members debated the use of an alternative venue for the camping and caravanning site and whether this had been explored by the applicant. They were advised that it would not be possible to refuse the application using the reason that there was a more acceptable alternative site.

A Member advised the Board that consultation with the Police had confirmed that there were no reports of any breaches of law and order at the previous year's event.

In answer to a Members question, the Borough Solicitor advised that there would always be a risk of incurring costs in the event of an appeal against a refusal and that the sum of any costs would be dependent on the individual case. Members were also reminded that the application was for the use of the site for camping and caravanning only and that the identity of the applicant was not a planning matter nor a material consideration.

It was proposed that the application be refused as the proposed use would result in a large number of people coming and going from the site through a residential area which would result in disturbance to occupiers of the properties in that area and a loss of their residential amenity contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

**RESOLVED:** That application K17540/1 – Bay House School And Sixth Form, Gomer Lane, Gosport, Hampshire be refused for the following reason

- i The proposed use will result in a large number of people coming and going from the site through a residential area which would result in disturbance to occupiers of the houses in that area and a loss of their residential amenity contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

**48 K17699 - EXTENSION OF EXISTING CHILDMINDING SERVICE TO CATER FOR UP TO 9 CHILDREN (as amplified by e-mails received 25.06.09)  
17 Ensign Drive Gosport Hampshire PO13 9XE**

RESOLVED: That application K17699 – 17 Ensign Drive, Gosport, Hampshire be approved subject to a section 106 agreement relating to the payment of a commuted sum towards transport infrastructure, services and facilities and subject to the conditions set out in the report of the Development Services Manager, for the following reasons:

- i That having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the increase in the number of children minded at the site will not have a detrimental impact on the residential character of the area, the amenities of the occupiers of the adjoining dwellings, traffic conditions in the locality or highway and pedestrian safety. Provisions have been made for highway and infrastructure improvements and the proposal therefore complies with Policies R/DP1, R/CF5, R/ENV10 and R/T11, R/DP3 and R/T4 of the Gosport Borough Local Plan Review.

**49 K12995/17- EXTENSION TO EXISTING ROCK REVETMENT COMPRISING EXCAVATION OF BEACH MATERIALS, EXTENSION OF EXISTING EAST WEIR WALL, DEPOSITION OF 2M DEPTH OF ADDITIONAL ROCK AND USE OF COUNCIL CAR PARK AS COMPOUND  
No.1 Military Training Establishment Fort Monckton Fort Road Gosport Hampshire PO12 2AT**

Members welcomed the fact that the delivery of materials for the site would be by sea.

RESOLVED: That application K12995/17 – No.1 Military Training Establishment Fort Monckton Fort Road, Gosport, Hampshire be approved subject to the conditions set out in the report of the Development Services Manager, for the following reasons

- i That having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the proposal will not diminish the appearance of the coastal zone or setting of the Scheduled Ancient Monument visually or physically, and will not be detrimental to landward or seaward views or the character and appearance of the area, or the interests of nature conservation, or the highway safety or coastal access. Furthermore the proposal will reduce the risk of flooding. As such, the development complies with Policies R/T2, R/CH1, R/CH2, R/DP1, R/BH8, R/OS1, R/OS11 and R/ENV10 of the Gosport Borough Local Plan Review and Policy NRM4 of The South East Plan.

The meeting commenced at 6.00pm and concluded at 7.13 pm

CHAIRMAN

## AGENDA ITEM NO. 06

<b>Board/Committee:</b>	<b>Regulatory Board</b>
<b>Date of Meeting:</b>	<b>11 August 2009</b>
<b>Title:</b>	<b>Planning Application for the Redevelopment of Fort Gilkicker</b>
<b>Author:</b>	<b>Development Services Manager</b>
<b>Status:</b>	<b>For Decision</b>

### **Purpose**

To consider planning application K.9316/7 for the restoration of Fort Gilkicker at Fort Road, Gosport, a Grade II\* Listed Building and Scheduled Ancient Monument and its conversion to 26 dwellings, residents' stores and interpretation room.

### **Recommendation**

That the Secretary of State be advised that the Borough Council is minded to grant Planning Permission

Subject to a Section 106 Agreement relating to :

1. The provision of Affordable Housing;
2. The payment of a commuted sum towards the provision and/or improvement of sports pitches/other sports facilities;
3. Public access;
4. The provision of an Interpretation Centre.

for the following reasons:

Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the works proposed will restore the Grade II\* Listed Building and Scheduled Ancient Monument, which is currently in a poor condition due to water penetration and on the English Heritage Buildings at Risk Register, and bring it back into a use which will ensure its continuing protection. Satisfactory mitigation is proposed to address the impact on the historic integrity and archaeology of the fort. Although the building is located within Flood Zone 3a, the Council is satisfied that residential conversion is the only viable use and that in this case the restoration is a sustainable objective which satisfies the provisions of Policy NRM4 of the South East Plan which requires the sequential test to be met except where there is over-riding need and absence of suitable alternatives. The works will not increase the risk of flooding elsewhere and measures can be put in place to ensure that the risk to future occupiers is mitigated. Measures have been included to protect wildlife and provide new habitats and retain the character of the coast and informal area of open space with appropriate landscaping and lighting. Adequate provision has been

made for affordable housing, open space, parking, access and refuse storage. No contributions are required for formal educational facilities but there is provision for heritage interpretation within the proposal. In view of the extensive costs of restoring the Fort, transport contributions are not required in this instance. Energy efficiency and use of micro-renewables has been taken into account and there are no issues with contamination, noise, air quality, water resources or drainage. As such the development complies with Policies CC2, CC4, CC6, CC8, CC9, H3, T4, NRM4, NRM11, W1, W2, W6, W8, BE6, and SH6 of the South East Plan and Policies R/DP1, R/DP3 R/T2, R/T3, R/T4, R/T10, R/T11, R/H2, R/H4, R/H5, R/CF6, R/BH3, R/BH8, R/OS1, R/OS2, R/OS4, R/OS5, R/OS8, R/OS11, R/OS12, R/OS13, R/OS14, R/CH1, R/CH2, R/ENV2, R/ENV3, R/ENV4, R/ENV5, R/ENV10, R/ENV11, R/ENV12, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

And subject to the conditions listed in Appendix B of this report.

## **1.0 Background**

- 1.1 Fort Gilkicker is a Scheduled Ancient Monument and Grade II\* Listed Building. A large area to the north of it is also designated a Scheduled Ancient Monument. It is within Flood Zone 3a and adjacent to an SPA/Ramsar Site, an SSSI and a local Site of Importance for Nature Conservation. A location plan is attached at Appendix A.
- 1.2 It was built in 1863 as part of a network of 19th coastal defences. As originally constructed the semi-circular outer walls were built of granite with arched openings facing the sea and surrounded by a low earth bank. It comprised a battery of 22 guns at first floor with magazine and shell stores below and a further 5 heavier guns on the roof. To sustain the weight of these guns the roof was strengthened with a thick layer of concrete. The arrangement of arches and cross vaulting in the casements coupled with the weight of the guns and concrete on the roof led to the outward movement in the walls. By the latter part of the 19th century the first floor guns had become redundant so the casemates were filled with concrete and the earth banks raised to stabilise the structure. At the rear of the fort is a 2 storey barrack block. Because it was a defensive structure it had main windows on the south side of the building with only small sashes next to the firing loopholes on the northern elevation. Bathroom pods were added to the north elevation in the late 19<sup>th</sup> century. The entrance to the fort is via a tunnel through the barrack block which is closed by timber doors with metal plates and includes a pedestrian entrance. There is a radar tower operated by Defence Estates on the upper gun decks of the battery.
- 1.3 The Fort has not been occupied for 50 years and is on the English Heritage Buildings at Risk Register. The iron work associated with

the gun emplacements has either been removed or is in such a poor state of repair that it is dangerous and requires removal. The ground floor munitions stores and the passages around them are suffering from water ingress with standing water in places and the first floor casements are damp.

## **2.0 Relevant History**

- 2.1 In 1996 Planning Permission and Listed Building Consent was granted to remove the earth banks and restore the granite walls that would be exposed (refs. K9316/3 and 9316/4). This permission was not implemented and has now expired.
- 2.2 A proposal to restore and convert the Fort to 17 dwellings and a museum was permitted in October 2001 (ref. K9316/5). This permission was not implemented and has now expired. It included works to the junction of Military Road and Fort Road a new revetment and earth mounding.
- 2.3 In 2002 permission was granted for the demolition of the Coastguard Signal Tower and Mast and the erection of a replacement radar mast and base station (ref. K9316/6). This permission was not implemented and has now expired.

## **3.0 The Site and Proposal**

- 3.1 Fort Gilkicker is located at the southernmost tip of the Gosport peninsula fronting Stokes Bay. Cycle, pedestrian and vehicular access is via Military Road, a single track road with speed bumps and one passing place. It is almost 0.5 kilometres in length from the fort entrance and its junction with Fort Road. There is a lockable gate at this junction and a speed limit sign. Military Road crosses the Gosport and Stoke Bay golf course which includes the Gilkicker lagoon to the west of the road. There is an existing chain link safety fence near the fort around this part of the golf course. To the north east is Fort Monkton, an MOD establishment.
- 3.2 The proposal is for the conversion of the casemates and barrack blocks at first floor and the addition of accommodation at second floor in both buildings to create 26 duplex apartments with storage and an interpretation centre in part of the barrack block at ground floor. To convert the fort to residential use the casemates are to be emptied of concrete and the earth bank lowered along the southern elevation to a third of its present height and the material used to raise the height of the west and east ends to provide public viewing platforms linked into the existing footpath network. A new main entrance will be made within the eastern mound with a threshold above the 4.5m OD flood level and a lift that has disabled accessibility. To stabilise the walls

the weight of the roof is to be reduced by removing the concrete capping and modifications will be carried out to correct any further movement. The historic fabric will be cleaned, repaired and restored and original fittings retained or carefully removed and prepared for display.

- 3.3 The ground floor stores of the fort have no natural light and little ventilation so are not suitable for residential use. The casemates will be used for the principal living areas and each flat will be individually designed to retain as many of the existing fixtures and fittings as possible. Subdivision of the casemates to provide bedrooms and bathrooms would affect the historic integrity of the space. Consequently a second storey is proposed to accommodate bedrooms and bathrooms. It will be a light structure of uniform multi-functional panels (glazing, solid and ventilation) within a thin powder coated metal frame. There will be an overhang at roof level on both the parade ground side and the seaward side with an additional set back on the seaward side. Balconies to this seaward elevation will be screened by a grass bank. Providing the private areas at this upper level will enable the first floor outside the casemates to be used for public access. Earth and planting will be replaced on top of the new roof to re-create the original profile and appearance. The original stairs will be re-instated and lift access provided at the eastern end of the earth mound. The Parade Ground and first floor of the casements will be accessible to the public with access by arrangement to the roof.
- 3.4 In the Barrack Block additional roof space will be created by removing the later additions that formed the bathrooms and creating new bathrooms within the original building envelope. New windows are to be inserted into the north elevation. A new lift will be installed for the 2 flats at either end of the building with new access stairs to serve the central two flats. The ground floor will comprise a large hall, a disabled toilet and an interpretation centre where fixtures and fittings that have had to be removed and artefacts found during the demolition phase will be displayed. Larger items will be displayed in and around the fort in locations agreed as part of the landscaping.
- 3.5 Access will be from Fort Road along Military Road. It will remain unlit as at present. The junction with Fort Road is to be modified to improve sight lines and prevent conflicts between vehicles egressing and entering. A new gate will be installed 20 metres south of the junction that can be opened remotely by residents with a waiting area for cars. Pedestrians and cyclists will be able to access freely but gradients will be improved. Military Road will be widened to 3 metres and the existing parking place upgraded with an additional passing place provided. It will have a shared surface with traffic management measures to prevent conflict between vehicles and pedestrians. The existing safety fence around the golf course on the western side of the road will be replaced with one of similar design. To the north of

the barrack block a hammerhead will provide turning space for large vehicles. The existing fort gates will normally be fixed open and a new rising flood barrier will be installed.

- 3.6 48 parking spaces are to be provided including 4 disabled spaces. Cycle parking will be in the ground floor storage areas of the individual dwellings with visitor spaces provided as stands/secure rings at the eastern end of the mound by the new retaining wall.
- 3.7 Normal lighting to the fort will be minimal and discrete with more intense lighting reacting to movement or within the fort in areas potentially hazardous in the dark. Feature lighting by way of up lighters on the southern elevation will be available for use on appropriate occasions to illuminate the fort like a beacon on the seaward side.
- 3.8 The status of the building constrains the opportunities for energy and water efficiency and use of micro-renewables. However the proposal includes a number of sustainable features in this respect including overhangs on the new upper storeys to maximise solar gain, use of double glazing and natural ventilation where possible, the use of a proprietary insulating render on the barrack block, re-instating fire places and installing a heat pump, photovoltaics and water and energy saving devices
- 3.9 The landscaping scheme will largely be determined by the ecological requirements. In general terms the approach will be to replace the trees and shrubs removed with similar native species and hard surfacing that retains the natural feel of the area. Landscaping details will be secured by condition to ensure these objectives are met.
- 3.10 The existing radar mast is essential for navigation purposes but it only fires when beamed over the sea. Therefore moving it outside the fort would result in the beam crossing the new residential apartments. With the agreement of the Harbour Master and Defence Estates it is therefore to be moved a little further east with a new mast, mast support and equipment housing more discretely located within the fort.
- 3.11 The application was registered on 1<sup>st</sup> September 2008. It was submitted with a letter of support from Dr Richard Massey, Inspector of Ancient Monuments at English Heritage, a Heritage Statement, a Design and Access Statement, a Biodiversity Statement (revised, amended, and updated on 10<sup>th</sup> February 2009 and further letter of clarification dated 13<sup>th</sup> July 2009), a Flood Risk Assessment (revised and updated on 6<sup>th</sup> May 2009), a Contamination Statement, a Transport Statement (revised and updated on 10<sup>th</sup> November 2008), a Statement of Community Involvement, a Site Waste Management Plan, a Landscape Statement, an Affordable Housing Statement, an

Open Space Statement, a Lighting Assessment, a Noise Assessment (updated and clarified by a letter dated 10<sup>th</sup> November 2009), an Air Quality Assessment (updated and clarified by a letter dated 10<sup>th</sup> November 2009) and a Planning Statement. A letter relating to financial viability was submitted on 8 June 2009. Amended plans were received on 4<sup>th</sup> August 2009 relating to the provision of an additional passing place on Military Road, junction improvements at Fort Road and showing an additional lift shaft.

## **4.0 Planning Policy**

4.1 Planning Policy Statements and Planning Policy Guidance Notes set out the national framework for consideration of all planning proposals. The principal aim underlying that national guidance is that development should help create sustainable and socially cohesive communities with measures to both adapt to and mitigate against climate change. This is made clear in PPS1. Advice relating generally to residential development, and regional spatial planning is contained within PPS3, PPS12. PPG13 addresses transport issues. Specific advice relating to open space, biodiversity and nature conservation, and heritage and archaeology, is contained within PPS7, PPG17, PPS9, PPG15 and PPG16. Technical advice relating to flood risk is contained within PPS25.

4.2 The South East Plan was adopted in May 2009. The relevant policies are:

- CC2 Climate Change
- CC4 Sustainable design and Construction
- CC6 Sustainable Communities and the Character of the Environment
- CC8 Green Infrastructure
- C9 Use of Public Land
- H3 Affordable Housing
- T4 Parking
- NRM4 Sustainable Flood Risk Management
- NRM11 Development Design for Efficiency and Renewable Energy
- W1 Waste reduction
- W2 Sustainable design Construction and demolition
- W6 Recycling and Composting
- W8 Waste Separation
- BE6 Management of the Historic Environment
- SH6 Affordable Housing

4.3 The Gosport Borough Local Plan Review was adopted in May 2006. It is still part of the Development Plan but only certain policies have been 'saved'. The relevant 'saved' policies are:

R/DP1  
General Standards of Development within the Urban Area  
R/DP3  
Provision of Infrastructure, Services and Facilities  
R/T2  
New Development  
R/T3  
Internal Layout of Sites  
R/T4  
Off-site Transport Infrastructure  
R/T10  
Traffic Management  
R/T11  
Access and Parking  
R/H2  
Major Housing Proposals  
R/H4  
Housing Densities  
R/H5  
Affordable Housing  
R/CF6  
Provision of Educational Facilities  
R/OS1  
Development Outside of the Urban Area  
R/OS2  
Strategic Gaps  
R/OS4  
Protection of Existing Open Space  
R/OS5  
New Open Space Provision  
R/OS8  
Recreational Space for New Residential Developments  
R/OS11  
Protection of Areas of National Nature Conservation Importance  
R/OS12  
Locally Designated Areas of Nature Conservation Importance  
R/OS13  
Protection of Habitats Supporting Protected Species  
R/OS14  
Biodiversity Action Plans  
R/BH3  
Development Affecting Listed Buildings  
R/BH8  
Archaeology and Ancient Monuments  
R/ENV2  
River and Groundwater Protection  
R/ENV3  
Water Resources  
R/ENV4  
Treatment of Foul Sewage and Disposal of Surface Water

R/ENV5  
Contaminated Land  
R/ENV10  
Noise Pollution  
R/ENV11  
Minimising Light Pollution  
R/ENV12  
Air Quality  
R/ENV14  
Energy Conservation  
R/ENV15  
Renewable Energy  
R/CH1  
Development Within the Coastal Zone  
R/CH2  
Pedestrian Access Along the Coast

## **5.0 Summary of Consultation Responses**

### **5.1 English Heritage**

These proposals for the repair and restoration of the fort are considered to be well informed and indicate a clear understanding of its historic fabric and inherent significances. Historic features will be retained, wherever possible, and integrated within modern designs.

While modifications to the fort, which date from the later nineteenth and early twentieth centuries, retain illustrative and evidential heritage features relating to later changes in military technology, the value of these features is not considered to be decisively outweighed by those enhanced heritage values apparent in the revealing and restoration of the original building. They are closely paralleled nationally, and are of a type and pattern common to modified Palmerstonian defences. They are thus not distinctive to the fort and in this respect are not considered to represent particularly well-preserved or representative examples. Their removal is therefore considered to be justified in conservation terms, subject to appropriate levels of archaeological recording.

Additional impacts associated with conversion will include the piercing of a limited number of casemate spaces to accommodate vertical access within apartment units, and the insertion of an entry point, access lift and service room within the northeast angle of the fort.

However, in general the proposed works would in large measure reinstate the original appearance and character of the mid-nineteenth century fort, in revealing the imposing southern granite facade and its embrasures and the original scheme of casemate spaces. In addition, the insertion of a modern living space with proposed green

roof, partly within the space currently occupied by concrete capping, would substantially restore the profile and roof-lines of the original building.

It is anticipated that these proposals will enable the monument to be removed from the Heritage at Risk register, and will provide a basis for its sustainable re-use and management in the long term. In addition, these proposals satisfactorily address current policy criteria relating to issues of sustainability, and the integration of broader issues of conservation and public interest.

#### 5.2 Ancient Monuments Society

Support provided the additional storey to the barrack block is necessary to make the scheme viable.

#### 5.3 The Victorian Society

Concerns regarding the effect of removing the concrete capping on the structural integrity and height of the new floor of the Barrack Block and materials to be used. Request the shutters are retained

#### 5.4 County Archaeologist

Support views of English Heritage

#### 5.5 Environment Agency

Object. Insufficient evidence to demonstrate sequential test has been carried out satisfactorily; no safe means of access/egress (2 appeal decisions quoted in support of this position); site not currently defended to the appropriate standard for the lifetime of the development and the installation of temporary defences is inappropriate; Flood Risk Assessment fails to consider the effect of a range of flooding events. Objection on biodiversity grounds withdrawn but it is not clear that the information submitted has been interpreted to develop appropriate mitigation strategies.

#### 5.6 Natural England

Satisfied there will be no significant impact on SPA/RAMSAR/SPA or SSSI subject to conditions; strongly advise HCC Ecologists are consulted in relation to the impact on the SINC; detailed mitigation strategy required; landscaping should incorporate native species; support proposals for public access along the coast; defer to Environment Agency on flooding issues but would be concerned if additional coastal protection works required as a result of this development as they might interfere with coastal processes; ecological enhancement required in form of Sustainable urban Drainage Systems, 'green roofs' and 'green corridors'.

5.7 HCC Biodiversity

Outstanding concerns addressed by further information submitted 13 July 2009.

5.8 Local Highway Authority

Whilst no evidence has been submitted to demonstrate parking is adequate there will be no impact on the public highway from any shortfall. The preferred alternative to a single track road and passing places is a 4.1 metre wide shared surface road with passing places total width 6 metres – the same width is also required at the junction with Fort Road. The western end of turning head should be 2 metres longer. Amended plans address concerns. A transport contribution is requested.

5.9 Environmental Health

No pathways for contamination will remain when the development is complete. The concrete crusher will require a permit.

5.10 County Education Officer

No education contributions required

5.11 Head of Streetscene

To be updated

5.12 Defence Estates

Meetings have been held with the developer regarding the radar installation prior to submission of the application

5.13 Southern Water

No comments

5.14 The Gosport Society

No objection subject to conditions to retain public access to mounds

5.15 Hampshire Constabulary

Recommendations made regarding locks and door and window specifications

**6.0 Letters of representation**

- 6.1 10 letters have been received which support the proposal for the following reasons:
- Improvement to appearance of building
  - Improvement to appearance of area
  - Urgent need for restoration
  - Improved security for area
  - Minimal archaeological impact
  - Will balance Hurst Castle when viewed from the sea
  - Proposal sympathetic to unique qualities of the building
  - Retention of historic fabric welcomed
- 6.2 1 letter has been received which states that the design is an improvement on previous schemes but there is no reference to viewing platforms which should be part of the proposal; surface drainage needs careful consideration to avoid contamination; and development needs to be managed carefully to avoid harm to the environment.
- 6.3 12 letters of objection have been received raising the following issues:
- destruction of peaceful ambience/loss of rural idyll/inappropriate urbanisation of area
  - out of keeping
  - domestic paraphernalia will look incongruous
  - noise
  - over intensive
  - loss of recreational facility
  - loss of golf course
  - loss of public access
  - removal of earth banks detrimental to natural beauty of landscape
  - loss of wildlife
  - should be a visitor centre
  - volume of traffic and impact on character
  - potential number of vehicles will result in indiscriminate parking
  - highway safety - impact on pedestrians using access road/visibility at Fort Road junction
  - impact during construction - noise/traffic/loss of public access
  - potential for travellers to set up camp
  - previous petition still material
  - works unnecessary as cost of security could be reduced by fence
  - affluent newcomers will be only beneficiaries
  - fort has little architectural or historic value
  - visual intrusion into the skyline
  - concern that alternative access is planned which would ruin Stokes Bay

- Where is affordable housing to be put

## **7.0 Planning Assessment**

7.1 Under the provisions of Section 36(8) of the Planning and Compulsory Purchase Act 2004 all applications should be determined in accordance with the provisions of the Development Plan in force in the local area unless material considerations dictate otherwise. The Local Development Plan in this area is the South East Plan and 'saved' policies within the Gosport Borough Local Plan Review. The relevant policies to this application are set out in sections 4.2 and 4.3 of this report. National planning policy guidance referred to in section 4.1 of this report is also a material consideration.

## **7.2 Considerations**

- 7.2.1 The site is outside the Urban Area Boundary shown on the Proposals Plan of the Gosport Borough Local Plan Review. Therefore under the provisions of Policy R/OS1 residential use would not normally be acceptable. However the site is allocated for 17 residential units under Policy R/H2 of the Gosport Local Plan Review. Yet the site is in an area that has been identified by the Environment Agency as having a high risk of flooding since the Local Plan Review was adopted. As such the proposal has to be considered within the context of the advice within PPS25 relating to vulnerable uses such as residential within areas at high risk of flooding.
- 7.2.2 The fort is valued by the community for the peace and tranquillity it offers as a recreational resource. In this context the housing density and associated parking and access alterations, and the impact of the landscaping proposals on the character and appearance of the area and public access are also issues.
- 7.2.3 As there are more than 14 units proposed the provision to be made for affordable housing is a consideration under Policy R/H5.
- 7.2.4 The relationship of the site to the Portsmouth Harbour SPA/Ramsar Site is a consideration and so is its proximity to an SSI and Special Area of Conservation.
- 7.2.5 Of fundamental importance, and the key to assessing the issues outlined above, is whether this proposal to restore the fort for residential use is acceptable in terms of the alterations required to the Listed Building and the archaeological integrity of the Scheduled Ancient Monument.
- 7.2.6 Finally, the provision to be made for open space, education, transport, parking, access and refuse disposal and the means of dealing with any contamination need to be considered.

### **7.3 Impact on the Listed Building and Scheduled Ancient Monument**

- 7.3.1 In accordance with PPG 15 and 16 the impact on the Listed Building and Scheduled Ancient Monument has been addressed by a clear and concise study of the historic development of the Fort and surrounding area and assessment of available sources on the history of the area. Whilst the restoration and conversion works will result in the loss of historic fabric, the proposal to remove part of the bank and the later capping and the infill in the casemates will reveal the architectural detailing of the original fort. This together with the new capping will halt water ingress and prevent further movement. The historic fabric can then be cleaned and repaired and replaced where necessary and internal features preserved.
- 7.3.2 The design of the additional storey is appropriately light and unambiguously modern and the overhang to the roof will cast a shadow on the elevation which will minimise its impact. The green roof will restore the original profile and appearance of the fort, especially when viewed from the sea. The requirement for additional windows in the north elevation of the barrack block is compensated by the removal of the later bathroom blocks. The second floor accommodation will be screened by the parapet. Servicing has been carefully designed to minimise impact and the new lifts and stairs will be located out of sight in the heightened mounding at the eastern end of the fort. The design incorporates energy saving measures and use of renewable energy sources in compliance with Policies CC2, CC4, NRM11 and W2 of the South East Plan and Policies ENV14 and 15 of the Gosport Borough Local Plan Review.
- 7.3.3 The relocation of the radar to a new location and improvement in the associated equipment will have a beneficial impact on the appearance of the Listed Building/Scheduled Ancient Monument whilst retaining an essential public facility.
- 7.3.4 Landscaping will be determined mostly by the ecological requirements of the site and surrounding area but will retain the semi-natural feel of the area and the setting of the Listed Building/Scheduled Ancient Monument.
- 7.3.5 Having regard to the detailed comments from English Heritage summarised in Section 5.1 of this report and the assessment in paragraphs 7.3.1 – 7.3.4 above, I consider the residential conversion is an appropriate use and the alterations are the minimum necessary to preserve and enhance the setting, character and appearance of the Listed Building and Scheduled Ancient Monument without significantly affecting the historic integrity of the fort and surrounding land. As such the proposal complies with Policy BE6 of the South East Plan and Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review, subject to a condition requiring the submission of

an archaeological mitigation strategy and conditions requiring further details relating to specific aspects of the design. Details of the archaeological mitigation will also be conditioned through the Scheduled Ancient Monument Consent recently granted by English Heritage.

#### **7.4 Flood Risk**

- 7.4.1 The aims of planning policy on flood risk are two fold: to ensure that more vulnerable types of development, such as housing, are located in areas less susceptible to tidal and fluvial flooding; and to use the opportunities afforded by redevelopment to reduce the causes and impacts of flooding, principally through incorporating sustainable urban drainage systems and using green infrastructure for water storage within the ecosystem.
- 7.4.2 The site lies in an area designated by the Environment Agency as Flood Zone 3a where flood risk is deemed to be high. Vulnerable uses such as residential would normally be ruled out by following the sequential approach set out in Planning Policy Statement 25: Development and Flood Risk. However, the purpose of this development is to restore the fort. As such there are no alternative locations. The applicant has provided evidence from an independent assessor that conversion to housing is the only economically viable way of restoring the fort. South East Plan Policy NRM4 requires the sequential approach to be followed unless there is evidence of over-riding need and an absence of suitable alternatives. In this case the overriding need is the preservation of a Scheduled Ancient Monument/Grade II\* Listed Building which has not been used for 50 years and is on the Heritage at Risk Register. As such there are no suitable alternatives. Moreover there are other benefits which make this a sustainable form of development including:
- Provision of affordable housing
  - Re-use of an existing building
  - Construction employment
  - Improved public access
  - Provision of interpretation material
  - Securing the long term safety of radar mast
  - Removal of risks to health and safety through continuing deterioration of the monument.
- 7.4.3 However, there is an onus is on the applicant to demonstrate that the residents of the development will be safe and the works will not increase flood risk elsewhere. The living accommodation is well above the predicted safe level to the year 2115. The main issue is therefore access or egress in the event of an inundation. Military Road is below 4.3m OD and would be inundated with deep fast flowing water in a flood event. The applicants have not been able to

provide an alternative dry means of access as the land which would be needed for this provision is owned by third parties and outside their control. However, PPS 25 Practice Guide paragraph 4.58 does accept that in exceptional cases there will be no dry access provided and in such cases it is for the Local Planning Authority to consider whether the development is acceptable, having regard to the

- Probability of flooding
- Expected flood hazard
- Likelihood of occupancy during flooding
- Acceptability of disruption
- Availability of safe refuge
- Potential for the provision of key services
- Expected duration of the inundation

7.4.4 As land around the fort and the parade ground of the fort itself is below the height of the highest astronomical high tide (2.37m OD) the expected flood hazard is overtopping or a breach of the existing sea defences. There is a shingle bank to the west which is 3.5m OD and is therefore unlikely to be overtopped by a 1 in 200 event until after 2070. However, by 2115, although the highest astronomical tide is predicted to be the same height as the bank, it is likely to be overtopped by any significant surge event which is predicted to occur annually at that date. Any flood level would be the same as the incident sea level. To the east of the fort there is another shingle bank faced in places by a concrete revetment. It has a height of over 5 metres which is therefore unlikely to be overtopped even in 2115 if sea level rises as predicted. The width of the shingle bank to the west makes a breach of the sea defences during a storm unlikely. The eastern bank is more vulnerable due to its thinner profile but it is stabilised by the concrete revetments. Should there be a breach of this defence the flood water is unlikely to reach the level of the incident sea.

7.4.5 The likelihood of occupancy at a time of inundation by overtopping is low. As such, an event can be predicted with sufficient warning for the fort to be evacuated. An evacuation plan has been proposed which is acceptable to the Emergency Planning Officer at the Council and the Emergency Services. Implementation of the evacuation plan can be secured by condition. Flooding as a result of a breach is unpredictable and may result in minor disruption to residents. The expected duration of any inundation is difficult to assess. Water would be retained in the impounded areas as the sea water receded, draining through various pathways back to the sea including the existing land drainage sea outfall. However, there is a safe refuge at first floor; 6 metres above OD, well above the 4.3m OD flood level. Moreover, the plant rooms are set at 4.5m OD which allows for provision of key services. Flood resilience measures are incorporated into the design. These include electrical cabling at ceiling height on the ground floors, and flood resistant finishes to all ground floor spaces. Taking these factors into account I consider the

development acceptable in this location.

- 7.4.6 In respect of the potential of the development to increase risk of flooding elsewhere, I consider the proposal will have a beneficial effect. The 'green roof' will minimise run off and improve the impact of the existing building and the areas of new hard standing are relatively small and materials can be conditioned to ensure they are constructed using permeable surfaces. Consequently the risk to other developments as a result of this development is low.
- 7.4.7 As there is a sustained objection to the proposal by the Environment Agency on flood risk grounds, under the provisions of The Town and Country Planning (Flooding) (England) Direction, 2007 the Council is required to notify the Secretary of State if it is minded to grant permission.

## **7.5 Nature Conservation**

- 7.5.1 The site is close to Portsmouth Harbour SPA/Ramsar and water birds use the land adjacent to the fort to feed. However there is a minimal loss of potential feeding ground as a result of this proposal. The banks are overgrown and not used by the birds and the new areas of hard standing are immediately adjacent to the fort or next to the road. The main source of disturbance would be from the use of heavy machinery and this can be controlled by condition.
- 7.5.2 The site is also in close proximity to both an SSI and area of Special Importance for Nature Conservation. Therefore the proposal has to comply with government advice contained within PPS9 and Policy R/OS11 of the Gosport Borough Plan Review. The banks around the fort are home to the Gilkicker Weevil. However, the most ecologically sensitive part of the mound is the lower third which provides the Weevil's habitat and this is to be retained. The proposal includes replacing part of the removed bank in sections into the two new viewing mounds. This is expected to result in the weevil population becoming re-established above the flood level. There are also other species of local and national importance in the vicinity of the fort including other insects, invertebrates, bats, birds and reptiles. New planting will be designed to preserve and increase habitat potential in the interests of biodiversity and translocation plans. A condition is proposed requiring a methodology for site clearance and removal of the mound and future maintenance, management and landscaping. These will mitigate against any impact on the protected species and other wildlife.

## **7.6 Affordable Housing**

- 7.6.1 Policy R/H5 of the Local Plan Review seeks the provision of 40% affordable housing on sites of 0.5 hectares or more, or applications for 15 dwellings or more. In addition Policies H3 and SH6 of the

South East Plan look for provision of between 30 and 40% affordable homes.

- 7.6.2 The applicants have confirmed their willingness to make an off site contribution for affordable housing equating to 40%. Off site provision is appropriate in this case because of the cost of restoration, the management regime and revenue support required through management charges and the restrictions imposed by the Listed Building/Scheduled Ancient Monument status of the fort. It is also not in a sufficiently accessible location for affordable housing.

### **7.7 *Impact on the Character and Appearance of the Area***

- 7.7.1 The area around Fort Gilkicker is protected as open space under Policy R/OS4 and keeping the informal character is an important consideration. In addition the development has to allow recreational uses to continue, in particular the golf club and opportunities for informal walking. The removal of part of the mound will improve the appearance of the fort from the sea and the additional mounding at the eastern and northern ends will provide new viewing points. There will be public access to these and the fort itself will be open to visitors during the normal working day with a dedicated area for displaying items found during the demolition and heritage and information boards displayed outside. These measures will make the fort more accessible and enhance the use of the surrounding land as informal open space in compliance with policy R/CH1, R/CH2, R/OS4. In view of these improvements a contribution towards children's playing space is not required. However a contribution towards sports pitches and other sports facilities is required in compliance with Policy R/OS8 and these will be secured by way of a Section 106 Agreement. There is no requirement for an education contribution.
- 7.7.2 The majority of the changes to the road layout and construction are to the northern end at the junction with Fort Road. Retaining Military Road as a single track road and conditions to control the use of materials for the surfacing of both the road and the hammerhead together with sensitive lighting will preserve the semi rural character of the area. The hammerhead will only be used for turning large vehicles visiting the site for short periods as there is sufficient provision within the fort for parking service vehicles and the cars of residents and their visitors. Moreover measures to restrict waiting or parking can be secured by condition to prevent the outside of the fort taking on a domestic character.
- 7.7.3 Information provided on trip generation demonstrates that the maximum will be 8 vehicles per hour at peak times and for most of the day it will only be 3-4. As the site has been disused for many years this does represent an increase over the existing use but will not significantly alter the character of the area.

## 7.8 Access and Parking

- 7.8.1 Trip generation data indicates that the development will have an insignificant impact on road capacity. Alterations to the junction and traffic management measures will ensure that the development will not have a detrimental impact on highway safety, subject to the submission of details of the gate which can be required by condition. The access and parking arrangements for refuse, service and delivery vehicles are considered satisfactory.
- 7.8.2 Under the provisions of Policies R/T3 and R/DP3 a transport contribution would normally be required. However due to the exceptional costs of the scheme additional financial contributions over and above those required to satisfy Policies R/H5 and R/OS8 would make the project unviable, particularly in the context of the current economic climate. In view of the other sustainability benefits of the proposal it is appropriate that contributions towards the improvement of the highway network are waived in this instance.
- 7.8.3 The average car ownership in Anglesey Ward is 1.33 cars per household which would result in 35 spaces. The applicant has increased this provision to 48 to take into consideration the fact the site is not easily accessed by public transport. This provision is considered reasonable. Long term and visitor cycling provision meets minimum requirements.

## 7.9 Contamination

- 7.9.1 As a result of the previous use of the fort there are contamination issues but these have been addressed in the submitted report. Hard standing will cover development internally therefore there will be no pathways for contamination to affect the users of the development or result in contamination affecting the surrounding land or water.

## 8.0 Conclusion

The main issue in determining this application is whether it is acceptable to provide housing in an area of high flood risk in order to secure the long term future of this Scheduled Ancient Monument and Grade II\* Listed Building. As there are no other viable uses the alternative is for it to become derelict. The building itself is not vulnerable to flooding and provides a safe refuge; nor will the development increase the risk of flooding elsewhere. Without the means of dry access the risk is that occupants can be trapped. However, a tidal inundation through overtopping can be predicted and an evacuation plan can be put in place to ensure there are no occupiers left in the building. Where inundation results from a breach of the sea defences the level and velocity of the flood waters would be less severe. In either event the Emergency Services have no objection. Therefore, on balance I consider the sustainable

objectives to restore the fort and provide enhanced public access outweighs the objection sustained by the Environment Agency in this case.

<b>Financial Services comments:</b>	N/A
<b>Legal Services comments:</b>	None
<b>Service Improvement Plan implications:</b>	None
<b>Corporate Plan:</b>	None
<b>Risk Assessment:</b>	N/A
<b>Background papers:</b>	Application details and submitted plans and documents
<b>Appendices/Enclosures:</b>	2: location of application site; list of conditions.
<b>Report author/ Lead Officer:</b>	Pat Aird

## **Appendix B**

### **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. No demolition or construction works shall take place during the waterfowl over wintering period, being from 1 October until 31 March.

Reason - To avoid disturbance to over wintering migratory waterfowl along the Portsmouth Harbour SPA/SSSI and to comply with Policies R/OS10 and R/OS11 of the Gosport Borough Local Plan Review.

3. No works pursuant to this permission, including tree felling, shrub and undergrowth clearance, laying of temporary services and service media, ground investigation, erection of site accommodation or provision of temporary accesses, shall take place until an Ecological Methodology Statement with a supporting Ecological Impact Assessment has been submitted to the Local Planning Authority and approved in writing. The Ecological Impact Assessment shall be based on a desk-top study and on-site survey of the ecology of the fort and surrounding area and shall evaluate the ecological impact of the reduction of the existing banks and mounds and the proposed new banks and mounds, paths, road improvements and other landscaping. The Ecological Impact Assessment shall be used to develop an Ecological Mitigation Strategy. The Ecological Mitigation Strategy shall include measures for addressing any impact on protected species or their habitats. The Ecological Mitigation Strategy shall be incorporated into the Ecological Methodology Statement. All development, including demolition and landscaping shall be carried out in accordance with the approved Ecological Methodology Statement and in the presence of an Ecologist. The Ecologist shall be nominated by the developer within the Ecological Methodology Statement approved by the Local Planning Authority.

Reason - To minimize any disturbance to protected species and their habitats to comply with Policy R/OS13 of the Gosport Borough Local Plan Review.

4. No works pursuant to this permission, including laying of temporary services and service media, ground investigation, erection of site accommodation or provision of temporary accesses, shall take place until an Archaeological Methodology Statement with a supporting Archaeological Impact Assessment has been submitted to the Local Planning Authority and approved in writing. The Archaeological Impact Assessment shall be based on a desk-top study and on site survey of the fort and its surrounding landscape and archaeology to evaluate the impact of the reduction of the existing banks and mounds and the proposed new banks and mounds, paths, vehicle waiting area and other parts of the development which require excavation. The Archaeological Impact Assessment shall be used to develop an Archaeological Mitigation Strategy. The Archaeological Mitigation Strategy shall include proposals for recording all archaeological evidence and a

justification for the removal and proposed relocation of any artefacts, fixtures and fittings from in-situ. The Archaeological Mitigation Strategy shall be incorporated into the Archaeological Methodology Statement. All development including demolition, excavation and mounding works shall be carried out in accordance with the approved Archaeological Methodology Statement and in the presence of an Archaeologist. The Archaeologist shall be nominated by the developer within the Archaeological Methodology Statement approved by the Local Planning Authority.

Reason - To ensure that archaeological evidence is observed and recorded and taken into account in implementing the development to comply with Policy R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

5. No development pursuant to this permission shall be commenced until arrangements have been put into place to secure alterations to the access road including junction improvements with Fort Road.

Reason - In the interests of highway safety and to comply with Policy R/DP1, R/T2 , R/T3, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

6. No development pursuant to this permission shall be commenced until arrangements have been put in place to secure the relocation of the existing radar mast.

Reason - To enhance the setting of the Listed Building and Scheduled Ancient Monument and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

7. No works for the repair, modification and restoration of the Ground Floor former magazines and associated corridor and structures beneath the Casemates shall be carried out until a methodology and specification for such works has been submitted to and approved by the Local Planning Authority in writing. The methodology and specification shall include:

- (i) Plans and elevations at a scale of 1:20 showing the extent of any removal of the historic fabric and proposed new construction works
- (ii) The extent of repairs
- (iii) Samples of all proposed replacement materials, external paints and renders (identifying BS Numbers)
- (iv) Sample panels of brickwork showing mortar mix, brick bonds and method of pointing,

The works shall be carried out in accordance with the approved methodology and specification.

Reason- Such details have yet to be submitted and to ensure that the proposed works are appropriate to the historic fabric of this part of the Fort and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

8. No works for the repair and restoration of the 19<sup>th</sup> Century railing and 1906 railing to the stairs from the Courtyard to the 1<sup>st</sup> floor', along the 1<sup>st</sup> floor balcony facing the Courtyard, linking the Barracks to the Casemates at 1<sup>st</sup> floor, and alongside the staircases and the roof at the end of the Casemate ranges, shall be carried out until a methodology and specification for such

works has been submitted to and approved by the Local Planning Authority in writing. The methodology shall include:

- (i) The extent of replacements
- (ii) The extent of repairs
- (iii) Typical elevations at 1:10 and sections at 1:1, showing the form of handrail and balustrades
- (iv) A sample of proposed mesh/safety panel infill to railing.
- (v) The colour finish of the railings and mesh/safety panels.
- (vi) Details of the proposed specification for the repair and installation of the railing

The works shall be carried out in accordance with the approved methodology and specification.

Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the existing and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

9. No works for cleaning and repairing existing internal and external brickwork, granite and render shall be carried out until a methodology and specification for such works has been submitted to and approved by the Local Planning Authority and approved in writing. The methodology shall include:

- (i) The extent of replacement
- (ii) The extent of repairs
- (iii) Samples of all proposed replacement materials, external paints and renders (identifying BS Numbers)
- (iv) Sample panels of brickwork showing mortar mix, brick bonds and method of pointing,

These works shall be carried out in accordance with the approved methodology and specification.

Reason - Such details have yet to be submitted and to ensure satisfactory visual relationship of repair works to the original fabric, and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

10. Details including horizontal and vertical sections, and elevations at a scale of 1:10 of all new windows, doors and any other openings shall be submitted to and approved in writing by the Local Planning Authority before works related to that part of the development is commenced. The development shall thereafter be implemented in accordance with the approved details.

Reason - Such details have yet to be submitted and to maintain the integrity and character of the building and to comply with Policies R/DP1, R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

11. Details including plans and elevations at a scale of 1:20 showing the extent of any removal of the historic fabric and the proposed new construction works required to provide stairs between the casemates and proposed new upper floor shall be submitted to and approved by the Local Planning Authority in writing before any such works are commenced. The development shall thereafter be carried out in accordance with the approved details.

Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the original fabric and to minimize the

loss of historic fabric to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

12. Details including samples of materials, method of installation and sections at a scale of 1:10, of all proposed new floor surfaces, stud walls, insulation, damp proofing and treatment of the wall surfaces and ceilings within the existing building shall be submitted to and approved by the Local Planning Authority in writing before any such works are commenced. The works shall be carried out in accordance with the approved details.

Reason - Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the original fabric and to minimize the loss of historic fabric to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

13. Details including samples of proposed materials and elevations at 1:20 and sections at 1:10 of the proposed new parapet to the terrace overlooking the courtyard above 1st floor shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason - Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the original fabric and to minimize the loss of historic fabric to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

14. A schedule of new materials including samples of all proposed external paints and renders (identifying BS Numbers), and sample panels of brickwork showing mortar mix, brick bonds and method of pointing, shall be submitted to and approved by the Local Planning Authority in writing before any new build works are commenced. The works shall be carried out in accordance with the approved details.

Reason - Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the original fabric and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

15. Details including samples of materials and sections and elevations at 1:20 of the proposed new entrance within the eastern mound, and lift within the western mound, shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason - Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the existing and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

16. Details including sample panels of brickwork showing mortar mix, brick, brick bonds and method of pointing, coping details, and sections and elevations at 1:20 of the proposed new retaining wall to the eastern mound and the proposed new walls at the northern ends of the casemate at 2<sup>nd</sup> floor level shall be submitted to and approved by the Local Planning Authority in

writing before work to each of those parts of the development is commenced. The works shall be carried out in accordance with the approved details. Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the existing and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

17. Details include sample panels of brickwork showing mortar mix, brick, brick bonds and method of pointing, samples of coping materials and railings, and elevations at 1:20 and vertical and horizontal sections at 1:10 of windows, of the proposed new links to be formed between the Barracks and Casemates shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the existing and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

18. Details including elevations at 1:20 and sections at 1:10 of the timber screens forming the entrances at first floor level to the flats within the casements, and glazing to the casemate openings, together with a methodology for the alteration and repair and samples of proposed door and window furniture shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the existing and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

19. Details including materials, colour finish and elevations and plans at a scale of 1:20 and sections at a scale of 1:10 of any external pipes and ventilation equipment shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work to the existing and that the historic integrity of the building is maintained in compliances with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

20. Details including materials, and colour finish and elevations and plans at a scale of 1:20 showing the construction form of the proposed Retractable Flood Defence Barrier and its relationship to the adjoining historic fabric shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason – Such details have yet to be submitted and to ensure satisfactory visual relationship of the new work with the historic fabric and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

21. Details including samples of the materials, elevations and photomontages showing the relationship to the existing building at 1:20 and sections at 1:10 of the proposed Louvre Panels and glazing to the new upper floor (second floor) to the Barracks shall be submitted to and approved by the Local Planning Authority in writing before that part of the development is commenced. The works shall be carried out in accordance with the approved details.

Reason - Such details have yet to be submitted and to ensure the design detail, materials and colour finish are appropriate to their context and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

22. Notwithstanding the details shown on Drawings 508 L301 rev. P1 and 508 L300 rev. P1, details including elevation drawings at 1:20 of the design of the proposed new windows on the north elevation of the Married Quarters shall be submitted to and approved by the Local Planning Authority in writing before any works to that elevation commence.

Reason – To ensure the finished appearance of the building is appropriate to the historic context and to comply with policies.R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

23. The development shall not be brought into use until a Flood Evacuation Plan and the means of securing its implementation has been submitted to and approved by the Local Planning Authority in writing. The Flood Evacuation Plan shall include details of future monitoring and updates and be implemented for the lifetime of the development.

Reason – To ensure that the flood risk to occupiers is minimised in compliance with nation policy guidance in PPS25.

24. The development shall not be brought into use until details of soft landscaping including finished levels, method of ground preparation, number, size, species and planting densities of all plants trees and shrubs, and proposals for future maintenance, have been submitted to and approved by the Local Planning Authority. The soft landscaping shall be completed before the end of the first planting season following first occupation of the development in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason – To ensure the development enhances the appearance of the area and does not adversely impact on the historic significance and context of the landscape and to comply with Policies R/DP1, R/BH3, R/BH8, R/CH1 and R/OS4.

25. The development shall not be brought into use until the hard landscaping has been completed in accordance with details submitted to and approved by the Local Planning Authority in writing. Such details shall include all materials to be used for hard-surfacing, all means of lighting and the management thereof, the location and method of display of any artefacts removed from their original position, and all types of street furniture including the bollards to be used on Military Road and within the turning area.

Reason – To ensure the development enhances the appearance of the area to comply with Policies R/DP1, R/BH3, R/BH8, R/CH1 and R/OS4.

26. The development shall not be brought into use until details of the gates to be installed at the junction of Military Road and Fort Road have been submitted to and approved by the Local Planning Authority in writing. The gates shall thereafter be installed in accordance with the approved details and retained for the lifetime of the development as installed unless otherwise agreed in writing by the Local Planning Authority.

Reason - In the interests of highway safety and the appearance of the area and to preserve the setting and the historic integrity of the Listed Building/Scheduled Ancient Monument to comply with Policies R/DP1, R/BH3, R/BH8, R/DP10 and R/T11 of the Gosport Borough Local Plan Review

27. 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.

28. The approved facilities 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.

29. The vehicle waiting area and hammerhead turning area both hatched green on the approved plan shall be provided before the development is first brought into use and shall thereafter retained.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained in the interests of the amenity of the area and to preserve the setting and the historic integrity of the Listed Building/Scheduled Ancient Monument to comply with Policies R/DP1, R/BH3, R/BH8, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

30. The development hereby permitted shall not be brought into use until areas for the parking of vehicles shall have been provided and surfaced in accordance with the approved plans and landscaping details and these areas shall be subsequently retained and kept available at all times for these purposes.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained in the interests of the amenity of the area and to preserve the setting and the historic integrity of the Listed Building/Scheduled Ancient Monument to comply with Policies R/DP1, R/BH3 R/BH8 and R/T11 of the Gosport Borough Local Plan Review.

31. No works connected with marketing the development including the creation of sales facilities or show homes shall take place unless in accordance with a scheme submitted to and approved by the Local Planning Authority in writing. Such scheme shall include works for making good the historic fabric when the works are no longer required for marketing the development.

Reason - To preserve the setting and the historic integrity of the Listed Building and Scheduled Ancient Monument and to comply with Policies R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

## **GOSPORT BOROUGH COUNCIL – REGULATORY BOARD**

**11th August 2009**

### **ITEMS WITH RECOMMENDATIONS**

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

<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	<u>Address</u>	<b>INDEX</b>	<u>Recommendation</u>
01.	3	K15602/1	18 Crescent Road Gosport Hampshire PO12 2DH		Grant Permission
02.	8	K15602/2	18 Crescent Road Gosport Hampshire PO12 2DH		Grant Listed Building Consent
03.	12	K16424/3	11A Brockhurst Road Gosport Hampshire PO12 3AJ		Grant Permission
04.	18	K9604/4	18 Russell Road Lee-On-The- Solent Hampshire PO13 9HP		Grant Permission
05.	21	K17685	58 Tukes Avenue Gosport Hampshire PO13 0SF		Refuse

**ITEM NUMBER: 01.**  
**APPLICATION NUMBER: K15602/1**  
**APPLICANT: Mr David Yearley**  
**DATE REGISTERED: 20.04.2009**

**ERECTION OF TWO STOREY COACH HOUSE AND ASSOCIATED COURTYARD GARDEN (LISTED BUILDING IN CONSERVATION AREA) (as amended by Design and Access Statement and plans received 21.07.09)**  
**18 Crescent Road Gosport Hampshire PO12 2DH**

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

18 Crescent Road is a Grade II\* Listed Building dating from the 1830's situated within the Anglesey Conservation Area. It is part of a curved terrace with a painted white stucco front elevation and brick rear elevation under a slate roof. It is a four storey building with a semi-basement and has a two storey flat roofed element at the rear. The rear garden is approximately 40 metres deep and is landscaped with 2 metre high brick boundary walls to either side. Towards its northern end it is divided by a trellis fence beyond which there is a vegetable garden and apple tree adjacent to the eastern side boundary. At the end of the garden fronting Anglesey Arms Road there is a brick and block built garage with a sloping corrugated roof with a tiled front element and up and over white metal garage door. There is also a timber horizontal boarded garage with a felt pitched roof with a hard standing in front. There is a pair of timber gates between the garages providing pedestrian access into the rear garden.

The application site is part of the rear garden of 18 Crescent Road. It is approximately 8 metres wide and 13 metres deep with a frontage to Anglesey Arms Road, a mews to the rear of the Crescent originally provided for the location of coach houses related to the use of the Crescent houses. This part of Anglesey Arms Road is characterised by garages and two storey detached coach house style dwellings located in the large gardens of the frontage Listed Buildings. The buildings are of different ages and designs utilizing varying materials such as brick, vertical tile hanging, render and timber boarding. They have windows of different sizes materials and styles from all periods.

To the west of the site, positioned immediately adjacent to the road, there is a double brick built garage with a pitched roof and gabled side elevations with an up and over door at the front. The garage is open at the rear with additional parking space in the rear garden serving 17 Crescent Road. To the west of this there is a relatively new two storey house with gabled side elevations and a balcony to the rear. The only window in the gabled side elevation facing the application site is located at first floor level and is small and fitted with obscure glazing. To the east of the site there is an apple tree cut back along the line of the brick boundary wall and a single garage with a slate pitched roof. The timber boarded gabled front of the garage is located along the back edge of the highway. Next to this is 9 Anglesey Arms Road a two storey dwelling with a gabled side elevation with a drive through opening to the rear garden and parking area. Located opposite the application site are numbers 8 and 10 Anglesey Arms Road, a pair of relatively modern linked brick built houses with set back garages and arched covered parking bays in front. There is a narrow pavement on this side of the road and 'keep clear' white line markings in front of the car ports serving these properties.

It is proposed to demolish the two garages and remove the vegetable garden and erect a two storey dwelling. At ground floor level there are two drive through garages, one for the coach house and one for 18 Crescent Road with additional visitor parking within the rear garden. The existing apple tree located on the site adjacent to the eastern site boundary wall will be retained. An entrance door to the coach house gives access to a wc and utility area and a walled courtyard garden at the rear. On the first floor there is a bedroom and bathroom and a double height combined kitchen, dining, living area. Above is a gallery and study area with views down into the living area. This upper floor is lit by roof lights on the rear elevation. There is to be a further roof light to the stairs on

the front roof slope and a stainless steel flue. There will be no windows in the gabled side elevations of the building.

The building has been designed to be energy efficient with a lightweight, sustainable, timber framed upper storey above a more traditional brick ground floor structure with solar panels on the rear roof slope. The roof covering is to be slate. Part of the existing side brick boundary walls will be removed and replaced using reclaimed and matching second hand bricks and a lime mortar. Parts of the first floor front elevation and side gables were originally proposed to be finished in white render but this was considered to be too prominent and did not reflect the general character of the area which traditionally uses darker or other recessive tones of materials. The proposal has therefore been amended and now the first floor and gable ends are to be constructed in timber boarding. The front and rear fenestration will be in the form of fixed glass panes within a dark stained timber frame with dark stained timber vent and fixed panels. There is to be a dark grey painted steel fascia beam across the front elevation and matching steel gutters.

The sectional up and over garage doors are to be set back between brick piers and faced in dark stained timber panels. They will be installed so that they do not open out over the adjoining public highway. Secure cycle storage will be provided in the garage and walled courtyard garden for the proposed new dwelling with a bracket for a visitors cycle affixed to the brick pier in front of the garage door. A secure cycle store is to be erected in the rear garden of 18 Crescent Road to serve the existing property with visitor cycle parking provided in the existing front garden area. There is space identified in each of the garages to store refuse and recycling bins with collection from Anglesey Arms Road.

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

K15602/2 current Listed Building application for the same works submitted by the same applicant

### ***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/BH1  
Development in Conservation Areas
- R/BH2  
Demolition in Conservation Areas
- R/BH3  
Development Affecting Listed Buildings
- R/H4  
Housing Densities
- R/T4  
Off-site Transport Infrastructure
- R/T11  
Access and Parking
- R/OS8  
Recreational Space for New Residential Developments
- R/ENV14  
Energy Conservation

### ***Consultations***

The Gosport Society	no objection
Building Control	Fire brigade access satisfactory.

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Streetscene (Waste & Cleansing)	Bin requirements 1x140 litre recycling and 1x140 litre domestic which will require placing out for collection in Anglesey Arms Road.
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Local Highway Authority	No objection subject to the provision of cycle parking to the relevant standard. A condition should be imposed to ensure that the garage doors do not open over the highway. Transport contributions required.
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### ***Response to Public Advertisement***

2 letters of objection

Issues raised:-

- Access for wheelchairs and prams
- A proposal to widen the footway should be taken into consideration
- Parked cars could interfere with access to garages
- Acceptability of exterior materials
- Loss of light
- Building should be moved back into the site and reduced in height
- Improvement to the view from the front of 10 Anglesey Arms Road
- Building should not be built directly adjoining the road

1 letter of support

Issues raised:-

- Good modern design
- Methods of building incorporates consideration for the environment
- Retains privacy for neighbours

### ***Principal Issues***

1. The application site is an area of private garden located within the urban area boundary and consequently the principle of residential development is acceptable provided that the details accord with the criteria outlined in Policy R/DP1 of the Gosport Borough Local Plan Review. The property has been designed to be energy efficient and as such complies with Policy R/ENV14 of the Gosport Borough Local Plan Review. The Local Highway Authority has confirmed that there are no plans to increase the width of the footway opposite the application site. Vehicles are entitled to park in Anglesey Arms Road but should an obstruction be caused then this would be a matter for the Police to deal with. Therefore the main issues in this case are the acceptability of the proposed density, whether the proposal is of an appropriate design and will preserve or enhance the character and appearance of the Conservation Area and setting of the adjacent Listed Building, the impact on the amenities of nearby and prospective residents, and highway safety and the provision of transport infrastructure, car and cycle parking, refuse storage facilities and open space.

2. The proposal will result in a overall density of 46 dwellings per hectare which is within the density range of 30 to 50 dwellings per hectare advocated by Policy R/H4. It will result in the provision of a one bedroom house which will assist in providing a variety of residential accommodation to meet the housing needs of the Borough. The existing garages located on the site are of no architectural merit and their replacement will enhance the character and appearance of the Conservation area and setting of this important Listed Building. The coach house proposed is of a contemporary design but the eaves and ridge height are typical of other properties located in Anglesey Arms Road and it will preserve the character and appearance of this part of the Conservation Area and not harm the setting of the adjacent Listed Building. Therefore the proposal complies with Policies R/DP1, R/BH1, R/BH2, R/BH3 and R/H4 of the Gosport Borough Local Plan Review.

3. Given the orientation of the site and the depth of the building and the fact that there are no windows in the side elevations there will be no loss of light or privacy to adjoining properties on either side. There are currently garages located on the site and the increase in height of the proposed coach house will not result in any significant loss of light to the frontages of those properties located on the northern side of Anglesey Arms Road or loss of privacy. Due to the distance the coach house will be located from the rear of 18 Crescent Road, the length of the landscaped garden, and proposed boundary wall to the courtyard garden, there will not be an unacceptable degree of overlooking of adjoining gardens. 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 property will have its own private walled courtyard garden area which will provide satisfactory amenity space commensurate with the size of the dwelling. The site provides adequate storage facilities for refuse for both the new dwelling and existing dwellings.

5. The proposal includes two parking spaces for the existing dwelling in the form of a drive through garage with a parking space beyond with space in the rear garden for further parking should it be required. The new one bedroom coach house will have a space for one car in its garage which again being a drive through would also enable a further car to be parked in the courtyard garden. This provision is considered acceptable for the size of the dwellings having regard to average car ownership within Anglesey Ward which is 1.33 per household. A condition will ensure the garages are retained for car parking. Secure long stay cycle parking provision is provided to the relevant minimum standard and there is also space for short stay visitor cycle parking. 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 coach house. Without this obligation the proposal is unacceptable.

**RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

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

**Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposal is at an acceptable density for this location. It has been designed and is to be constructed in a sustainable way maximising sunlight and utilizing solar panels. Due to the appropriate design of the proposal it will preserve the character and appearance of the Conservation Area and setting of the adjacent Listed Building and will not have a detrimental impact on the amenities of neighbouring or prospective occupiers. Adequate provision is made for open space, transport infrastructure, car parking and cycle and refuse storage. As such the development complies with Policies R/DP1, R/DP3, R/BH1, R/BH2, R/BH3, R/H4, R/T4, R/T11, R/OS8 and R/ENV14 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.

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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 and the colour finish to the windows, timber boarding and timber panels shall be submitted to, and approved by, the Local Planning Authority before works above slab level are commenced. The development shall thereafter be implemented 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. Before works commence on any reconstruction work required to the existing boundary walls and the new wall to the courtyard garden details of the lime mortar mix and colour and sample bricks shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason - Such details have yet to be submitted and to maintain the integrity and character of the boundary wall and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

4. Full details including samples of the materials to be used for the hard landscaping works shall be submitted to and approved in writing by the Local Planning Authority before works relating to that part of the development is commenced. The development shall thereafter be implemented in accordance with the approved details.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

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

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

6. 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.

7. The garage doors fronting Anglesey Arms Road hereby approved shall be installed in such a manner as to be incapable of opening over the adjoining public highway.

Reason - In the interests of highway safety, and to comply with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

8. The areas hatched red (Drawing No. P.07 rev 1) within the drive through garages hereby approved shall be used only for the accommodation of a private vehicle, and for no other purpose whatsoever.

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.

**ITEM NUMBER: 02.**  
**APPLICATION NUMBER: K15602/2**  
**APPLICANT: Mr David Yearley**  
**DATE REGISTERED: 20.04.2009**

**LISTED BUILDING APPLICATION - DEMOLITION OF TWO GARAGES AND ASSOCIATED GARDEN WALLS (IN PART) AND ERECTION OF TWO STOREY COACH HOUSE AND ASSOCIATED COURTYARD GARDEN (CONSERVATION AREA) (as amended by Design and Access Statement and plans received 21.07.09)**  
**18 Crescent Road Gosport Hampshire PO12 2DH**

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

18 Crescent Road is a Grade II\* Listed Building dating from the 1830's situated within the Anglesey Conservation Area. It is part of a curved terrace with a painted white stucco front elevation and brick rear elevation under a slate roof. It is a four storey building with a semi-basement and has a two storey flat roofed element at the rear. The rear garden is approximately 40 metres deep and is landscaped with 2 metre high brick boundary walls to either side. Towards its northern end it is divided by a trellis fence beyond which there is a vegetable garden and apple tree adjacent to the eastern side boundary. At the end of the garden fronting Anglesey Arms Road there is a brick and block built garage with a sloping corrugated roof with a tiled front element and up and over white metal garage door. There is also a timber horizontal boarded garage with a felt pitched roof with a hard standing in front. There is a pair of timber gates between the garages providing pedestrian access into the rear garden.

The application site is part of the rear garden of 18 Crescent Road. It is approximately 8 metres wide and 13 metres deep with a frontage to Anglesey Arms Road, a mews to the rear of the Crescent originally provided for the location of coach houses related to the use of the Crescent houses. This part of Anglesey Arms Road is characterised by garages and two storey detached coach house style dwellings located in the large gardens of the frontage Listed Buildings. The buildings are of different ages and designs utilizing varying materials such as brick, vertical tile hanging, render and timber boarding. They have windows of different sizes materials and styles from all periods.

To the west of the site, positioned immediately adjacent to the road, there is a double brick built garage with a pitched roof and gabled side elevations with an up and over door at the front. The garage is open at the rear with additional parking space in the rear garden serving 17 Crescent Road. To the west of this there is a relatively new two storey house with gabled side elevations and a balcony to the rear. The only window in the gabled side elevation facing the application site is located at first floor level and is small and fitted with obscure glazing. To the east of the site there is an apple tree cut back along the line of the brick boundary wall and a single garage with a slate pitched roof. The timber boarded gabled front of the garage is located along the back edge of the highway. Next to this is 9 Anglesey Arms Road a two storey dwelling with a gabled side elevation with a drive through opening to the rear garden and parking area. Located opposite the application site are numbers 8 and 10 Anglesey Arms Road, a pair of relatively modern linked brick built houses with set back garages and arched covered parking bays in front. There is a narrow pavement on this side of the road and 'keep clear' white line markings in front of the car ports serving these properties.

It is proposed to demolish the two garages and remove the vegetable garden and erect a two storey dwelling. At ground floor level there are two drive through garages, one for the coach house and one for 18 Crescent Road with additional visitor parking within the rear garden. The existing apple tree located on the site adjacent to the eastern site boundary wall will be retained. An entrance door to the coach house gives access to a wc and utility area and a walled courtyard garden at the rear. On the first floor there is a bedroom and bathroom and a double height combined kitchen, dining, living area. Above is a gallery and study area with views down into the living area. This

upper floor is lit by roof lights on the rear elevation. There is to be a further roof light to the stairs on the front roof slope and a stainless steel flue. There will be no windows in the gabled side elevations of the building.

The building has been designed to be energy efficient with a lightweight, sustainable, timber framed upper storey above a more traditional brick ground floor structure with solar panels on the rear roof slope. The roof covering is to be slate. Part of the existing side brick boundary walls will be removed and replaced using reclaimed and matching second hand bricks and a lime mortar. Parts of the first floor front elevation and side gables were originally proposed to be finished in white render but this was considered to be too prominent and did not reflect the general character of the area which traditionally uses darker or other recessive tones of materials. The proposal has therefore been amended and now the first floor and gable ends are to be constructed in timber boarding. The front and rear fenestration will be in the form of fixed glass panes within a dark stained timber frame with dark stained timber vent and fixed panels. There is to be a dark grey painted steel fascia beam across the front elevation and matching steel gutters.

The sectional up and over garage doors are to be set back between brick piers and faced in dark stained timber panels. They will be installed so that they do not open out over the adjoining public highway. Secure cycle storage will be provided in the garage and walled courtyard garden for the proposed new dwelling with a bracket for a visitors cycle affixed to the brick pier in front of the garage door. A secure cycle store is to be erected in the rear garden of 18 Crescent Road to serve the existing property with visitor cycle parking being provided in the existing front garden area. There is space identified in each of the garages to store refuse and recycling bins with collection from Anglesey Arms Road.

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

K15602/1 current planning application for the same works submitted by the same applicant

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:  
R/BH3  
Development Affecting Listed Buildings

### ***Consultations***

Ancient Monument Society	no response
Council For British Archaeology	no response
English Heritage	Do not wish to offer any comments on this occasion. This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.
Society For The Protection Of Ancient Buildings	no response
Twentieth Century Society	no response
The Georgian Group	no response
The Gosport Society	no objection
The Victorian Society	no response

### **Response to Public Advertisement**

2 letters of objection

Issues raised:-

- Access for wheelchairs and prams
- A proposal to widen the footway should be taken into consideration
- Parked cars could interfere with access to garages
- Acceptability of exterior materials
- Loss of light
- Building should be moved back into the site and reduced in height
- Improvement to the view from the front of 10 Anglesey Arms Road
- Building should not be built directly adjoining the road

1 letter of support

Issues raised:-

- Good modern design
- Methods of building incorporates consideration for the environment
- Retains privacy for neighbours

### **Principal Issues**

1. The issues in this case are the acceptability of the demolition of the two garages and part of the boundary walls and the impact of the proposed coach house on the setting of this Grade II\* Listed Building. The other issues raised by objectors have been assessed in relation to the associated planning application.

2. The existing garages located on the site are of no architectural merit and their removal will improve the setting of this important Listed Building. The short lengths of the boundary walls to be demolished will be rebuilt using salvaged and matching bricks with a lime mortar as part of the proposed coach house and as such will not harm the historic and architectural character of the Listed Building or its setting. The coach house proposed is of a contemporary design but the eaves and ridge height are typical of other properties located in Anglesey Arms Road and it will not harm the setting of the adjacent Listed Building. Therefore the proposal complies with Policy R/BH3 of the Gosport Borough Local Plan Review.

### **RECOMMENDATION:**

That The Secretary of State be advised that the Borough Council is minded to grant Listed Building Consent for the following reason:-

1. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development is acceptable in this location. It is of an appropriate design and does not have any detrimental impact on this Listed Building or its setting. As such the development complies with Policy R/BH3 of the Gosport Borough Local Plan Review.

### **Subject to the following conditions:-**

1. The works 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 18 of the Planning (Listed Buildings and Conservation Area) Act, 1990 (as amended).

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

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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. Before works commence on any reconstruction work required to the existing boundary walls and the new wall to the courtyard garden details of the lime mortar mix and colour and sample bricks shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason - Such details have yet to be submitted and to maintain the integrity and character of the boundary wall and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

4. Full details including samples of the materials to be used for the hard landscaping works shall be submitted to and approved in writing by the Local Planning Authority before works relating to that part of the development is commenced. The development shall thereafter be implemented in accordance with the approved details.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 03.**  
**APPLICATION NUMBER: K16424/3**  
**APPLICANT: Mr A Vine**  
**DATE REGISTERED: 29.06.2009**

**DEMOLITION OF SINGLE STOREY SIDE EXTENSION AND TWO STOREY REAR EXTENSION, INTERNAL ALTERATIONS AND ERECTION OF FOUR STOREY SIDE AND REAR EXTENSION TO PROVIDE 2NO. TWO BEDROOMED FLATS, 1NO. TWO BEDROOMED MAISONETTE AND 1NO THREE BEDROOMED DWELLING WITH ASSOCIATED PARKING AND BIN STORAGE**  
**11A Brockhurst Road Gosport Hampshire PO12 3AJ**

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

The application property is the western half of a pair of four storey semi detached houses located on the southern side of Brockhurst Road. It is a five bedroomed house. However, some of the windows have been boarded up and the property presently appears to be unoccupied. There is a single storey, flat roofed, side extension on the western elevation of the building which was granted permission in 2005 to be used as ancillary living accommodation to the main dwelling.

The property has a rendered finish with a feature pediment and columns surrounding the ground floor window in the front elevation. The roof has been constructed from concrete interlocking tiles and is of hipped design. The side elevation of the property contains a single first floor window which serves a stairwell. The rear garden is approximately 20 metres long and is bordered on its western side by a breezeblock wall which increases from 1.4 – 1.6 metres in height to the rear. At the southern end of the garden is a large pitched roof garage, accessed via the service road on the western side of the property. The service road is 3.7 metres wide and affords access to the back gardens and garages of 1-3 Burnett Road, 3-9 Hartington Road and 11, 11a, 15, 17 and 19 Brockhurst Road. There is a tarmac area at the front of the site which is currently used as an informal parking area.

This section of Brockhurst Road is characterised by four storey terraced and semi detached buildings of similar design creating uniformity in the street scene. The majority of the buildings occupy rectangular plots and have a separation distance of approximately 3 metres between opposing side elevations. The adjoining dwelling to the east, number 11 Brockhurst Road, is also a 4 storey building and is occupied as a single dwellinghouse. It has a two storey element on the rear elevation which matches that at the application site. To the north-west, numbers 15-19 are a terrace of 3 four storey properties which have been subdivided into flats. All have substantial extensions on their rear elevations. The eastern elevation of number 15 contains a total of eleven windows and a single entrance door facing onto the application site. The first and second stories both contain three windows and these are positioned at regular intervals across the width of the side elevation. The southernmost windows are obscure glazed. The remaining windows in this side elevation are grouped towards the centre and front of the building. The side elevation of number 15 is sited over 10.5 metres from the opposing four storey side elevation of number 11A. To the north and opposite the application dwelling is a recently constructed block of 14 flats. This brick and rendered building has a central four storey element, tapering down on either side to reflect the scale of adjacent properties. To the rear of the site, and beyond the service road, are the back gardens of the two storey dwellings located on Burnett Road. Due to the orientation of the dwellings, their rear elevations do not directly oppose the application site.

The applicant proposes to demolish the existing single storey extension on the western elevation and two storey element at the rear and erect a four storey side and rear extension. The proposal will provide 1 two bedroomed maisonette and 2 two bedroomed flats. The existing dwelling will be retained as a single residential unit, although internal alterations will reduce the number of bedrooms at the property from five to three. The extension will have a hipped roof design and will be built to the height of the ridge tile of number 11A. The side elevation of the proposed extension

will be sited 5.8 metres from the side elevation of number 15 to the north-west. It will contain a total of four centrally positioned windows serving either bathrooms or kitchens. A new boundary wall with piers and wrought iron inset railings is proposed at the front of the site and this will enclose a small area of amenity space for the occupants of the retained dwelling. The existing wall enclosing the western side of the rear garden is to be demolished in order to provide access to four car parking spaces at the rear of the site. The provision of the proposed parking spaces will also necessitate the demolition of the existing garage. The spaces will be accessed via the service road at the side of the building. Provision has also been made for long-stay and visitor cycle parking and for bin storage.

This proposal follows a previous application at this site for a four storey side and rear extension to create eight flats. The application was withdrawn after concerns were raised over the design and density of the scheme and inadequate provision for on-site parking. The density of the development has now been reduced and additional on-site parking has been provided. The design has also been altered and the western side of the front elevation has been set back by 1.65 metres in order to create a symmetry with the existing building.

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

K2923 conversion to shop withdrawn 30.07.58

K2950 alterations and erection of single storey shop permitted 29.08.58

K2950/1 extension to existing single storey showroom and erection of three storey extension at rear of existing building permitted 24.08.71

KA1195 erection and display of an advertisement hoarding refused 14.04.87

K.13481 outline - erection of 28 flats together with car parking withdrawn 04.04.90

K13481/1 outline - erection of three and a half storey block of 24 flats together with car parking permitted 13.07.90

K.16424 erection of detached garage permitted 15.09.03

K.16424/1 change of use of former retail shop to additional residential accommodation adjacent dwelling and erection of conservatory permitted 08.08.05

K.16424/2 demolition of single storey side extension and two storey rear extension, internal alterations and erection of four storey extension to provide 5no. one bedroom flats and 3no. two bedroom flats with associated parking and bicycle storage facilities withdrawn 12.08.08

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/H4

Housing Densities

R/T11

Access and Parking

R/DP3

Provision of Infrastructure, Services and Facilities

R/T4

Off-site Transport Infrastructure

R/OS8

Recreational Space for New Residential Developments

R/ENV14

Energy Conservation

R/ENV15

Renewable Energy

### ***Consultations***

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Building Control	Access for fire brigade appears satisfactory. There is a southern water foul drain adjacent to the service road, next to the site boundary.
Streetscene (Waste & Cleansing)	Front kerbside collection arrangement required at Brockhurst Road as refuse collection vehicles do not use the service road.
Local Highway Authority	No objection. Transport contributions are required.

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

2 letters of objection;

Issues raised:-

- overdevelopment of the land
- parking problems
- additional vehicles/traffic on the local road network
- loss of privacy
- management of rented properties

### ***Principal Issues***

1. The Local Planning Authority is unable to control the future management of flats and houses provided they are occupied as single households. The site is located within the urban area where the principle of residential development is acceptable provided that the details accord with Policy R/DP1 of the Gosport Borough Local Plan Review. The main issues in this case therefore are the acceptability of the proposed development in terms of design and density, the impact on the visual amenity of the locality and the amenities of adjoining and prospective occupiers, the adequacy of servicing and parking arrangements and the provision for cycle parking, refuse storage, open space and transport contributions.

2. The application site is located on the A32, a main route into Gosport Town Centre. It is important therefore that the design of the proposed development makes a positive contribution to the appearance of the street scene and the visual amenity of the locality. The proposed side extension has been carefully designed to replicate the appearance of the adjoining building. The size and positioning of the windows in the front elevation introduces a vertical emphasis which is a typical feature of the historic buildings in the locality. Existing pediment details have been replicated and the western side of the front elevation has been set back to retain a symmetry with numbers 11 and 11A. The extension is sited a sufficient distance from the opposing side elevation of number 15 to ensure the development does not appear cramped and congested when compared to the established built form. The proposed extension by reason of its design and sitting is therefore appropriate to its context and will enhance the appearance of the existing building, the street scene and the visual amenity of the locality. The proposed front boundary wall with inset wrought iron railings is appropriate in this location and will reinforce the rhythm and symmetry of the proposed front elevation. Due to its limited size, the bicycle store at the front of the site will not appear over prominent or detract from the overall appearance of the development. The remaining bicycle and bin stores have been positioned at the rear of the site where they will not be easily visible from Brockhurst Road. They have simple designs and are appropriate in this location. The proposed soft landscaping at the front of the site is a welcome feature and will replace an unsightly area of hardstanding currently being used as an informal parking area. The soft landscaping at the rear of the site will ensure this area does not appear dominated by hard surfacing and will enhance the visual appearance of the development. Whilst the proposed development will result in the loss of the existing rear garden, a small area of amenity space has been provided at the front of the site. Although the size of the garden does not meet the guidelines suggested in Appendix B of the Local Plan Review, the site is located a short distance from Forton Recreation Ground and future

occupants will therefore have convenient access to a suitable area for informal recreation. Moreover, the layout is not cramped or congested and in this instance therefore, the requirement to provide amenity space must be considered against the merits of the redevelopment of the site as a whole.

3. As a whole, the proposed scheme will greatly enhance the overall appearance of this important site on the A32. It will result in the demolition of an unsightly flat roofed side extension and will remove an inappropriate area of informal parking. The development will provide an extension which reflects the character and traditional architectural style of this section of Brockhurst Road to the betterment of the appearance of the street scene. On this occasion therefore, the positive benefits accrued from enhancing the visual amenity of the locality are considered to outweigh the requirement for amenity space provision which is largely a consideration for future occupants. Provision has also been made for the payment of a commuted sum towards the provision and/ or improvement of the existing outdoor playing space in the Borough which will help to ensure that both existing and prospective residents will have future access to open space and play equipment. In light of the above, the development as proposed is acceptable in terms of its design and layout and accords with the aims and objectives of Policy R/DP1 of the Gosport Borough Local Plan Review and Policies BE1 and CC6 of the South East Plan.

4. The proposed development provides a residential density of 133 dwellings per hectare. Whilst this exceeds the suggested range of 30-50 dph as set out in Policy R/H4 of the Local Plan Review it is not dissimilar to adjacent plots. Furthermore, the site is located on the A32, the principal road into the Town Centre, which has a number of bus stops, and a number of shops and local services in close proximity to the application site. In considering the above, the proposed density is acceptable in this location and accords with Policy R/H4 of the Local Plan Review and Policy H5 of the South East Plan.

5. There is a separation distance of over 25 metres between the rear elevation of the proposed extension and the rear elevations of the two storey properties to the south on Burnett Road. This is slightly below the guideline separation distances between opposing elevations as outlined in Appendix B of the Local Plan Review. However, as the rear elevations are not directly opposing and the plots are separated by a rear service road, I do not consider that the proposed development will result in a loss of mutual privacy or outlook. As the properties in Burnett Road are located to the south of the application site, the occupants will not experience any loss of light. The proposed addition will not extend a significant distance beyond the original rear elevation and consequently, the development will not have a negative impact on the amenities of the occupiers of number 11A in terms of loss of light or outlook, while the windows in the rear elevation will not increase the propensity to overlook adjacent rear gardens over and above that which already exists. The extension has been designed with a hipped roof, helping to reduce the overall mass of the addition and therefore the potential to overshadow adjoining properties. In considering this and the existing relationship between the four storey application building and number 15, any additional loss of light to this property will be limited to the early morning. To the east of the site, the opposing side elevations of numbers 5-7 and 9-11 are separated by approximately 2 metres and 3.3 metres respectively. The side elevation of the proposed extension is separated from the side elevation of number 15 by over 5.5 metres. Therefore, although this is lower than the recommended separation distance in Appendix B of the Local Plan Review, it is characteristic of the traditional plot layouts along this section of Brockhurst Road and will maintain an appropriate level of outlook for both existing and prospective residents. The windows to the main habitable rooms (bedrooms and living rooms) are positioned in the front and rear elevations while the windows in the proposed side elevation serve either kitchens or bathrooms. Therefore, whilst it is acknowledged that the proposed development will introduce additional windows in the side elevation of the building, given their limited size and in considering the rooms they are serving, the proposal will not create an unacceptable level of mutual overlooking between prospective and existing occupiers. The development therefore complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

6. The proposed plot defines on-site parking in the form of four spaces at the rear of the site. The proposed flats are two bedroomed units and as such are unlikely to create a significant demand for parking. The census data for the Brockhurst ward suggests that car ownership comprises an

average of 0.97 cars per household. The site has good links to public transport and the provision of one space per unit of accommodation is unlikely therefore to result in overspill parking in the local road network to the detriment of local amenity. The proposed parking spaces are of sufficient size and have been positioned appropriately to allow safe and convenient access. The railings at the front of the building have been designed to allow adequate intervisibility between vehicles exiting the service road and all other users of the public highway. The proposal will not significantly alter the traffic characteristics of the locality and the development will not therefore have a detrimental impact on highway or pedestrian safety. The applicant has provided an appropriate level of long-stay and visitor cycle parking facilities in accordance with the requirements of Appendix E of the Gosport Borough Local Plan Review. A bin store has also been provided at the rear of the site. In light of the above, the proposed development complies with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

7. The proposed building will incorporate a number of features designed to promote energy efficiency, reduce water consumption and make best use of renewable energy. The proposal therefore complies with the aims and objectives of Policies R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review and Policies CC4, SH8 and NRM11 of the South East Plan.

8. The applicant has confirmed a willingness to enter into a planning obligation under Section 106 relating to the payment of a commuted sum towards transport and highway improvements, in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review. 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 as proposed is acceptable in this location. It is of an appropriate design and due to its siting and orientation will not have a detrimental impact on the character of the area, the visual amenity of the locality, the amenities of existing or prospective residents or highway safety. Adequate provision is made for access, car parking, cycle parking, refuse storage, open space and highway and infrastructure improvements. As such, the proposal complies with Policies R/DP1, R/H4, R/T11, R/ENV14, R/ENV15, R/OS8, R/DP3 and R/T4 of the Gosport Borough Local Plan Review and Policies BE1, CC4, CC6, H5, SH8 and NRM11 of the South East 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).

2. Samples of all external facing and roofing materials, including the colours of the render and cladding shall be submitted to and approved in writing by the Local Planning Authority before works above slab level are commenced and the development shall thereafter be constructed 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 development hereby permitted shall not be brought into use until the areas shown on the approved plan for the parking of vehicles have been made available, surfaced and marked out and these areas shall be retained for that purpose at all times.

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

4. Samples of the materials to be used in the construction of all boundary treatment including any gate shall be submitted to and approved by the Local Planning Authority before any works above slab level are commenced and the boundary treatments shall be provided prior to the first occupation and thereafter retained in accordance with the approved details.

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

5. Details of a landscaping scheme, including the size/densities of tree/shrubs, the phasing of timing of planting and provision for its maintenance during the first five years from the date of planting, together with the materials to be used for the areas of hard surfacing shall be submitted to and approved by the Local Planning Authority before any works above slab level commence.

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

6. The landscaping scheme approved pursuant to Condition 5 shall be completed within six months following the first occupation, and any trees or plants which die, are removed or become seriously damaged or diseased during the first five years, shall be replaced with others of identical species (or as may otherwise be agreed in writing with the Local Planning Authority) during the next planting season.

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

7. The approved facilities for long stay and visitor cycle parking 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.

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

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

**ITEM NUMBER: 04.**  
**APPLICATION NUMBER: K9604/4**  
**APPLICANT: Mrs Doxey**  
**DATE REGISTERED: 26.06.2009**

**RETENTION OF USE OF 5 NO. BEDROOMS FOR BED AND BREAKFAST ACCOMMODATION (VARIATION OF CONDITION 1 K.9604/3) AND RETENTION OF SIDE, REAR AND FRONT CONSERVATORY, FRONT PERGOLA AND REAR AND SIDE SINGLE STOREY EXTENSION (as amended by plans received 28.05.09)**  
**18 Russell Road Lee-On-The-Solent Hampshire PO13 9HP**

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

Number 18 Russell Road is located on the east side of Russell Road, north of its junction with Lulworth Road. It is a west-facing, two storey detached property, with a single storey lean-to addition across the front of the dwelling. The property is set back from the road by 7.4 metres, which provides space to park 5 cars. The property has a pitched roof, with north and south facing gable ends. It is currently in use as a Bed and Breakfast Establishment. Permission for this use was granted in 2005 but a condition was imposed to limit the number of guest bedrooms to 2. However the property has since been extended by the addition of a conservatory along the side elevation, which is used as a dining room for guests and a private bedroom and bathroom for the owners, a flat roofed utility room on the southern side elevation, and a timber pergola across the front of the original dwelling. As a consequence there are now a total of five bedrooms for use as B&B accommodation, with four at first floor level (three en-suite and one with a separate bathroom) and a fifth en-suite bedroom on the ground floor, which was previously used as a dining room. At ground floor level there is also a private dining room, kitchen, lounge, toilet and hallway in the original house, for the use of the owners.

The application is for the continued use of 5no bedrooms for Bed and Breakfast accommodation (variation of condition 1 of planning permission K.9604/3) and the retention of the conservatory, utility room and pergola. The conservatory is 2.7 metres wide by 13 metres deep, and extends from the front elevation of the existing single storey lean-to and beyond the rear elevation of the dwelling by 1.1 metres. It has an obscure glazed UVPC lean-to roof that is 3.1 metres high. On the southern side elevation of the property the utility area has been extended by 3 metres in depth.

To the north is 20 Russell Road, which forms the southern half of a pair of semi-detached properties. It has a hipped roof. On its rear elevation there is a flat roofed, single storey extension. To the south is 16a Russell Road, which forms the northern half of a pair of semi-detached properties. It has a pitched roof, with north facing gable end. To the front of this property there is a single storey, flat roofed addition. To the east is a garage court and parking area.

This section of Russell Road is predominantly residential, and characterised by large detached properties, set back from the road by at least 4 metres, set within rectangular plots.

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

K.9604/1 demolition of existing and erection of detached house and garage permitted 18.05.82  
K.9604/2 detached dwelling and a garage permitted 16.08.82  
K.9604/3 change of use (retrospective) of property as guest house (2 guest rooms) (Class C1) permitted 23.06.05

### ***Relevant Policies***

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

R/T11  
Access and Parking  
R/DP3  
Provision of Infrastructure, Services and Facilities  
R/T4  
Off-site Transport Infrastructure  
R/CF11  
Improvement or Development of Tourist Accommodation and Conference Facilities

### **Consultations**

Building Control	no response
Environmental Health (Commercial)	no objection
Local Highway Authority	Transport contribution required. Vehicle, cycle parking and pedestrian access required and extension of footway crossing needed.

### **Response to Public Advertisement**

nil

### **Principal Issues**

1. The main issues are the impact of the intensification of the Bed & Breakfast use on the character and amenity of the area, the provision of vehicle and cycle parking and the impact of the extensions on neighbouring properties.
2. Although there has been intensification in the use of this property as a Bed & Breakfast, the residential appearance of this property has been retained. As this section of Russell Road is characterised by large detached properties, with space to park 4-5 cars to the front of each dwelling, the use of the property as a B&B and the parking of up to 5 cars on the driveway will not be out of character with the area. As there is currently a shortage of tourist accommodation in the Borough the use of this property as a B&B provides an important facility. Policy R/CF11 relates to the development of tourist facilities that are in keeping with the local area and do not generate excessive traffic. The use of the property as a B&B has already been established, and sufficient parking for vehicles and cyclists will be provided. As such the increase in the number of bedrooms will not adversely affect the local area.
3. Policy R/T11 relates to the provision of parking for cars and cyclists, and ensures that access for vehicles to the site is safe. Appendix E of the Gosport Borough Local Plan Review, sets the maximum parking limit for a guest house as 1 space per bedroom. Plans have been submitted showing the layout of parking to the front of the site and the provision of long stay and short stay cycle parking. 5 car parking spaces are provided to the front of the property. The spaces are sufficient in size to prevent the overhanging of the adjacent highway and the footway crossing will be extended. The plan indicates safe access to the site for pedestrians. Adequate short stay and long stay cycle parking is proposed. The implementation of the cycle parking, car parking layout and extended footway crossing will be dealt with by condition. For the above reasons, the proposal complies with Policy R/T11 of the Gosport Borough Local Plan Review.
4. The side conservatory, extended utility room and front pergola are in keeping with the design of the property. Although the pergola and conservatory are publicly visible, they do not have a detrimental impact on the visual amenity of the local area. Due to the orientation of the property and its relationship with number 20 and 16b, the extensions do not have a significant impact on the

amenities of these properties, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.

5. The applicant has confirmed a willingness to enter into a planning obligation under Section 106 relating to the payment of a commuted sum towards transport and highway improvements, in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review. 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 transport infrastructure, services and facilities.

**Reasons for granting permission:**

1. Having regard to the provision of the Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development is acceptable in this location and as such complies with Policies R/DP1, R/T11 and R/T4 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

1. The approved facilities for the storage of cycles shall be provided within two months of the date of this permission 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.

2. The area shown on the approved plan for the parking of vehicles shall have been made available and marked out within two months from the date of this permission and the area 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.

3. The footway crossing shall be constructed in accordance with the approved plan within three months of the date of this permission, unless otherwise agreed by the Local Planning Authority.

Reason - In the interests of highway safety, and to comply with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 05.**  
**APPLICATION NUMBER: K17685**  
**APPLICANT: Miss L Bowles**  
**DATE REGISTERED: 21.04.2009**

**ERECTION OF 3 SECTION GALVANISED STEEL TILT OVER MAST WITH 3 ELEMENT BEAM ANTENNA, 1 SINGLE ELEMENT ANTENNA AND 2 POLE ANTENNAS ON ROOF  
58 Tukes Avenue Gosport Hampshire PO13 0SF**

***The Site and the proposal***

The application site is located in the residential area of Bridgemary fronting Tukes Avenue, one of the main routes through the area. It is a mid terraced property in a terrace of four on a part of Tukes Avenue which diverts behind the main part of the road. Opposite this terrace, and the similar terraces to the north which characterise the area, is a row of parking spaces, and beyond that an area of landscaped open space which stretches to the main part of Tukes Avenue. To the rear of the application property are the rear gardens of a terrace of 3 properties, numbers 11, 12 and 13 Nursery Close, which front a footpath linking to the vehicular part of Nursery Close. These 3 properties have direct views into the application site. At right angles to this terrace of three, and to the north and south of it, there are 5 property terraces also fronting foot path links to the vehicular part of Nursery Close. Direct views into the application site from the properties at the western ends of these two terraces are obscured to some extent by trees. To the north of the application site is a large area of public open space from which footpaths link through to the surrounding residential areas. There is an access road running behind the properties fronting Tukes Avenue which terminates at the northern boundary of the application site.

The application is for the retention of an amateur radio mast with an antenna array in the rear garden set into a concrete block and 2 pole antennae on the roof.

***Relevant Planning History***

None

***Relevant Policies***

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

***Consultations***

nil

***Response to Public Advertisement***

1 letter of objection.  
Issues raised:  
Appearance unsightly

***Principal Issues***

1. The 2 poles on the roof are slender and less obtrusive than many television aerials in the vicinity and do not have an unacceptable impact on the street scene. The applicant has an OFCOM licence to operate the mast as a hobby and the potential for interference on television and radio signals is controlled through this licence. Therefore the issue in this case is whether the 3 section

galvanised steel tilt-over mast in the rear garden and its array of antennae is an appropriate form of development in this location.

2. The upper sections of the mast are not much thicker than a scaffolding pole and the lower, thicker element is screened by trees and the boundary treatment of the application site and surrounding properties so it is not publicly visible. However, the antennae due to their spread, number and height above the ground, appear an incongruous feature in this residential area. Due to the difficulties the applicant has in extending the mast to its full height unaided, the mast is usually operated in an un-extended state and the antenna cannot normally be seen above the roof-line when the property is viewed from Tukes Avenue. However there are clear views of the mast and antenna from numbers 11,12 and 13 Nursery Close, from the access road behind the property, and from the area of public open space to the north. Although the antennae cannot be seen above the roof of the house most of the time, if the mast were to be fully extended the antennae would be extremely prominent in the street scene. As such the mast with its array of antennae by reason of its size, prominence and incongruity causes significant harm to the character and appearance of this residential area contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

**RECOMMENDATION: Refuse**

For the following reason:-

1. The mast with its array of antennae by reason of its size, prominence and incongruity causes significant harm to the character and appearance of this residential area contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.