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2 August 2010

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

**MEETING:** Regulatory Board  
**DATE:** 10 August 2010  
**TIME:** 6.00pm  
**PLACE:** Council Chamber  
**Democratic Services contact:** Lisa Reade

**Please Note:** A site visit has been arranged for 8.30am at 36 St Mary's Avenue, Gosport on the morning of this meeting.

LINDA EDWARDS  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

Councillor CR Carter (Chairman)  
Councillor Edwards (Vice Chairman)

Councillor Ms Ballard	Councillor Ronayne
Councillor Henshaw	Councillor Scard
Councillor Hylands	Councillor Miss West
Councillor Langdon	Councillor Wright

The Mayor (Councillor Allen) (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 and Planning Services:** 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. Councillors are requested to note that, if any Councillor who is not a member of the Board 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 13 JULY 2010.

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, 6 August 2010. 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, 6 August 2010).*

6. REPORTS OF THE BOROUGH SOLICITOR

*Schedule of planning applications with recommendations.  
(grey sheets – pages 1 –30/1 )*

PART II  
Contact Officer:  
Debbie Gore  
Ext 5455

7. ANY OTHER ITEMS

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

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

**10th August 2010**

### **ITEMS WITH RECOMMENDATIONS**

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

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01.	3	K17788	36 St Mary's Avenue Gosport Hampshire PO12 2HX	Grant Permission
02.	7	K14416/3	Land Adjacent To 90 Green Crescent Gosport	Grant Permission
03.	15	K17786	Garage Site Opposite 1 Ashburton Road Gosport PO12 2LH	Grant Permission
04.	20	K17819	Land At HMS Daedalus Chark Lane Lee-On-The-Solent Hampshire PO13 9FL	Grant Permission
05.	29	K16983/1	Highway Verge At Grange Lane Gosport Hampshire PO13 9UR	Grant Permission

**ITEM NUMBER: 01.**  
**APPLICATION NUMBER: K17788**  
**APPLICANT: Mr Justin Galloway**  
**DATE REGISTERED: 11.03.2010**

**ERECTION OF TWO STOREY REAR EXTENSION AND FRONT ROOFLIGHT (as amended by plans received 09.06.10)**  
**36 St Mary's Avenue Gosport Hampshire PO12 2HX**

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

This application was considered by the Regulatory Board on 13 July 2010 when Members resolved to defer the item for a site visit.

The application property is a two storey detached dwelling located on the southern side of St. Mary's Avenue. The property is constructed from red brick with a tiled hipped roof. The rear garden is over 20 metres long and is bordered on both sides by 1.6 metre high wooden fencing and shrubs/planting. The properties on the southern side of St Mary's Avenue vary in size and design but are typically set back from the road frontage by approximately 10 metres. Many have conservatories on the rear elevation. The neighbouring property to the west, number 34, is a two storey hipped roof dwelling with a double bay window on the eastern side of the rear elevation. The eastern elevation of the property contains a door and ground floor obscure glazed window and a first floor bedroom window. The rear roof slope contains a number of solar panels. To the east of the site is number 38, also a two storey detached dwelling. It is constructed from red brick and has a projecting pitched roof element on the front elevation together with a timber lean-to structure on the western elevation which extends beyond the rear elevation and into the back garden. There are no windows in the side elevation of this property facing onto the application site. Numbers 34 and 38 are set off the shared boundary with the application site by 1.2 metres and 2.3 metres respectively and there is a separation distance of 2.5 metres and 3.7 metres respectively between the side elevations of these properties and the opposing side elevation of the application dwelling.

Originally, the application was for the erection of a front dormer window, 4 metre deep two storey rear extension and first floor bedroom window in the western elevation. However, amended plans have been received reducing the depth of the rear extension to 3.5 metres and removing the front dormer window and first floor side window. The front dormer window has been replaced by a single rooflight on the front roofslope.

The proposed two storey extension will have a double hipped roof and will extend across the width of the rear elevation. It will be set off the shared boundaries with numbers 34 and 38 by 1.2 metres. The rear elevation will contain a set of double patio doors and windows at ground floor level with two bedroom windows at first floor level. No windows are proposed in the side elevations of the extension. New ground (dining room) and first floor (bathroom) windows will be installed in the original eastern elevation. The conservatory that was on the rear elevation of the dwelling has already been demolished.

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

Nil

### ***Relevant Policies***

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

## **Consultations**

Nil

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

6 letters of objection received to original plans;

Issues raised:-

- the proposed extension by reason of its excessive size, depth, width, height and massing is unacceptable and is out of keeping/character with the local area
- the extension would be an eyesore
- the proposed extension would not follow the established pattern of development on the southern side of St Mary's Avenue
- the extension is sited too close to the shared boundaries
- the extension does not comply with Policy R/DP1 or Appendix B of the Gosport Borough Local Plan Review
- approving the extension would set a precedent for similar developments
- loss of light, outlook and privacy
- the applicant could add further additions on the rear elevation of the extension, further exacerbating problems associated with loss of light and outlook
- the overshadowing caused by the extension will reduce the efficiency of the solar heating system at number 34
- the development does not promote energy conservation or renewable energy resources
- the proposal would result in an increased risk of flooding and the application should therefore have been accompanied by a Flood Risk Assessment
- the applicant did not adequately notify local residents
- site notices were not displayed
- disturbance during construction
- there is a discrepancy between the number of chimney pots shown on the elevational drawings and the number of chimney pots shown on the roof plan
- the rear conservatory has already been demolished

7 additional letters received to amended proposal;

Issues raised:-

- the amendment does not overcome previous concerns

### ***Principal Issues***

1. The application site is not located within a designated Flood Zone and, as such, there is no requirement for a Flood Risk Assessment. Drainage and rainwater discharge will be dealt with under the Building Regulations. Applicants are not formally required to notify neighbours of their proposals. Applications are advertised by the Local Planning Authority in accordance with the Council's Statement of Community Involvement. In this case, letters were sent to neighbouring occupiers. Although the Local Planning Authority is keen to promote energy conservation, there is no requirement for applicants to incorporate energy saving measures within developments for residential extensions. Whilst it is possible that the proposal could reduce the efficiency of the solar heating system on the roof of number 34, given the separation distance between this dwelling and the proposed extension, and the orientation of the dwellings, I do not consider that the loss of sunlight to the solar panelling will be unduly significant. Future planning applications will be publicly advertised and considered on their own individual merits in the light of the relevant policies of the Gosport Borough Local Plan Review. A certain level of disturbance is inevitable during the construction period. However, if it becomes excessive, it can be dealt with through the Environmental Health legislation. The submitted plans are accurate for the purpose of determining this application. Whilst the number of chimney pots shown on the elevational drawings differs from that shown on the roof plan, as the chimneys are unaffected by the proposed development, this discrepancy does not prejudice the accurate assessment of the planning application. Planning permission was not required to demolish the rear conservatory. The main issues in this case therefore are the acceptability of the design of the front rooflight and rear extension and their impact

on the visual amenity of the locality and the amenities of the occupiers of the neighbouring properties with particular regard to potential loss of light, outlook and privacy.

2. Due to its limited dimensions, the front rooflight will not create an incongruous feature on the front roofslope or detract from the appearance of the streetscene. The two storey rear extension has been designed with a double hipped roof which is sympathetic to the profile of the main roof. The ridge is set slightly lower than the main ridge tile and the extension will be built using matching materials. Although it is acknowledged that the rear elevations on this side of St. Mary's Avenue follow a largely uniform pattern of development, given the size of the site, and the area of garden that is to be retained, I do not consider that the proposal represents an unacceptable overdevelopment of the plot, to the detriment of the character of the locality. The extension is positioned at the rear of the dwelling and it will not therefore be easily visible from public view. Under the circumstances, and in light of the above, the proposal will not have a detrimental impact on the appearance of the dwelling, or the character and visual amenity of the locality. In considering the above, the proposed development is acceptable in design terms and complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. Due to its position within the roof, the proposed front rooflight will not allow an unacceptable level of overlooking of any of the neighbouring properties. The proposed two storey rear extension has a hipped roof which helps to reduce its overall mass and therefore its potential to overshadow the adjacent dwellings. The addition is also set in from the shared boundaries by 1.2 metres and will be set in from the side elevations of numbers 34 and 38 by 2.5 metres and 3.7 metres respectively. When considering these factors in combination, and the size of the plots, I am satisfied that the proposal will not appear unduly oppressive or overbearing to any neighbouring residents. Due to the orientation of the dwellings, it is possible that the adjoining occupiers will experience an element of overshadowing during certain periods of the day. However, this is likely to be confined to the early hours and late afternoon. In my opinion, due to the hipped roof and separation distance between dwellings, the potential loss of light is unlikely to create an unacceptable living environment for the neighbouring occupants. Due to the position of the existing windows in both the side and rear elevations, I do not consider that the development will increase the propensity to overlook the neighbouring dwellings over and above that which currently exists from the application property. Under the circumstances, the proposed development is acceptable and complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

### **RECOMMENDATION: Grant Permission**

#### **Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is acceptable in this location. It is of an appropriate design and will not have a detrimental impact on the appearance of the dwelling, the character or visual amenity of the locality or the amenities of the occupiers of the neighbouring properties. As such, the development complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

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

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.  
Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

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

9018/02, 9018/03 (Rev E), 9081/01

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

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

Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 02.**  
**APPLICATION NUMBER: K14416/3**  
**APPLICANT: Mrs C Elgie**  
**DATE REGISTERED: 07.06.2010**

**ERECTION OF 5NO. DWELLINGS WITH ASSOCIATED AMENITY SPACE AND PARKING  
Land Adjacent To 90 Green Crescent Gosport**

***The Site and the proposal***

The application site is a rectangular plot measuring approximately 0.09 hectares in area and is located in the north western corner of Green Crescent. The site is currently occupied by two pre-fabricated garage blocks, each comprising 3no. garages. The garages are 2.4 metres high. Access to the site is via Green Crescent, between numbers 88 and 90 Green Crescent. Access is also available from the northern end of the site, via a service road which runs parallel to the rear gardens of numbers 34-64 and 66-88 Green Crescent. The locality is characterised by two storey semi detached and terraced properties set in rectangular plots with rear gardens in the region of 15 metres long. The majority of properties are constructed from red brick with hipped or pitched roofs of concrete interlocking tiles.

The application site is bordered on its southern side by number 90 Green Crescent. This property is the northern half of a pair of two storey semi detached dwellings constructed from red brick under a tiled pitched roof. The property has a rear garden approximately 15 metres long which runs parallel to the application site. Along the northern boundary of the garden, adjacent to the development site, is a 1.6 metre high brick wall. The wall extends the entire length of the plot, tapering down to approximately 1.2 metres in height at the front of the dwelling. There are 2no. doors and 3no. ground floor windows (1no. of which is obscure glazed) and 3no. first floor windows (1no. obscure glazed) in the northern elevation facing onto the application site. The property has a short front driveway, set behind double metal gates. Immediately to the west of the application site are the rear boundaries of numbers 86-92 Rowner Lane. These are two storey semi detached dwellings with rear gardens approximately 15-20 metres long. Some of the properties have rear additions and free standing buildings within the rear gardens. All the properties have first floor rear windows. To the north of the site there is the service road, beyond which are the rear gardens of the two storey dwellings fronting both Green Crescent and Rowner Lane. These are terraced dwellings, set on rectangular plots, with 15 metre long rear gardens. Many of the properties have rear garages, accessed via the service road. Adjacent to the eastern boundary of the site there is a footpath linking the service road to Green Crescent. Beyond the footpath is number 88 Green Crescent, the western half of a pair of two storey semi detached properties. The dwelling has a ground floor bay window on the front elevation with a single storey lean-to side garage on the western elevation. The garage is accessed via a short length of hardstanding, which provides sufficient space to park an additional car. There are 2no. first floor windows in the side elevation facing onto the application site, both of which are obscure glazed.

The application is for the demolition of the existing garage blocks and the erection of 5no. three bedroom dwellings comprising 2no. semi detached dwellings and 3no. terraced properties. The dwellings would be two stories high and would occupy a central position within the site with the ridges running north-south. Each dwelling has its own private area of amenity space positioned at the rear of the building and enclosed by a 1.8 metre high close boarded fence. The gardens are between 9 metres and 10 metres long with space allocated for the secure storage of bicycles.

Parking for 8no. vehicles is provided at the front of the properties, together with a designated turning area. Barriers are to be erected at the rear of each space to prevent vehicles overrunning into the proposed boundary wall. The existing vehicular access from Green Crescent is to be widened. This will require the removal of a small ornamental tree and the relocation of a single lamp post. The vehicular access from the northern end of the site will be stopped up. Traffic calming measures are shown at the entrance of the site and it is proposed to include a staggered pedestrian barrier at the southern end of the existing footpath. A bin collection area is shown at the northern

end of the site, adjacent to the rear service road. The applicant has submitted supporting information confirming that the northern side of the site is to be bordered by a 1.8 metre brick wall, complete with a gate to facilitate the collection of refuse bins. The wall will also extend along the entire length of the public footpath, tapering down to 1 metre at its southern end and 0.6 metres adjacent to the vehicular entrance.

### **Relevant Planning History**

This application follows 3no. previous submissions which were withdrawn.

K.14416 - Erection of 3no. terraced houses - withdrawn 02.09.94

K.14416/1 - Erection of two pairs of semi detached dwellings - Regulatory Board resolved to grant planning permission - withdrawn 14.02.08 as applicant did not wish to progress the required Section 106 Agreement

K.14416/2 - Erection of two pairs of semi detached dwellings - withdrawn 30.04.08 prior to being considered by the Regulatory Board due land ownership issues

### **Relevant Policies**

Planning Policy Statement

PPS25

Development and Flood Risk

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/ENV2

River and Groundwater Protection

R/ENV4

Treatment of Foul Sewage and Disposal of Surface Water

R/ENV5

Contaminated Land

R/DP3

Provision of Infrastructure, Services and Facilities

R/T4

Off-site Transport Infrastructure

R/OS8

Recreational Space for New Residential Developments

R/OS13

Protection of Habitats Supporting Protected Species

### **Consultations**

Building Control	No objection. Sprinkler system would be required.
Housing Services (Operational)	No objection. An easement would be required over the land owned by Gosport Borough Council.
Streetscene (Waste & Cleansing)	No objection. The bin collection point is of adequate size to accommodate the requisite number of bins, which can be collected from the rear service road.

Local Highway Authority	No objection. However, in the interests of pedestrian safety, the wall at the southern end of the footpath should taper down to no more than 600mm in height.
Streetscene (Parks & Horticulture)	No objection. The tree shows sign of previous damage and has decline within the crown. It is not therefore worthy of retention.

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

10 letters of objection received;

Issues raised:-

- The applicant has not consulted neighbours
- Land ownership
- The plans and information within the Design and Access Statement relating the width of the access, the trees present on site and the purchase of the garage units is incorrect
- Disturbance from lorries during construction
- The introduction of tarmac at the front of the dwellings will encourage skateboarding and children playing football
- Loss of the public footpath
- The density of the development is too high
- Loss of privacy
- Overshadowing and loss of light
- Noise disturbance from vehicular movements
- Proximity of the proposed houses to the rear boundary of number 88
- The removal of the lamppost will make the area dark/unsafe
- Access to the site should be taken from the service road to the north of the site
- The development will result in parking problems
- Pedestrian and highway safety
- There will be inadequate intervisibility between pedestrians and vehicles at the site entrance
- A safety audit is required with regard to the proposed access
- The staggered barriers will restrict the use of the public footpath by users of mobility scooters
- The proposed turning area is inadequate
- Access for emergency service vehicles
- Loss of tree at site entrance
- The land is currently an environmental asset and is a habitat for insects and animals
- Bats have been seen within the locality
- Problems with surface run off and potential instances of flooding
- Provision of dropped kerbs by the Council so that local residents may park off-road
- The proposed gardens are too small and do not comply with the guideline figures set out in Appendix B of the Gosport Borough Local Plan Review.
- Land would be better used as a formal area for car parking

### ***Principal Issues***

1. The applicant is not formally required to notify neighbours of a proposed development and the proposal has been publicly advertised in accordance with the Council's Statement of Community Involvement. The applicant has served the relevant notices on those persons who have an interest in the land. The submitted drawings are accurate and provide sufficient detail for planning purposes. A certain level of noise and disruption during the construction period is likely but if it becomes excessive it can be dealt with under the Environmental Health legislation. The development will not result in the loss of the public footpath. Instances of anti-social behaviour would need to be reported to the local police. The site is not located with a Flood Zone and the applicant is not therefore required to carry out a Flood Risk Assessment. The site is located on Brownfield land within the urban area where the principle of residential development is acceptable provided that the details

accord with the relevant policies 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, parking and access arrangements and the provision for cycle parking, refuse storage, open space and transport contributions.

2. The proposal is for 5no. dwellings, one more than was previously considered acceptable under application K.14416/1. However, the resultant residential density is reflective of the locality and is acceptable in this location, particularly given the site's proximity to local shops and services in Rowner Lane. The locality is characterised by two storey semi detached and terraced houses and the proposed dwelling types are appropriate to this context. As with the previous proposal, the dwellings will occupy rectangular plots which reflect the established pattern of development in the locality and they have been sited to create a natural extension of the streetscene. The dwellings have a simple design reflecting the appearance of other properties in the locality. The simple barn-hipped roofs are appropriate in this location, while the small roof canopies and single brick courses above the kitchen windows add detail and visual interest to the front elevations. As with the previous scheme, the proposed gardens will be in the region of 9-10 metres long. Although slightly smaller than the guideline dimensions set out within Appendix B of the Gosport Borough Local Plan Review, they are, again, considered of sufficient size to provide a functional area of amenity space for prospective occupants. There is also a large open area of grass in close proximity to the application site. The proposed parking has been positioned at the front of the dwellings and this is a common arrangement in Green Crescent where frontage parking predominates. There are a number of mature trees in the vicinity that make more positive contribution to the visual amenity of the locality. The removal of the small tree which is a poor specimen and not worthy of retention will not have an adverse impact on the appearance of the area. The applicant has indicated the provision of a raised area of soft landscaping adjacent to the turning area and this will help to ensure the frontage to the dwellings is not dominated by hard surfacing. The proposed parking spaces are to be marked out with brick pavers and this will further help to break up the hard surface at the front of the dwellings. There are a variety of boundary treatments in the locality and the provision of a brick wall on the northern and eastern boundaries and close boarded fencing within the rear gardens is in keeping with the character of the area. For the above reasons, the proposed development will enhance the overall appearance of the area and accords with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The two storey rear elevations of numbers 86-92 Rowner Lane will be located approximately 22 metres from the rear elevation of the application properties. Although approximately 1 metre closer when compared to the previous scheme, this exceeds the guideline separation distance between opposing rear elevations as outlined within Appendix B of the Gosport Borough Local Plan Review. In light of this, and given the orientation of the dwellings, the proposal is, again, unlikely to have an unacceptable impact on the living conditions of the occupiers of these dwellings in terms of loss of light, outlook and privacy. Like the previous scheme, the front elevations of the proposed dwellings will be set back approximately 10 metres behind the front elevation of number 90 and there is a separation distance of over 3.5 metres between opposing side elevations. The orientation of the properties and the absence of windows in the southern elevation of Plot 5 means the development will not have an unacceptable impact on the living conditions of the occupiers of this dwelling. The separation distance between the front elevations of Plots 3, 4 and 5 and the side elevation of number 88 to the east is approximately 17.5 metres, the same as under application K.14416/1. This, together with the existing obscure glazing at number 88, is therefore sufficient to ensure that the development will not have an unacceptable impact on the amenities of the occupiers of this dwelling in terms of loss of light, outlook or privacy. Access to the site is to be from Green Crescent as resolved to be approved under application K.14416/1. As this is already used to serve 6no. garages, together with an informal area for parking, the comings and goings associated with 5no. new dwellings is unlikely to significantly increase the propensity for noise disturbance over and above that which currently exists. Notwithstanding this, the passing of vehicles over any traffic calming feature at the entrance to the site could result in noise disturbance for adjacent occupiers. In the interests of residential amenity therefore, it is proposed to attach a condition requiring the submission of full details of this feature for approval. Subject to the above condition, the proposed

development is acceptable and complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. This proposal again provides 8no. car parking spaces. According to Census information, car ownership within the Bridgemary South ward averages 1.01 cars per household. As such, the provision of 8no. parking spaces for 5no. dwellings is likely to be sufficient to meet the demand for both resident and visitor parking. Adequate space is available at the front of the dwellings to ensure that the parking spaces can be accessed in a safe and convenient manner and the proposed turning area is of adequate size to allow vehicles to manoeuvre so as to exit the site in a forward gear. The proposed access is already established and Hampshire Highways have confirmed that it has sufficient width to allow safe entry and egress. Like the previous proposal, the wall adjacent to the footpath will taper down to 600mm in height at its southern end and this will help to ensure that there is adequate intervisibility between vehicles entering/exiting the site and all others users of the highway. The provision of staggered barriers at the southern end of the footpath is an important safety feature that will give a clear delineation between the pedestrian and vehicular surfaces. Appropriate provisions have been made for the secure storage of bicycles and for refuse storage. A condition is proposed which will require the submission of details of visitor bicycle parking. Subject to this condition, and a condition to control the implementation of the proposed access and parking arrangements, the development is acceptable. The development will not be detrimental to highway or pedestrian safety and accords with Policy R/T11 of the Gosport Borough Local Plan Review. It should be noted that a single lighting column will require relocating in order to facilitate use of the proposed access. The applicant has been advised of this matter and is in contact with the local highway authority.

5. As there are currently garages on the site, there is a small risk of land contamination from oil associated with domestic cars. It is therefore proposed to attach a condition requiring the submission of a Desk Top Study and site investigation/mitigation prior to the commencement of development. Subject to this condition, the proposal complies with Policy R/ENV5 of the Gosport Borough Local Plan Review.

6. There is no evidence of bat activity at the site and having referred to Natural England's Standing Advice, the site is highly unlikely to provide a habitable environment for this protected species. The applicant is aware of the need to notify the relevant authorities if the situation on site changes. The proposal will not be harmful to any protected species and the development therefore complies with Policy R/OS13 of the Gosport Borough Local Plan Review.

7. For this type of development it is appropriate to require an assessment to be carried out into the potential for disposing waste water by means of a sustainable drainage system (SuDS) in accordance with the principles of sustainable drainage systems set out in Planning Policy Statement 25: Development and Flood Risk, and Policies R/ENV2, R/ENV4 and R/ENV5 of the Local Plan Review, and this shall be controlled by planning condition.

8. The provision of 5no. dwellings generates a requirement for additional outdoor playing space to meet the needs of prospective residents and will also increase trip generation to and from the site. 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. 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 by reason of its design and layout is acceptable in this location. It will not have a detrimental impact on the character or visual amenity of the locality, the amenities of prospective occupiers or the occupiers of neighbouring properties, or highway and pedestrian safety. Adequate provision is made for car parking, cycle parking, refuse storage, contaminated land, open space and highway and infrastructure improvement and there will be no impact on protected species. As such, the development complies with Policies R/DP1, R/H4, R/T11, R/ENV2, R/ENV4, R/ENV5, R/OS13, R/OS8, R/DP3 and R/T4 of the Gosport Borough Council Local Plan Review.

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

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

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

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

19/APR/09 and 19/APR/09/A

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. No works pursuant to this permission shall commence until there has been submitted to and approved, in writing, by the Local Planning Authority:

(a) A desk top study documenting all the previous and existing land uses of the site and adjacent land in accordance with national guidance as set out in Contaminated Land Research Report Nos. 2 and 3 BS1175:2001; and unless otherwise agreed in writing by the Local Planning Authority;

(b) A site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the desk top study in accordance with BS10175:2001 - Investigation of Potentially Contaminated Sites - Code of Practice;

and, unless otherwise agreed in writing by the Local Planning Authority;

(c) A detailed scheme for remedial works and measures to be undertaken to avoid risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such scheme shall include nomination of a competent person to oversee the implementation of the works.

Reason - To prevent pollution of the water environment and in the interests of the safety and amenity of future site occupants in compliance with Policy R/ENV5 of the Gosport Borough Local Plan Review.

4. The development hereby permitted shall not be first occupied until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 3(c) that any remediation scheme required and approved under the provision of condition 3(c) has been implemented fully in accordance with the approved details (unless varied with the written agreement of the Local Planning Authority in advance of implementation). Unless otherwise agreed, in writing, by the Local Planning Authority such verification shall comprise:

a) As built drawings of the implemented scheme

b) Photographs of the remediation works in progress

c) Certificates demonstrating that imported and/or material left in situ is free of contamination.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 3(c).

Reason - To prevent pollution of the water environment and in the interests of the safety and amenity of future site occupants in compliance with Policy R/ENV5 of the Gosport Borough Local Plan Review.

5. No development shall take place until details of drainage works have been submitted to and approved, in writing, by the Local Planning Authority and the development shall be carried out in accordance with the approved details. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SuDS) in accordance with the principles of sustainable drainage systems set out in Appendix E of PPG 25, and the results of the assessment provided to the Local Planning Authority. Where a SuDS scheme is to be implemented, the submitted details shall:

(i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and

(ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

(iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details.

Reason - In the interests of the safety and amenity of future occupants, to prevent pollution of the water environment and to reduce the risk of erosion, flooding and ecological damage in compliance with Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

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

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.

7. Before works above slab level are commenced details of the proposed traffic calming feature at the entrance to the site shall be submitted to and approved, in writing, by the Local Planning Authority. The development shall not be first occupied until the details approved under this condition have been provided. The approved feature shall thereafter be retained.

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

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

9. Before works above slab level are commenced details of all boundary treatment, including gates and the staggered pedestrian barrier at the southern end of the footpath, shall be submitted to and approved, in writing, by the Local Planning Authority. The development shall not be first occupied until the details approved under this condition have been provided and thereafter shall be retained.

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

10. The development hereby permitted shall not be occupied until the areas shown on the approved plan for the parking of vehicles have been made available, surfaced and marked out in accordance with a detailed scheme submitted to and approved, in writing, by the Local Planning Authority.

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

11. The approved facilities for the long stay storage of cycles shall be provided before the development is first occupied and thereafter retained.

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

12. The area allocated for the storage and collection of refuse shall be provided before the development is first occupied and thereafter retained.

Reason - In order to protect the amenities of the area and to ensure that adequate refuse storage is provided, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

13. The development shall not be first occupied until the new access has been provided in accordance with the approved plans.

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

14. No development shall take place until full details of the soft landscaping works have been submitted to and approved, in writing, by the Local Planning Authority. These details should include planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes, the proposed number/densities and an implementation programme.

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.

15. The approved landscaping scheme shall be completed within six months from the completion of the building, 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.

16. The boundary wall shown between points 'C - D' on the approved plans shall not exceed 600mm in height.

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: 03.**  
**APPLICATION NUMBER: K17786**  
**APPLICANT: Ms J Windsor**  
**DATE REGISTERED: 03.03.2010**

**CHANGE OF USE FROM RESIDENTIAL GARAGES TO ONE BEDROOM RESIDENTIAL UNIT, INCLUDING ALTERATIONS TO FRONT ELEVATION TO INCORPORATE NEW FRONT DOOR, WINDOWS AND 3NO. ROOF LIGHTS (CONSERVATION AREA) (as amplified by email dated 14.06.10 and amended by plan received 14.06.10)**  
**Garage Site Opposite 1 Ashburton Road Gosport PO12 2LH**

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

The application site is located in an existing established residential area within the Urban Area Boundary on the north side of Ashburton Road within the Anglesey Conservation Area. It adjoins the entrance to Alverstoke Community Infant School and is within easy walking distance of the Alverstoke Village Local Shopping Centre. This end of Ashburton Road contains a variety of large primarily Victorian detached and semi-detached houses. The site is approximately 10 metres deep and varies in width between 4 metres at the rear and 6.5 metres at the front. There is a full width dropped kerb providing vehicular access from Ashburton Road. The site contains an existing double garage/coach house which was once in the ownership of 1 Ashburton Road, but was retained by the current owner and applicant, when 1 Ashburton Road was sold and divided into two properties. It is currently used for residential storage and parking. It is built in red brick under a slate pitched roof with a ridge running from west to east. It is approximately 5.5 metres high to the top of the ridge and contains two sets of double plywood covered, black painted garage doors with concrete lintels in the south elevation. There is a concrete hard standing in front of the building. The walls of the garage form the boundary walls to the back gardens of residential properties located to the west, 1 Paget Road, and north, 9 Village Road, and with the school to the east. The southern 1.8 metres high brick boundary wall serving 1 Paget Road extends back along the western boundary to the site increasing in height to 2.2 metres adjacent to the garage. There is a 1.8 metres high brick wall to the east side boundary beyond which lies a 2.4 metres high hedge situated within the school grounds. The building faces part of the front elevation of 1 and 1A Ashburton Road and the adjoining parking area which serves them. There is a boundary fence and two 4 metre high trees and a number of shrubs in the front gardens to these properties.

It is proposed to convert the existing garage into a one bedroom dwelling with accommodation on two floors. The footprint of the building will not change. The existing vehicular access will be used to serve the development. When the application was originally submitted it was proposed to install two new dormer windows in the front roof slope to provide light to the first floor accommodation. The western garage door was to be removed to create an opening so that a car could park partially in the building with its front projecting out into the courtyard area. A door and window were to be installed in place of the eastern garage door.

The existing building is constructed in a simple form and characteristic of out buildings of the mid-Victorian period. The design proposed incorporating the introduction of large dormers was considered inappropriate in design terms as was the creation of a large void on the ground floor front elevation thereby fundamentally changing the simple form of the building to an overly detailed residential conversion.

Following discussions, the applicant has amended the design to better reflect the character and original simple design of the building. The front roof slope is to contain three traditional, metal conservation roof lights fitted with obscure glazing. At ground floor level on the front elevation the western garage door will be replaced by a full height three pane window with a small window and front door to the east. The windows and door will be constructed in timber, the door having a simple vertical plank design. There will be curved brick arch detailing above these features. Matching bricks will be used for the infill areas and the existing slate roof will be retained and repaired where necessary. There will be no windows in the side or rear elevations of rear roof slope. There will be

an open plan living/kitchen area on the ground floor with space for storing a cycle in the hall and a WC. The first floor will contain a bedroom and en-suite shower room.

The courtyard at the front of the building will be surfaced with decorative stone cobbles with a path laid to the front door in York stone style paving slabs. The courtyard will provide space for a car to park parallel to the road utilizing the existing retained dropped kerb access. A visitor cycle hoop is to be provided along with space for the storage of two wheeled refuse and recycling bins at the eastern side of the courtyard area.

The applicant is aware that there are stag beetles in the adjoining back garden serving 9 Village Road. However, there is no evidence of suitable stag beetle habitat or food source on the application site. In addition, the applicant has inspected the site for other protected species, such as bats and has found no evidence. The applicant is also aware of the need to notify the appropriate authorities, should the situation change.

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

Nil

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

- R/DP1  
General Standards of Development within the Urban Area
- R/DP3  
Provision of Infrastructure, Services and Facilities
- R/BH1  
Development in Conservation Areas
- R/H4  
Housing Densities
- R/T4  
Off-site Transport Infrastructure
- R/T11  
Access and Parking
- R/OS8  
Recreational Space for New Residential Developments
- R/OS13  
Protection of Habitats Supporting Protected Species

### ***Consultations***

The Gosport Society	No objection.
Building Control	Access for Fire Brigade satisfactory.
Streetscene (Waste & Cleansing)	Adequate storage space shown for two wheeled bins with collection from Ashburton Road.
Local Highway Authority	Car parking provision is adequate and space exists to provide cycle parking to the relevant standards. Transport contribution required.

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

2 letters of objection  
Issues raised:

- possible impact on a colony of stag beetles located in a neighbouring garden
- loss of privacy
- possible disturbance, need for access to neighbouring properties during building works
- impact on the character of the Conservation Area
- dormer windows should be reduced in size and be obscure glazed
- visibility issues regarding use of driveway and impact on the safety of children
- impact on sewer
- building could be refurbished and continue in use as garages

1 letter of observation

Issues raised:

- no objection to the proposal in principle
- the developer must comply with the Party Wall Act 1996
- Access to Neighbouring Land Act 1992, the developer will need to seek formal consent from the adjacent owner Hampshire County Council to allow access

### ***Principal Issues***

1. The application site is located within the Urban Area Boundary where the principle of residential development is acceptable provided that the details accord with the criteria in Policy R/DP1 of the Gosport Borough Local Plan Review. The applicant is aware of the presence of a protected species in the neighbouring garden and of her responsibilities under the relevant legislation. Matters relating to specific drainage connections are not a material planning consideration but an issue that will be dealt with under the Building Regulations. The applicant is also aware of the requirements of the Party Wall Act and Access to Neighbouring Land Act. Therefore the main issues in this case are the acceptability of the design of the dwelling, whether the proposal will preserve or enhance the character and appearance of the Conservation Area, its impact on protected species, the impact on the amenities of nearby and prospective residents and highway safety and the provision for transport infrastructure, car and cycle parking, refuse storage facilities and open space.

2. The existing building is in poor condition and requires a suitable use to ensure its future maintenance. It is located very close to a Local Shopping Centre and within easy walking distance of bus stops and the principle of residential conversion is considered acceptable in this accessible location. It will result in the provision of a small one bedroom house therefore assisting the provision of a variety of residential accommodation to meet the housing needs of the Borough. The conversion and refurbishment of the building will improve the appearance of the overall street scene. The footprint of the building is not to be extended and the sympathetic alterations, utilizing appropriate materials and detailing will retain the simplicity of the form of the building and therefore enhance the character and appearance of the Conservation Area. The proposal therefore complies with Policies R/DP1, R/H4 and R/BH1 of the Gosport Borough Local Plan Review.

3. Given the orientation of the site and the fact that the building location and height will not change, there will be no loss of light to neighbouring properties. Due to the design of the dwelling which will only have windows in the front elevation relative to neighbouring properties and the use of obscure glazing in the proposed roof lights there will be no loss of privacy or unacceptable overlooking of adjoining gardens. The imposition of conditions to cover these matters will ensure the continued protection of the privacy of neighbours. 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. As this is a conversion of an existing small building there will be no private on-site amenity space for residents. However, this is a consideration for future occupiers and not a reason for refusal when the proposal is considered acceptable in other respects and will result in the enhancement of a building of some character in this Conservation Area location. The site contains adequate space to provide storage facilities for refuse. The proposal therefore complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

5. The proposal provides a parking space for one car for this one bedroom house. This provision is considered acceptable for the size of the dwelling having regard to average car ownership within this Ward. Secure long stay cycle provision and short stay visitor cycle parking will be provided on the site to meet minimum requirements. Given the existing access arrangements will not change there will be no detrimental impact on highway safety. The proposal therefore complies with Policy R/T11 of the Gosport Borough Local Plan Review.

6. The conversion to residential use generates a requirement for additional outdoor playing space to meet the needs of prospective residents and will also increase trip generation to and from the site. 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. Without this obligation the proposal is unacceptable.

**RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

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

**Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development of one additional dwelling in this existing residential area is appropriate and will assist in providing a variety of residential accommodation to meet the housing needs of the Borough. The detailed design of the conversion is compatible with the simple form of the building and is acceptable and will enhance the character and appearance of the Conservation Area. The proposal will not have a detrimental impact on the amenities of neighbouring residents or prospective occupiers or the nearby habitat supporting a protected species. Adequate provision is made for open space, transport infrastructure, car and cycle parking and refuse storage. As such the development complies with Policies R/DP1, R/DP3, R/BH1, R/H4, R/T4, R/T11, R/OS8 and R/OS13 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

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

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

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

- Drawing No. 29025/01, - Drawing No. 29025/03 and - Drawing No. 29025/09.

Reason - To ensure that the development is completed satisfactorily in all respects 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 areas for the parking of a vehicle and the paving to access the front door shall have been provided and the areas shall be surfaced and subsequently retained and kept available at all times for these purposes in accordance with a scheme to be agreed, in writing, by the Local Planning Authority.

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

4. 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.

5. 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.

6. The roof lights on the south elevation shall be glazed with obscure glass and shall be retained in that condition.

Reason - To preserve the amenities of nearby properties, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no building or extension, including balconies, or additional windows or roof lights shall be erected or constructed in any elevation of the building without the prior consent, in writing, of the Local Planning Authority.

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

**ITEM NUMBER: 04.**  
**APPLICATION NUMBER: K17819**  
**APPLICANT: Maritime And Coastguard Agency (MCA)**  
**DATE REGISTERED: 20.05.2010**

**CONSTRUCTION OF PROPOSED MARITIME RESCUE CO-ORDINATION CENTRE (MRCC) BUILDING, SINGLE STOREY SECTOR BASE BUILDING, COMMUNICATIONS TOWER AND ASSOCIATED ON SITE PARKING AND LANDSCAPING**  
**Land At HMS Daedalus Chark Lane Lee-On-The-Solent Hampshire PO13 9FL**

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

The Daedalus airfield straddles the administrative boundaries of Gosport Borough Council and Fareham Borough Council. The boundary between the two runs directly across the application site and therefore applications have been submitted to both authorities.

The airfield as a whole is almost a mile long measured from the south west corner to the north east corner. There are three runways forming a triangular shape to the centre of the airfield. There are hangars to the far west and to the far east. They are set quite far apart thereby maintaining the open aspect of the site which forms a Strategic Gap between Lee-on-the-Solent and Stubbington. The access to the airfield, which is security controlled, is to the south east corner of the site. The airfield itself is bordered off from the surrounding area by a 2.5m high mesh wire fence. An access road to hangars on the south side of the runway and the Daedalus Conservation Area runs east to west across the southern end of the site.

The Maritime and Coastguard Agency (MCA) own the airfield in the centre of the site whilst SEEDA retain ownership of the areas containing hangars to the south, east and west side. Hampshire Constabulary maintains a presence on the site in an existing communications tower to the west side of the site and own a number of hangars to the north west side of the airfield. Since the Ministry of Defence formally disposed of the site in 2004 it has been the subject of discussion between the relevant authorities, SEEDA, the MCA, and other potential partners to develop the site for mixed use development.

The site, the subject of this application, covers an area measuring 90m by 95m just south of the southern runway. The existing MCA Search and Rescue (SAR) helicopter hangar stands to the west side of the site and the Driving Test Centre to the east. The existing hangar is approximately 15m in height with a curved roof and is clad in a mix of dark and light grey panels. The driving test centre is a single storey building. The surrounding area is grassland.

The MCA coordinate SAR operations from a network of 19 Maritime Rescue Coordination Centres (MRCC's) located across the south coast. The MCA already have a presence on the site in the existing hangar and an additional hangar on the west side of the airfield. This application proposes the construction of a MRCC to consolidate these facilities. This will be in the form of a large two storey building measuring approximately 28m by 24.5m and will provide a Primary Operations Room, Disaster Recovery Room, Emergency Planning Room, office space, meeting rooms, library and staff welfare facilities. The building has been designed in two sections each running east to west with a central atrium between. The roof will be curved to match the existing hangar, however, the curvature runs perpendicular to this building. The rise and fall of the curves is opposing on opposite sides of the building. The roof will oversail the elevation to accentuate its curvature and wave like appearance. The overall height of the building will be 10.5m. The materials palette consists of a white render finish to the elevations with terracotta panelling, aluminium framed windows and a standing seam roof with a central glazed atrium and solar panels.

A number of ancillary buildings/equipment are also proposed on the site. This includes a single storey sector base to house the Coastguard Rescue Station to be situated to the west side of the main building with a standby generator and fuel tank standing to the north side of this. A pyrotechnic store is proposed to the north west side of the main building. A recycling storage shelter and

motorcycle/bicycle shelter are proposed adjacent to the northern car park which provides 63 parking spaces, 3 of which are suitable for those with disabilities. An overflow car parking providing 14 spaces is to be provided to the south side of the building and a designated cyclist and pedestrian pathway is to be provided along the south side of the building around to the entrance point to the main building on its west side. The remaining area is to be landscaped.

The application also proposes the erection of a 45m high communications tower. This is an operational need of the facility, as directed by the Secretary of State for Transport through the Department for Transport, to allow the appropriate execution of Government's responsibility for all maritime matters including safety of life at sea. This tower will replace the existing tower at Marine Parade and is 45m in height to allow the appropriate level of coverage.

An 8m high flagstaff is shown on the plans to the south side of the building. This is indicative for the purposes of this application and will be subject to a separate application under the Advertisement Regulations.

The plans show a possible Phase 2 expansion, however, this does not form part of the current application.

The future of the existing facility on Marine Parade East is not currently known. The building is loaned to the MCA by SEEDA and upon vacating the facility, the MCA will relinquish control over it.

A Habitat Survey, Ecological Mitigation and Management Plan, and Screening for Appropriate Assessment accompany the application.

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

K.16914 - Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hangar, associated buildings and airfield fencing - no objection raised 31.05.05

K.16914/1 - Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hangar, associated buildings and airfield fencing (amended plans to K.16914) - no objection raised 19.01.06

K.17477 - Construction of a multi-purpose driving test centre with motorcycle manoeuvring area - permitted 12.02.08

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/BH1

Development in Conservation Areas

R/BH8

Archaeology and Ancient Monuments

R/OS1

Development Outside of the Urban Area

R/OS2

Strategic Gaps

R/OS11

Protection of Areas of National Nature Conservation Importance

R/OS13

Protection of Habitats Supporting Protected Species

R/OS14

Biodiversity Action Plans

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/ENV2  
River and Groundwater Protection  
R/ENV4  
Treatment of Foul Sewage and Disposal of Surface Water  
R/ENV5  
Contaminated Land  
R/ENV7  
Hazardous Substances  
R/ENV10  
Noise Pollution  
R/ENV11  
Minimising Light Pollution  
R/ENV13  
Telecommunications  
R/ENV14  
Energy Conservation

### **Consultations**

Crown Estate Office	Update to be provided.
Defence Estates	No objection.
Natural England	Under the Conservation of Habitats and Species Regulations 2010, Appropriate Assessment is not required for this development. The development is unlikely to impact harmfully on the nearby SPA or Ramsar sites and under the Wildlife and Countryside Act 1981 (as amended) the development is unlikely to impact on the SSSI subject to conditions relating to a Construction Environment Management Plan and Biodiversity Enhancements on the wider Daedalus site.
Environment Agency (Hants & IOW)	No objection. Advice provided to the applicant on land contamination and sewage treatment.
Wildlife Trust (Hants & IOW)	Update to be provided.
HCC Landscape, Planning & Heritage	A number of prehistoric artifacts have been found in the vicinity of the site, therefore, should planning permission be granted, the recording of any archaeological deposits and finds that may be encountered should be secured through condition.

Local Highway Authority

63 on site car parking spaces are proposed including 3 DDA compliant spaces. Additional overflow spaces are available for use during major incidents. This is considered to be acceptable. As the proposed building has a known user the estimated trip generation is compatible with known patterns of movement. The mode split estimates 80% arriving by car and 20% arriving by other modes. This is an ambitious but achievable task.

Traffic analysis up to 2021 has taken into account predicted SEEDA development. This concludes that there will be a minor increase in the traffic impact on the surrounding highway network and therefore it is appropriate for the applicant to make a contribution towards the provision of a pair of new bus stops close to the site. The site is well served by cycle routes and the proposals include a designated cycle/pathway leading from the MCA building to the main site entrance. There will also be shower/changing facilities on site. The Travel Plan submitted is acceptable.

The proposal is acceptable subject to a financial contribution of £36,800 and conditions relating to a Construction Traffic Management Plan and the provision of the cycle route and cycle parking.

Crime Prevention & Design

The future function of the MRCC means that a number of security measures should be incorporated into the site and building.

Fareham LPA

No objection.

Building Control

The commitments set out in paragraph 4.4 of the Design and Access statement which relate to access, should be adhered to.

Economic Prosperity

The development presents an opportunity to create new jobs in the Borough. It is important that the new development does not constrain future development of the wider Daedalus site.

Environmental Health (Commercial)

No objection subject to conditions minimising pollution to neighbouring properties during the construction phase.

Environmental Health (Pollution & Environment)

There is a pathway for contaminants along service pipelines running from the site. Extreme care will be needed when excavating to avoid danger from unexploded ordnance.

The buried luminous dials recorded on the wider Daedalus site are not within the construction site, however, care will still be needed during excavations in case unrecorded items are found. The report accompanying the application concludes that levels of contaminants present on the site are unlikely to impact on human health. Remediation is appropriate to remove the higher sources of contamination. The Environmental Risk Assessment accompanying the application satisfactorily identifies the risks.

Civil Aviation Authority	Consultation forwarded to MOD Safeguarding for comment. No objection raised.
Health and Safety Executive (HSE)	No objection.
Countryside Officer	The vegetation described in the habitat survey is accurate and there is little on site to favour reptiles or invertebrates. There are some records of Oyster Catchers and Dunlins congregating on the runway adjacent to the application site. There have been no records of Red Kites, however, a Buzzard has been noted in the area. Buzzards are not a threat to wading birds and it is unlikely that the proposed development would increase opportunity for birds to prey on waders as there are already many tall buildings on the site. The area proposed for development is some distance away from the Ramsar/SPA and will not restrict inland flight paths.
South East England Development Agency (SEEDA)	No objection. The proposal, including a 45m high communications tower, would not preclude the development of the wider site.
Streetscene (Parks & Horticulture)	The submitted landscape scheme shows plants and trees appropriate to this location.

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

Nil

### ***Principal Issues***

1. The development falls outside of the defined Urban Area where Policy R/OS1 only allows development which is essential to the operational requirements of public and essential services which includes those services carried out by the MCA. The application site is also situated within the Strategic Gap between Lee-on-the-Solent and Stubbington. Policy R/OS2 of the Gosport Borough Local Plan Review only allows development that would not physically or visually diminish the Gap. The proposed development will sit within an established line of development situated along the south side of the air field. The overall visual character of the Gap, evident to the north of

this line of development will not be diminished as a result of this proposal and the Gap's overall sense of openness will be retained. Views between the buildings in this 'streetscene' will also be retained so the Gap's open character will be evident from the south. The facility will provide 102 jobs. The 45m high communications tower will not compromise the operation of the adjacent runways or the future comprehensive development of the airfield. This has been confirmed by SEEDA who have assessed the information submitted with the application.

2. The remaining issues to be considered are the appropriateness of the design, including landscaping, the effect on nearby residential properties, the effect on the character and appearance of the adjacent Daedalus Conservation Area, traffic and transport implications, the effect on important features of nature conservation and protected species, flooding, land contamination and archaeology.

3. The building has been sensitively designed to correlate with the existing hangar to the west. The mirroring of the waved roof reflects the buildings coastal location and the juxtaposition of the curvature compared to the existing hangar adds some visual interest to the overall site. The use of terracotta panels against white render will provide a strong visual contrast and the oversail of the standing seam roof means the waved form will be accentuated. The glazed central atrium serves to divide the building into three distinct elements thereby reducing the visual mass. This area also contributes to the environmental performance of the building. The sector base building reflects a similar design theme to the main building also having a curved roof, and the remaining ancillary buildings on the site will have a minimal visual impact in the wider context of the site.

4. The overall site layout has been carefully considered. Motorcycle and cycle parking are set away from main views into the site whilst still being easily accessible in close proximity to the main entrance. The pedestrian entrance point on the west side of the building correlates with the main access to the hangar and provides a focal centre of activity between the two MCA buildings. The area adjacent to this will be well landscaped to enhance the visual attractiveness of this area. Similarly, the area to the south of the building will be well landscaped, with a scheme appropriate to the area, to provide an attractive route into the building for pedestrians and cyclists along the designated pathway, and improve the overall setting of the building. The building has been designed to provide a high level of environmental performance which also enhances the quality of the working environment for employees. The combination of these factors which contribute towards providing a high quality design mean the overall appearance will be acceptable. The 'streetscene' views of this building in the context of the existing MCA hangar and the Driving Test Centre building will be appropriate to the character of the surrounding site with the buildings being spaced so as to preserve views across the airfield. This will cause no harm to the character of the Daedalus Conservation Area. The proposal therefore complies with Policies R/DP1, R/BH1 and R/ENV14 of the Gosport Borough Local Plan Review.

5. The activity associated with the development will not increase the levels of activity on the site above previous levels and this is considered to be acceptable given the context of the Daedalus site. The communications tower will be set away from the key views of the buildings. It has also been positioned so as to minimise the visual impact on nearby residential properties and will be sited over 650m away from these residents. The tower transmits within the VHF marine band and operates at a lower power than telecommunications masts. It complies with the requirements of the International Commission of Non-Ionising Radiological Protection (ICNIRP), HSE, and the EU directive 2004/40/EC for the protection of workers from physical agents. Similarly, the antenna shown on the Sector Base and main MRCC building will be connected to locally based VHF marine band radio. Even operating continuously, which is not the intention here, the National Radiological Protection Board recommended safe distance is less than 1m. The pyrotechnic store is to be situated to the north west side of the building away from key views into the site. It is a requirement of the HSE that they must issue a licence for this facility and the HSE have not raised objection to the application. The proposal therefore complies with Policies R/DP1, R/ENV7 and R/ENV13 of the Gosport Borough Local Plan Review.

6. The facility will introduce 102 jobs to the site. The Transport Statement accompanying the application concludes a 4% increase in the volume of traffic, taking into account the proposed

development, and potential development of the wider site. In overall terms, the impact of traffic from the MRCC is small compared to the future SEEDA development, however, it is still appropriate for the applicants to make a contribution to mitigating this impact which they are agreeable to. A detailed Travel Plan has also been prepared in respect of the development which Hampshire County Council as Local Highway Authority is satisfied deals with sustainable transport to and from the site. A legal agreement is necessary to secure the payment of the transport contribution and the Travel Plan. In the absence of this agreement permission will not be granted. Adequate car and cycle parking is provided on site and its provision will be subject to a condition. The development therefore complies with Policies R/T2, R/T4, R/T10, R/T11 and R/DP3 of the Gosport Borough Local Plan Review.

7. Natural England has concluded that under the Conservation of Habitats and Species Regulations 2010 Appropriate Assessment is not required for the development. In respect of the nearby SSSI, SPA and Ramsar sites it has been concluded that, subject to a Construction Environment Management Plan (CEMP) and the mitigation measures set out in the Management Plan being conditioned, the development will not result in any harm to the nature conservation features or protected species. The wider airfield site is subject to separate management to improve areas of ecological value around the edges of the airfield, and management of the airfield itself to ensure it is of limited attractiveness to birds. The proposals submitted with this application take that Management Strategy into consideration and are compatible with it. The application therefore complies with Policies R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

8. The site is located in Flood Zone 1 and due to the size of the application site a Flood Risk Assessment has been completed. This concludes that overland flow is predicted to be the highest flood risk for the site and therefore a Sustainable Urban Drainage System (SUDS) will be developed to reduce surface water run off and ensure discharge is at a controlled rate. The Environment Agency is satisfied with the measures identified and raises no objection. The proposal therefore complies with Policy R/ENV2 of the Gosport Borough Local Plan Review and PPS25.

9. The wider Daedalus airfield is known to be contaminated due to its former use. A Phase 1 Environmental Desk Study has therefore been completed. This concludes that further works are necessary to conclude on how best to mitigate and manage potentially unacceptable risks to human health, controlled waters and the proposed building and support foundation design. Environmental Health is satisfied that the risks have been correctly identified and that further investigation will identify how to appropriately deal with the level of contaminants found on site. The development is acceptable in principle subject to a condition requiring this investigation to be carried out and therefore complies with Policy R/ENV5 of the Gosport Borough Local Plan Review.

10. The former use of the site means that it may have some archaeological merit. It is therefore appropriate to require a watching brief on the development in order to comply with Policy R/BH8 of the Gosport Borough Local Plan Review.

**RECOMMENDATION: Grant Permission**

Subject to Section 106 agreement relating to

1. The payment of a commuted sum towards the transport infrastructure, services and facilities.
2. Implementation of the Travel Plan.

**Reasons for granting permission:**

1. Having due regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the development falls outside of the Urban Area and within the Strategic Gap but is essential to public services and will not diminish the visual appearance of the area. The design of the building and landscaping of the site are acceptable and the proposal will preserve the character of the Conservation Area. There will be limited impact on neighbouring

properties and the impact and management of ecology and protected species is considered to be acceptable. There is not likely to be a harmful impact in respect of traffic and transport, flooding, land contamination or archaeology. The proposal therefore complies with Policies R/DP1, R/DP3, R/BH1, R/BH8, R/OS1, R/OS2, R/OS11, R/OS13, R/OS14, R/T2, R/T3, R/T4, R/T10, R/T11, R/ENV2, R/ENV4, R/ENV5, R/ENV7, R/ENV10, R/ENV11 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.

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 shall be submitted to and approved, in writing, by the Local Planning Authority before works above slab level are commenced. The development shall thereafter be carried out in accordance with the approved details.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

3. Before the development is commenced, an archaeological monitoring and recording action (watching brief) shall be agreed, in writing, by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the agreed details.

Reason - To preserve archaeological features of interest on the site and to comply with Policy R/BH8 of the Gosport Borough Local Plan Review.

4. The ecological management plan and biodiversity enhancements set out in the 'Ecological and Mitigation Management Plan' submitted on 11 May 2010 shall be completed in accordance with those details and the timetable included in the Plan.

Reason - To ensure features of nature conservation and protected species are protected and to comply with Policies R/OS11, R/OS13 and R/OS14 of the Gosport Borough Local Plan Review.

5. Before the development is commenced, measures to be incorporated to reduce the risk of crime and disorder, terrorism attack and anti-social behaviour, including a timetable for implementation, shall be submitted to and agreed, in writing, by the Local Planning Authority. Thereafter, the agreed measures shall be implemented in accordance with the agreed timetable and retained at all times.

Reason - To ensure that risk of crime and disorder and terrorist attack is minimised and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

6. The landscaping scheme detailed on drawing no. EBG285227DA-P-012 Rev 01 shall be completed within the next planting season following first occupation of the development, and any trees or plants which die are removed or become seriously damaged or diseased during the first five years, shall be replaced with others of identical species, or as may otherwise be agreed, in writing, with the Local Planning Authority, during the next planting season.

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

7. Before the development is commenced, a Construction Environmental Management Plan shall be submitted to and approved, in writing, by the Local Plan Authority. This shall include vehicle access arrangements, any hoardings to be erected, signage, any measures necessary to protect nature conservation interests and a timetable for implementation of these measures. The approved measures shall thereafter be carried out in accordance with the agreed timetable.

Reason - To ensure the construction process does not impact detrimentally on nearby features of nature conservation interest or protected species, or neighbouring properties and to comply with Policies R/DP1, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

8. Before the development is commenced, a Phase 2 intrusive ground investigation, as detailed in the Phase 1 Environmental Desk Study submitted on 11 May 2010, including a timetable for

appropriate remediation measures, shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter all of the agreed remediation measures shall be carried out in accordance with the agreed timetable.

Reason - To ensure no unnecessary contamination to human health, land or buildings results from the development and having due regard to Policies R/ENV2, R/ENV5 and R/ENV7 of the Gosport Borough Local Plan Review.

9. The development hereby approved shall not be brought into use until the areas shown on the approved plan for the parking of cars, motorcycles and cycles shall have been made available, surfaced, and marked out, and these areas shall be retained for these purposes at all times thereafter.

Reason - To ensure satisfactory car parking is provided on site and to comply with Policies R/T3, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

10. No development shall take place until details of drainage works have been submitted to and approved, in writing, by the Local Planning Authority and the development shall be carried out in accordance with the approved details. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system (SuDS) in accordance with the principles of sustainable drainage systems set out in Appendix E of PPG 25, and the results of the assessment provided to the Local Planning Authority. Where a SuDS scheme is to be implemented, the submitted details shall:

(i) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and

(ii) Specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

(iii) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details.

Reason - In the interests of the safety and amenity of future occupants, to prevent pollution of the water environment and to reduce the risk of erosion, flooding and ecological damage in compliance with Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

11. Before development commences a Construction Traffic Management Plan shall be submitted to and approved, in writing, by the Local Planning Authority. This shall include lorry routes, parking and turning provisions to be made on site, measures to prevent mud from being deposited on the highway, a programme for construction and a timetable for implementation of these measures. The approved measures shall thereafter be carried out in accordance with the agreed timetable.

Reason - In the interests of highway safety and to comply with Policies R/T2 and R/T11 of the Gosport Borough Local Plan Review.

12. The development shall not be occupied before the pedestrian/cycle route as shown on drawing no.EBG285227DA-P-004/01 has been provided and is available to use.

Reason - To provide a safe and appropriate access to the development and to comply with Policies R/T2 and R/T11 of the Gosport Borough Local Plan Review.

13. Before the development is commenced, details, including 1:100 scaled elevations, of the fuel tank, generator, pyrotech store and external heat rejection plant shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

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



2. The visual setting of the proposal is seen against the trees within the highway verge and the tree screen alongside the boundary of the Rowner Bowling Club. The mast in this instance is proposed as a green metal pole, which will be visually appropriate in the context of the surrounding trees. The height of the mast at 15m is not significantly above the height of surrounding trees and from perspective views on the ground, will not appear significantly higher than those trees. The equipment cabinet will be consistent with the form, scale and colour of existing equipment and will not appear visually intrusive. The proposal is likely to have a neutral effect of the Conservation Area and will not be detrimental to the visual amenities of the locality. The proposal therefore complies with Policies R/DP1, R/BH1 and R/ENV13 of the Gosport Borough Local Plan Review.

3. Coverage plot maps have been provided to demonstrate the need for the installation. A health and safety compliance certificate (ICNIRP certification) has been provided to show that these matters need not be considered by the Local Planning Authority.

4. All schools and nurseries within a 500 metre radius catchment area of the site have been consulted by both the agent and the Council with no response.

### **RECOMMENDATION: Grant Permission**

#### **Reasons for granting permission:**

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development as proposed is acceptable in this location and as such complies with Policies R/DP1, R/BH1 and R/ENV13 of the Gosport Borough Local Plan Review.

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

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

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

2. The mast and equipment cabinet hereby approved shall be removed from the land as soon as reasonably practicable after it is no longer required for telecommunications purposes.

Reason - To protect the visual amenities of the area and to comply with Policy R/ENV13 of the Gosport Borough Local Plan Review.

3. Prior to installation of the telecommunications equipment hereby approved, the existing streetpole shall be removed.

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