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5 July 2010

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

**MEETING:** Regulatory Board  
**DATE:** 13 July 2010  
**TIME:** 6.00pm  
**PLACE:** Council Chamber  
**Democratic Services contact:** Lisa Reade

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

**IMPORTANT NOTICE:**

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

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

**NOTE:**

- i. 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 15 JUNE 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, 9 July 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, 9 July 2010).*

6. HISTORIC BUILDING GRANTS OFFER – 14 ANGLESEY ROAD  
*To advise the Board of an application for grant aid under Section 57 of the Planning (Listed Buildings and Conservation Areas) Act 1990 for restoration to timber sash windows, external doors and the repair of stonework to 14 Anglesey Road.*

PART II  
Contact Officer:  
Alexandra  
Rowse  
Ext 5414

7. REPORTS OF THE DIRECTOR OF PLANNING AND ECONOMIC DEVELOPMENT SERVICES

*Schedule of planning applications with recommendations.  
(grey sheets – pages 1 –32/1 )*

PART II  
Contact Officer:  
Debbie Gore  
Ext 5455

8. ANY OTHER ITEMS

Regulatory Board  
13 July 2010

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

## Agenda item no. 6

<b>Board/Committee:</b>	<b>REGULATORY BOARD</b>
<b>Date of Meeting:</b>	<b>13 JULY 2010</b>
<b>Title:</b>	<b>HISTORIC BUILDINGS GRANT OFFER – 14 ANGLESEY ROAD, GOSPORT</b>
<b>Author:</b>	<b>DIRECTOR OF PLANNING AND ECONOMIC DEVELOPMENT SERVICES</b>
<b>Status:</b>	<b>FOR APPROVAL</b>

### **Purpose**

To advise the Board of an application for grant aid under Section 57 of the Planning (Listed Buildings and Conservation Areas) Act 1990 for restoration to timber sash windows, external doors and the repair of stonework to 14 Anglesey Road.

### **Recommendation**

The Board approves a grant offer of £1,217.25 for restoration works to windows, external doors and decorative stonework to 14 Anglesey Road.

### **1.0 Background**

- 1.1 The Historic Buildings Grant budget is a discretionary budget towards which owners of historic buildings may apply for grant assistance for repair or restoration works. Eligible properties include Listed Buildings, historic buildings in Conservation Areas and Locally Listed Buildings (those buildings identified in the Local Plan as being of noted local significance but which do not qualify for national listed status). The level of potential grant assistance varies depending on the status of the building. A Locally Listed building, such as 14 Anglesey Road, would be eligible for a grant of up to 15% of the total cost of repair and restoration works. The terms of the Historic Buildings Grant additionally allows for a further 5% for works requiring the input of specific craft skills, such as stonework restoration.
- 1.2 An application has been made by the owners of 14 Anglesey Road for grant assistance towards the cost of restoring timber sash windows and external doors and repairing deteriorated stonework on two front bay windows.
- 1.3 14 Anglesey Road is Locally Listed as a building of historic architectural interest and townscape value. It is a large detached red brick Edwardian house. The house incorporates Arts and Crafts features and notable decorative bay windows. These bay windows are largely constructed in decorative stonework and incorporate fluted pilasters with simple Corinthian capitals.

## **2.0 Report**

- 2.1 The applicants contacted Officers in March 2010 to ask if they could begin repair to the stonework without prejudice to their Historic Buildings Grant Application. The applicant was advised to proceed with the repairs as the stonework was rapidly failing, but on the understanding that a decision regarding an offer of grant would be subject to the Regulatory Board.
- 2.2 The proposed works comprise the restoration of 15 timber sash windows, 1 casement window and 2 external doors. Additionally a request for grant aid towards the restoration of stonework to the bay windows has been included. Two quotations have been received for each respective item of works. Based on eligible items the lowest quotation submitted for the windows and external doors totalled £3,885.00 (including VAT). The lowest quotation submitted for the stonework restoration was £3,172.75 (including VAT).
- 2.3 The restoration of timber windows and external doors, and repairs to decorative stonework would be eligible for grant assistance as the works would ensure that the special character of the Locally Listed building and its contribution to the townscape of Anglesey Road is preserved.
- 2.4 The current application includes a mixture of general restoration and more specialist restoration work. The restoration to the windows and external doors would be eligible for a grant at 15% and the specialist stonework repairs at 20%.
- 2.5 Based on the figures detailed in paragraph 2.2, this would result in a combined grant of £1,217.25 (15% of £3,885, and 20% of £3,172.75 respectively).

## **3.0 Risk Assessment**

- 3.1 There are sufficient funds within the current Historic Buildings Grant budget to support this application.

## **4.0 Conclusion**

- 4.1 That the application is approved as the proposed works would be eligible for grant assistance through the Historic Buildings Grant and would contribute towards maintaining the special character of the Locally Listed 14 Anglesey Road.

<b>Financial implications:</b>	As contained in the report.
<b>Legal implications:</b>	The Council has the power to make a grant of this type.
<b>Service Improvement Plan:</b>	The service plays a key role in the restoration of the historic environment which positively contributes to the preservation of the special character of Gosport.
<b>Corporate Plan:</b>	The works contribute to the enhancement of a Locally Listed Building: part of Gosport's unique character.
<b>Risk assessment:</b>	No risks have been identified.
<b>Background papers:</b>	None
<b>Appendices/enclosures:</b>	Location plan.
<b>Report author/Lead Officer:</b>	Alexandra Rowse, Conservation & Design Officer

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

**13th July 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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<b><u>Item</u></b>	<b><u>Page No</u></b>	<b><u>Appl. No.</u></b>	<b><u>Address</u></b>	<b><u>Recommendation</u></b>
01.	03-06	K17788	36 St Mary's Avenue Gosport Hampshire PO12 2HX	Grant Permission
02.	07-10	K9913/68	Joint Services Adventurous Sail Training Centre (JSASTC) Haslar Road Gosport Hampshire PO12 2AQ	Grant Permission
03.	11-15	K14302/6	47 Monckton Road Gosport Hampshire PO12 2BG	Grant Permission
04.	16-22	K17647/1	Gosport Ferry Landing Stage Falklands Garden Gosport Hampshire	Grant Permission
05.	23-25	K8816/12	Gosport Borough Football Club Privett Road Gosport Hampshire PO12 3SX	Grant Permission
06.	26-27	K9750/4	Flat 17 - 18 Woodlands House Chestnut Walk Gosport Hampshire PO12 4BE	Grant Permission
07.	28-30	K17641/1	Highway Verge At Brewers Lane Gosport PO13 0JX	Grant Permission
08.	31-32	K16938/1	Quay Lane Gosport Hampshire PO12 4LJ	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***

The application property is a two storey detached dwelling located on the southern side of St. Mary's Avenue. The property has been 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, number 38 is also a two storey detached dwelling. It has been 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 entire 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 obscure glazed (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

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## **Response to Public Advertisement**

6 letters of objection received to original submission;

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. Although encouraged to do so, applicants are not 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 paneling will be significant. Any 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 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: K9913/68**  
**APPLICANT: Secretary Of State For Defence**  
**DATE REGISTERED: 12.04.2010**

**DEMOLITION OF EXISTING BOAT HOIST DOCK AND CONSTRUCTION OF NEW STRUCTURE INCLUDING 2NO. FINGER PIERS SUPPORTED ON STEEL TUBULAR PILES (CONSERVATION AREA)**

**Joint Services Adventurous Sail Training Centre (JSASTC) Haslar Road Gosport Hampshire PO12 2AQ**

***The Site and the proposal***

The Joint Service Adventurous Sail Training Centre site operates from the former HMS Hornet base and is located within Fort Blockhouse. It occupies land on the north and south sides of Haslar Road. The site is shared with the Hornet Sailing Club and is situated in the Haslar Peninsula Conservation Area. Many of the buildings in the Training Centre are adapted from World War II blocks. HMS Alliance and Submarine Museum buildings stand to the south west and north east. The two sites are separated by a 2.5m high mesh wire fence which allows visual permeability between them. The Training Centre is made up of a series of single and two storey brick and timber buildings mostly dating from World War II. The remaining area, not occupied by buildings, is hardsurfaced to provide car parking and storage for boats. The northern boundary of the site abuts the quay, where a range of jetties and pontoons provide accommodation for the sailing fleet. The site is situated adjacent to the boundary of the Portsmouth Harbour SPA, Ramsar and SSSI.

The application proposes the demolition of the existing boat hoist dock on the north side of the site and construction of a new structure to allow an increase in the width of the boats that can be accepted to the site, and to increase the lifting capacity. The development involves the construction of two new finger piers consisting of concrete runway beams supported on steel tubular piles. The piers will be 25m in length (same as existing), 6.1m apart with a total width of 8.7m, each supported on five tubular steel piles. The existing crane will be removed from the existing structure and reused in the new structure.

A Screening Opinion has been submitted to the Local Planning Authority asking if there is a need for an Environmental Impact Assessment (EIA) to be completed and submitted in respect of the development, in accordance with Regulation 5 of the Town and Country Planning (EIA) (England and Wales) Regulations 1999 (the 'EIA Regulations'). Having considered the proposal under the tolerances of the EIA regulations, and having due regard to Circular 2/99, it has been concluded that the development does not constitute EIA development.

***Relevant Planning History***

K9913/61 - Re-provision of facility at JSASTC comprising boat shed and offices/training centre (Conservation Area) permitted 18.09.06.

K9913/63 - Erection of boatshed (Amended design to K9913/61) (Conservation Area) permitted 13.12.07.

K9913/69 - Erection of new modular classroom building (Conservation Area) permitted 15.06.10.

***Relevant Policies***

PPS25 (Planning and Flood Risk)

Gosport Borough Local Plan Review, 2006:  
R/CH1

Development within the Coastal Zone  
R/DP1  
General Standards of Development within the Urban Area  
R/BH1  
Development in Conservation Areas  
R/BH8  
Archaeology and Ancient Monuments  
R/OS11  
Protection of Areas of National Nature Conservation Importance  
R/OS13  
Protection of Habitats Supporting Protected Species

### **Consultations**

The Gosport Society	No objection.
Crown Estate Office	Update to be provided.
DEFRA (MMA)	Update to be provided.
Queen's Harbour Master	No objection.
Defence Estates	No objection.
Environment Agency (Hants & IOW)	No objection. Advice provided to the agent in respect of Flood Risk, biodiversity and water quality.
Local Highway Authority	No objection.
HCC Landscape, Planning & Heritage	As the original boat hoist was installed recently no recording condition is necessary. No objection.
Natural England	The development does not require Environmental Impact Assessment or Appropriate Assessment and is unlikely to have a detrimental impact on features of nature conservation subject to conditions relating to the method of installation and, in particular, the type of piling.

### **Response to Public Advertisement**

Nil

### **Principal Issues**

1. The site is located in the Urban Area where the principle of new development is acceptable. The proposal is for the re-provision of existing facilities; the intensity and type of use of which will not change. The main issues in this instance are therefore the appropriateness of the design of the boat hoist and the impact on the appearance of the coast and the Conservation Area, features of nature conservation, highway safety, flooding and the archaeological features on the site.

2. In design terms, the boat hoist will replicate what is already present on site albeit at a slightly greater width to allow larger boats to be accepted. This will not have any significant visual impact on

the site or its surroundings. The existing boat hoist is constructed of steel piles supporting a steel and concrete structure. The proposal seeks to replicate these materials and therefore visually, the external appearance of the development will not significantly alter. The visual impact of the increased width of the boat hoist will be negligible, particularly in respect of distant views of this section of the coast. The facility is already present on the site and entirely consistent with the site's heritage and current use and is therefore considered acceptable in Conservation terms. The proposal is therefore complies with Policies R/DP1, R/CH1 and R/BH1 of the Gosport Borough Local Plan Review.

3. The development is unlikely to have an impact on the interests of nature conservation subject to conditions as included below relating to the method of construction. The proposal therefore complies with Policies R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

4. As the facility is already present on the site, the approval of this application will not encourage an increased number of vehicles to the site therefore there will not be any harmful impact on highway safety. The area is located in Flood Zone 3 but as the development is categorised within PPS25 as being water compatible, it is appropriate in this location. The historic nature of the site means there may be features of archaeological interest, however, the County Archaeologist does not consider that below ground disturbance would be significant in this instance and therefore has not required a recording condition. The proposal therefore accords with Policies R/T11 and R/BH8 of the Gosport Borough Local Plan Review and PPS25.

### **RECOMMENDATION: Grant Permission**

#### **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 is acceptable in terms of the appropriateness of the design and the affect on the coast. The proposal preserves the character and appearance of the Conservation Area and will not have a detrimental impact on the interests of nature conservation, flooding, archaeology or highway safety. The development therefore complies with Policies R/DP1, R/CH1, R/BH1, R/BH8, R/OS11, R/OS13 and R/T11 of the Gosport Borough Local Plan Review.

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

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

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

2. Prior to commencement of the development hereby approved, details of the proposed materials 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 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the character and appearance of the Conservation Area, protect the marine environment and to comply with Policies R/DP1, R/BH1, R/CH1, R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

3. Prior to commencement of the development hereby approved, a method statement detailing the removal of the existing structure and installation of the proposed structure 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 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To prevent harm to features of nature conservation interest and to comply with Policies R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

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

121609 0200 SK01 Rev 0

121609 0200 01 Rev 1

121609 0200 02 Rev 0

121609 0200 03 Rev 0

121609 0200 04 Rev 0

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.

**ITEM NUMBER: 03.**  
**APPLICATION NUMBER: K14302/6**  
**APPLICANT: Mr & Mrs W.C. Hares**  
**DATE REGISTERED: 08.02.2010**

**DEMOLITION OF EXISTING DWELLING AND ERECTION OF THREE STOREY BLOCK OF 7NO. FLATS AND ASSOCIATED CAR PARKING, DOUBLE GARAGE AND STORES (as amplified by bat report received 4.6.10)**  
**47 Monckton Road Gosport Hampshire PO12 2BG**

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

The application site is located on the eastern side of Monckton Road towards the junction with Fort Road. The area is characterised by large detached and semi-detached properties located within large plots. The existing property at the site comprises a large three storey detached dwelling with a high brown tiled pitched roof and small dormer window fronting Fort Road. To the rear of the property stands a flat roofed detached garage and pump room. The northernmost part of the site comprises a large garden area containing an outdoor swimming pool and tennis court. Outline planning consent was granted in 2009 to redevelop this part of the garden into 3no. detached dwellings. This consent is extant and the land does not form part of this planning application. To the east of the application site, and beyond a 1.8 metre high fence, is number 1 Fort Road, a residential care home. To the west of the site, and on the opposite side of the road, are numbers 58 and 60 Monckton Road. These two storey semi-detached properties are set back from the road frontage and are sited over 40 metres from the western elevation of the application property.

Planning consent was granted at the site in 2005 for the demolition of the existing property and for the erection of a replacement three storey block comprising 7no. flats (reference: K.16823). This consent has recently expired and the applicant is therefore re-applying for the same scheme. All aspects of the proposal remain unchanged. The development is again for the erection of a three storey building containing 6no. two bedroom flats and 1no. three bedroom flat. The overall footprint of the building is unchanged and is similar to the existing six bedroom dwelling. The building will be constructed from a multi red brick with reconstituted stone detailing under a brown tiled roof incorporating hipped roofed dormer windows. There will be windows in all elevations, with those in the eastern elevation obscure glazed. Balconies will be constructed onto the southern and western elevation and these will be enclosed by steel railings with wooden hand rails.

Parking at the site will comprise a total of 11no. spaces, including 2no. spaces within a new brick built hipped roof garage. Provision has also been made for the storage of refuse and for long stay and visitor cycle parking. The existing vehicular entrance is, again, to be closed with a new access created further to the north. The entrance will again comprise a single pedestrian gate and double vehicular gates which will be accessible to refuse vehicles via a keypad. A 2 metre high brick wall is proposed along the northern boundary of the site to separate it from the area of land which outline planning permission for 3no. dwellings. As well as balconies and terraces, the occupiers of the flats will have access to communal gardens positioned on the southern and western sides of the proposed building. The existing boundary treatments on the western and southern sides of the site, as well as a tree in the south western corner, are to be retained.

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

K16823 - demolition of existing dwelling and erection of three storey block of 7no. flats and associated car parking, double garage and stores - permitted 27.01.05  
K14302/2 - Outline Application - Erection of 3no. detached houses with integral garages - permitted 09.04.03  
K14302/3 - Outline Application - Erection of 3no. detached houses with integral garages - permitted 10.09.09

### **Relevant Policies**

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

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

### **Consultations**

Building Control	No objection.
Streetscene (Waste & Cleansing)	Refuse storage arrangements are adequate.
Local Highway Authority	No objection.
HCC Landscape, Planning & Heritage	No comments.
Natural England	No objection.

### **Response to Public Advertisement**

1 letter of objection;

Issues raised:-

- the access to Fort Road is dangerous

- a block of flats will be out of keeping with the area, will spoil the skyline and create additional traffic

### **Principal Issues**

1. The application property is located within the existing Urban Area Boundary and therefore 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 and the impact on the amenities of prospective and adjacent occupiers and whether appropriate provision has been made for car and cycle parking, refuse storage, open space and highway infrastructure improvements.

2. The design, density and layout of the proposed development were approved under application K16823 and are unchanged. The Government has recently amended the definition of previously developed land within Appendix B of Planning Policy Statement 3: Housing (PPS3) to exclude private residential gardens. Whilst there is now a presumption against new residential developments within the gardens of existing dwellings, the footprint of the replacement building is almost identical to the existing dwelling and the proposal will retain a useable area of amenity space, together with soft landscaping, that will be no smaller than the existing garden at the site. In my opinion, therefore, the principle of the proposed development is acceptable in this particular

case and is not contrary to the revised guidance. Any detailed application for the remaining land to the north would be considered in the light of the current policy guidance at that time. The design of the building reflects the character and appearance of the existing dwelling and the varied roof form, balconies and fenestration details will help to ensure the building does not appear oppressive or overbearing. As with the previously approved scheme, the retention of the existing wall and hedging on the southern and western sides of the site and the tree in the south western corner, together with the provision of additional soft landscaping, will help to enhance the overall appearance of the development. As such, the proposal is acceptable in design terms. It will not have a detrimental impact on the character or visual amenity of the locality and therefore complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The impact on the amenities of neighbouring residents was considered acceptable under the previous permission and the design and siting of the building are unchanged. Prospective residents will have access to balconies, terraces and a communal garden area. They would also have ready access to the foreshore at Stokes Bay which would further supplement the on-site amenity space, to ensure a satisfactory living environment for residents of the proposed flats. The proposal therefore complies with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. The proposed access arrangement was considered acceptable under the previous consent. Since the previous approval, the Council have adopted a Supplementary Advice Note to Policy R/T11 of the Gosport Borough Local Plan Review. In accordance with this Advice Note, applicants are now required to demonstrate that the proposed level of on site parking is adequate to meet the likely demand created by the development. The proposed development will provide each flat with a single parking space with 4no. additional spaces available for visitor parking. The development is unlikely therefore to result in overspill parking in the surrounding road network. Adequate provision has again been made for bicycle parking and refuse storage and these facilities can be accessed in a safe and convenient manner. The proposal therefore complies with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

5. The ecological report concludes there is no evidence of bat activity at the site and Natural England has confirmed it has no objection to the proposal. The development therefore complies with Policy R/OS13 of the Gosport Borough Local Plan Review.

6. 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.

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

**RECOMMENDATION: 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.

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**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 siting is acceptable in this location. It will not have a detrimental impact on the visual amenity of the locality, the amenities of the occupiers of neighbouring properties, and will not interfere with existing access arrangements. Adequate provision is made for car parking, cycle parking, refuse storage, 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/T11, R/ENV2, R/ENV3, R/ENV4, 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:

2267/07 (Rev A), 2267/08 (Rev A), 2267/09 (Rev A), 2267/10 and 2267/12

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. Details, including samples, of all external facing, roofing and balcony 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 building is satisfactory, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. Details of all boundary treatment, including any gate, shall be submitted to and approved, in writing, by the Local Planning Authority before works above slab level are commenced. The boundary treatment shall be provided in accordance with the approved details before the development is first occupied and thereafter retained.

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

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

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

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

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.

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

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.

8. The new access shall be provided in accordance with the approved plans before the development hereby permitted is first occupied and thereafter retained and maintained.

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

9. The existing access shown between points 'A - A' on the approved plans shall be stopped up and abandoned immediately after completion of the new access.

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

10. 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.

11. 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.

12. The tree and hedges edged green on the plan hereby approved which are to be retained shall be protected during building operations by strict compliance with the Local Planning Authority's "Code of Practice relating to the Protection of Trees on Building Sites" (copy enclosed).

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

13. 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.

14. The windows in the eastern elevation of the building hereby approved shall be non-opening and glazed with obscure glass and shall be retained in that condition.

Reason - To preserve the amenity of the adjoining property, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 04.**  
**APPLICATION NUMBER: K17647/1**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 07.05.2010**

**REGULATION 3 - DEMOLITION OF EXISTING FERRY LANDING STAGE AND CONSTRUCTION OF A NEW FACILITY AND ASSOCIATED WORKS, ACCOMPANIED BY ENVIRONMENTAL STATEMENT - AMENDED DESIGN, PILING DESIGN AND INCLUSION OF UNDERGROUND DUCTS FOR INSTALLATION OF ELECTRICITY SUPPLY ( AMENDED SCHEME TO K.17647)**  
**Gosport Ferry Landing Stage Falklands Garden Gosport Hampshire**

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

The Gosport Ferry provides an essential service for pedestrians and cyclists across Portsmouth Harbour. It takes only a few minutes and saves a 22 km road trip to Portsmouth via the A32 and M27. It carries approximately 3.6 million passengers a year and operates every day of the year except Christmas day.

The existing terminal at Gosport comprises a pontoon and 2 steel piles. They were installed in 1982. There is a 31m long link span bridge with a fixed approach and a concrete pier in between. These elements are at least 80 years old. Due to its age the structure has lost buoyancy and stability, the hinges are worn and the southern most pile is corroded. The link span bridge slope is too steep to be easily accessible to all (1 in 6.7) and the pontoon is poorly ventilated. Repair and refurbishment would not address these problems.

Planning permission was granted for a replacement landing stage in 2009 under K17647. This included two new piles, a larger passenger waiting area and a 7m wide link span bridge (1m wider than existing) with a maximum slope of 1 in 10 achieved by lengthening the link span by 17m to 48m in total. A new fixed approach, utilising existing flood defences, was also approved. The northern part of the pontoon would have a glazed canopy with doors on its east side, only opened when the ferry had landed, and the south side would have been left open in line with the current arrangement. However, since the original permission was granted funding has been reviewed and in the interests of achieving value for money an amended design for the pontoon is being proposed.

The proposed pontoon is smaller than that approved under the consented scheme, however, in accordance with the approved scheme, it will be sited approximately 1.5m further south than the existing pontoon to improve its visual relationship with the High Street.

The approved scheme sought to secure the pontoon with two new 1.5m diameter tripod dolphins. The condition of the existing northern dolphin has now been assessed and found to be structurally sound and therefore does not need to be replaced. The proposed scheme therefore seeks to replace only the southern tripod dolphin to the south west side of the pontoon with 3 no. 0.6m diameter piles. Two 0.45m diameter piles are proposed to be installed adjacent to the northern edge of the link span to protect the structure from berthing ferries.

The proposed pontoon will be located closer to the shore than the consented scheme, with the length of the link span being reduced from 48m under the consented scheme, to 41m. This also means the link span will have a maximum slope of 1 in 9.1 as compared to 1 in 10.9 in the approved scheme and 1 in 7.1 as existing.

The fixed approach will be 7m in depth as compared to 15m on the approved scheme with a commensurate reduction in the number of supporting piles, from 6 to 8. The only implication of the reduction in depth is that it will not now be possible to develop landside buildings above it. This does not, however, preclude development on the waterfront in general.

The design has also been amended including a reduction in the length of the pontoon from 70m to 59m as proposed, and a reduction in the width from approved to proposed from 7m to 6m respectively. A flat roof is proposed as compared to a curved roof under the previous approval, and the proportions of glazing now proposed are less, with cladding being used on the elevations.

The proposed scheme also includes provision for the installation of cables in underground ducts for the electricity supply, CCTV cameras and the fire alarm. The cables will travel underground and be connected to an electrical cabinet adjacent to the existing toilet block.

The pontoon will be 4m in height as viewed from the land side and will be constructed from a mix of a framed glazing system and aluminium standing seam cladding under a flat roof. The railings to the side of the fixed approach will be galvanised carbon steel.

There have also been some changes to the application site area. It now includes an enlarged area of the waterfront promenade to allow flexibility during construction and an area where services will be installed, an area to the southern side of the contractor's compound for storage and movement of plant and materials. The car park to the south west side of the bus station has been removed as it is no longer available for contractors parking. Haslar Road car park will be used instead.

In accordance with the approved scheme, most of the new structure will be fabricated off site and it will be delivered and installed over one weekend meaning minimal disruption to the ferry service. During this weekend a reduced, replacement service will run from Endeavour Quay. Works during this period will continue for a 24 hour period to enable rapid replacement. Outside of this time works will be carried out between 8am and 6pm Monday to Friday, and 8am to 1pm on Saturdays.

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

K17647 - Regulation 3 - Demolition of existing ferry landing stage and construction of a new facility and associated works, accompanied by an environmental statement – permitted 18.06.09.

### ***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

- R/OS11  
Protection of Areas of National Nature Conservation Importance
- R/ENV14  
Energy Conservation
- R/ENV15  
Renewable Energy
- R/BH8  
Archaeology and Ancient Monuments
- R/T1  
Land Use and Transport
- R/T7  
Gosport Bus Station/Ferry Interchange
- R/CH1  
Development within the Coastal Zone
- R/CH2  
Pedestrian Access Along the Coast
- R/CH5  
Moorings
- R/ENV2  
River and Groundwater Protection
- R/ENV12  
Air Quality
- R/ENV10  
Noise Pollution
- R/ENV11  
Minimising Light Pollution

**Consultations**

Crown Estate Office	No objection.
DEFRA (MMA)	Update to be provided.
Queen's Harbour Master	No objection. 14 days notice required of commencement.
Natural England	Appropriate Assessment not required. Conditions required relating to piling outside over-wintering period; best practice relating to noise to be employed; all precautions taken to prevent pollution of watercourse.
Environment Agency (Hants & IOW)	No objection. Condition required relating to piling. Advice to applicant on waste disposal.
Wildlife Trust (Hants & IOW)	Update to be provided.
County Planning (Consultation Acknowledgement)	No objection.
HCC Spatial Strategy Section	No objection.
HCC Transport Development Control Section	No objection subject to a condition relating to provision of site compound.
Building Control	The proposed scheme will provide a level of access for people with disabilities that is compliant with the 1995 Disability and Discrimination Act Part 3.
Property Services	Support the proposal.
Economic Prosperity	<p>The Gosport Ferry landing stage provides a critical link in ensuring that the ferry service between Gosport and Portsmouth is maintained. The latter acts as a vital public transport link, supporting over 3 million passenger trips each year; with its operation directly supporting the equivalent of 40 full time jobs. By providing alternative public travel for visitors, residents and commuters to and from Gosport, the ferry service (of which the landing stage is an integral part) helps minimise traffic congestion during peak travel-to-work times and provides connectivity with Portsmouth Harbour railway station and onward travel to employment and other destinations.</p> <p>By virtue of its location on Portsmouth Harbour and easy access to and from major visitor attractions, such as the Historic Dockyard and Gunwharf, the landing stage also acts an important gateway to Gosport; a</p>

focal point for visitors and the start and/or end of a ferry journey that is itself an attraction to many.

In addition to its importance to the economy of the Borough, the opportunity to improve the appearance of the landing stage is welcome; as is its potential to complement and facilitate further regeneration of adjacent areas and wider waterfront and town centre.

In summary, the location and accessibility of the ferry service is critical to the economy of Gosport and the vitality and regeneration of the Town Centre and waterfront area. It enables residents to access alternative employment, learning and leisure opportunities and provides connectivity to the wider public transport network. Failure to replace the landing stage would undermine these important benefits and I therefore support this proposal.

Environmental Health (Commercial)	There should be no unreasonable disturbance to neighbouring properties as a result of working during the night. Periods of piling should be kept to a minimum.
Environmental Health (Pollution & Environment)	The landside of the pontoon is reclaimed and filled, however, it is unclear what with. Care should therefore be taken when working in the ground.
Leisure & Recreation Development	Support the proposal.
Local Highway Authority	No objection subject to a condition relating to provision of site compound.
Crime Prevention & Design	Anti-shatter, pressure sensitive adhesives should be applied to the windows as indicated in the documentation accompanying the application.
Fareham LPA	No objection.
Portsmouth LPA	No objection.

**Response to Public Advertisement**

Nil

**Principal Issues**

1. The principle of the development has been established by planning permission K17647 and therefore the only issues for consideration are the variances between the approved and amended scheme.

2. The overall reduction in the size of the landing stage will not detract from the overall visual quality of this section of the coast. Even in a reduced size format, the structure will make a strong, positive contribution to the water access and exit, to and from Gosport. In design terms, the lightness of the approved scheme has been retained in this amended format. The revised design remains contemporary as per the approval and reflects the coastal location. The reduction in the depth of the fixed landing stage which means buildings cannot be developed on its land side do not compromise the wider regeneration aims of the waterfront and this amendment is therefore acceptable, as is the inclusion of a separate electrical cabinet to serve the development. This will be sited so as to have minimal impact on the public realm. It is considered to be of a high quality design suitable for this prominent position in the Borough. The proposal therefore complies with Policies R/DP1, R/CH1 and R/CH5 of the Gosport Borough local Plan Review.

3. The north and south ends of the roof and façade will cantilever out to provide solar shading and prevent the penetration of rain into the space. In terms of energy efficiency there will be reduction in solar gain, but an increase in solar shading which balances out this loss. Both the linkspan and the pontoon will be ventilated naturally. Strip openings along the cladding will allow trickle ventilation and natural cross flow of air. On the south and north elevations of the pontoon, high level openings will allow for further intake of natural air and assist in keeping the internal environment comfortable. The sloping sides will allow sufficient natural light into the waiting area and frame views of the harbour thereby minimizing the need for artificial lighting. The proposal therefore accords with Policies R/ENV11 and R/ENV14 of the Gosport Borough Local Plan Review.

4. In respect of accessibility, the gradient of the slope within the linkspan will be slightly greater than the approved scheme, however, will be an improvement on the existing. The scheme remains compliant with the Disability and Discrimination Act. The approved scheme created a high quality public realm including the provision of CCTV, a lighting scheme for night time, and high levels of glazing for passive surveillance. All of these positive attributes are retained in the revised scheme and the Crime Reduction Officer has not objected to the proposals subject to a condition requiring details of anti-terrorism measures to be submitted.

5. The approved scheme included two monopiles requiring a total of 4 hours of vibro piling, and 16 hours of impact piling. The revised scheme includes the replacement of a tripod dolphin requiring three 0.6m diameter piles and two shallow breasting 0.45m diameter piles. Together, these require a total of 10 hours of vibro piling and 5-6 hours of impact piling. Overall there will be a reduction in impact piling associated with the scheme meaning a commensurate reduction in noise and disturbance. This accords with Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review. There will be an increase in vibro piling, however, neither the Environment Agency nor Natural England have objected to this subject to a condition requiring a method statement to be submitted and approved. This accords with the approved scheme and is acceptable. Overall, the amended scheme does not result in any additional impacts on the nature conservation interests of the area. The proposal therefore accords with Policies R/OS11, R/CH5, and R/ENV2 of the Gosport Borough Local Plan Review. As per the approved scheme, there will be no significant impact on air quality as the materials will be brought to site by sea and therefore the proposal complies with Policy R/ENV12 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 proposal constitutes a sustainable form of development which will provide an integrated means of public transport to reduce use of the private car, provide an attractive facility in the coastal zone which promotes public access to the coast and includes measures to prevent impact on nature conservation interests and water quality, deter crime and reduce energy use. As such it complies with Policies R/DP1, R/T1, R/T7, R/CH1, R/CH5,

R/OS11, R/ENV2, R/ENV10, R/ENV11, R/ENV12, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

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

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

2. Details of the method of working, including appropriate pollution prevention measures, shall be submitted to and approved, in writing, by the Local Planning Authority before development commences and the development shall thereafter be carried out in accordance with the approved details.

Reason - To prevent pollution of the water environment and to comply with Policy R/ENV2 of the Gosport Borough Local Plan Review.

3. Details of the method of piling, including appropriate measures to minimize impact on fish, shall be submitted to and approved, in writing, by the Local Planning Authority before development commences and the development shall thereafter be carried out in accordance with the approved details.

Reason – In the interests of nature conservation and biodiversity and to comply with Policies R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

4. Piling shall not be carried out between 31 October and 31 March.

Reason – To prevent disturbance to over-wintering birds in the interests of nature conservation and biodiversity and to comply with Policies R/OS11 and R/OS13 of the Gosport Borough Local Plan Review.

5. No piling shall take place other than between the hours of 9 am and 5 pm Monday to Friday unless otherwise agreed in writing with the Local Planning Authority.

Reason – To prevent any adverse impact on neighbouring noise sensitive development and to comply with Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

6. Details of all external facing and roofing materials shall be submitted to and approved, in writing, by the Local Planning Authority before development commences. 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 Policies R/DP1 and R/CH1 of the Gosport Borough Local Plan Review.

7. No development shall be commenced until details of the measures to be incorporated to reduce the risk of crime and disorder, terrorism attack and anti-social behaviour shall be submitted to and agreed by the Local Planning Authority in writing. Thereafter, the agreed measures shall be implemented prior to the development being brought into use.

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.

8. Prior to commencement of the development hereby approved, details, including a method statement of how the existing tripod dolphins will be removed, 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 prevent pollution of the water environment, and to comply with Policy R/ENV2 of the Gosport Borough Local Plan Review.

9. If, during development, contamination not previously identified is found to be present at the site then no further development, unless otherwise agreed in writing with the Local Planning Authority, shall be carried out until the developer has submitted, and obtained written approval from the Local

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Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason - To prevent contamination of controlled waters, to protect the surrounding environment, and to comply with Policy R/ENV5 of the Gosport Borough Local Plan Review.

10. Prior to commencement of the development, details of the contractor's compound shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter the compound shall be made available, prior to the commencement of works on site and at all time kept available for this purpose.

Reason - To maintain highway safety and the amenities of the area, and to comply with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

**ITEM NUMBER: 05.**  
**APPLICATION NUMBER: K8816/12**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 02.06.2010**

**REGULATION 3 - ERECTION OF NEW GRANDSTAND AND INSTALLATION OF TURNSTILES**  
**Gosport Borough Football Club Privett Road Gosport Hampshire PO12 3SX**

***The Site and the proposal***

Gosport Borough Football Club is a 1.24 hectare site located to the north of Privett Road within Privett Park. To the west of the site are the rear gardens of the two storey dwellings fronting Privett Place. The southern side of the site is bordered by rear boundary treatments of the two storey properties fronting Privett Road. The site comprises a single full size football pitch, a single storey red brick clubhouse and a large grandstand adjacent to the western boundary. There are also a variety of timber sheds, outbuildings and food outlets which are predominantly located within the south western corner of the site. The site is bordered for the most part by close boarded fencing. There are a total of 41 car parking spaces, including 2no. disabled spaces. The site is accessed from Privett Road via a short length of highway at the southern end of the site.

The application is for the erection of a new grandstand, 2no. double turnstiles and 2.35 metre high external sheet cladding to replace a section of wooden fencing adjacent to the south western corner of the clubhouse. The proposed grandstand would be sited on the eastern side of the site, opposite the existing stand. It would be 40 metres wide, 3.3 metres deep and 4.4 metres high. The stand will contain a total of 322 seats, together with space for 6no. wheelchairs. A concrete hardstand is proposed to the front of the stand to provide level access. The 2no. double turnstiles will be positioned on the western and eastern sides of the clubhouse. The existing turnstile, positioned adjacent to the rear boundary of number 102 Privett Road, will no longer be used.

***Relevant Planning History***

K10536/1 - Erection of single turnstile and 2no. access gates - permitted 31.03.81

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

- R/DP1  
General Standards of Development within the Urban Area
- R/OS4  
Protection of Existing Open Space
- R/CF8  
Provision of Built Leisure Facilities
- R/T11  
Access and Parking

***Consultations***

Property Services	No objection.
Leisure & Recreation Development	No objection.
Local Highway Authority	No objection.
Crime Prevention & Design	No objection.

## **Response to Public Advertisement**

Nil

### **Principal Issues**

1. The main issues in this case are the acceptability of the principle of the proposed development in this location, its design, and the impact on the visual amenity of the locality, the amenities of neighbouring occupiers and parking and access arrangements.
2. The proposals will enhance the existing on site recreational facilities and therefore comply with Policies R/OS4 and R/CF8 of the Gosport Borough Local Plan Review.
3. The proposed stand has a simple lean-to design and is appropriate given its context within an existing football ground. The stand is of limited height and will not therefore appear oppressive or overbearing when viewed from Privett Park. Subject to a condition requiring the submission of details of the proposed materials to be used in the construction of the stand (including a colour scheme), the proposal will not have a detrimental impact on the visual amenity of the locality. The 2no. turnstiles are of limited dimensions and due to the height of the boundary treatment at the site, they will not be easily visible from public view. The fencing at the site is showing signs of dilapidation and the replacement cladding will therefore help to improve the overall appearance of the site. The proposed development is therefore acceptable in design terms and complies with Policy R/DP1 of the Gosport Borough Local Plan Review.
4. The proposal will not increase the capacity of the ground but rather will improve the existing on-site facilities. In light of this, and as the proposed stand will be sited over 65 metres from the nearest residential property, its use will not be detrimental to the living conditions of any adjoining occupiers. Similarly, due to their location within the site, the use of the proposed turnstiles will not harm the living conditions of any adjoining occupiers in terms of noise and disturbance. Moreover, the existing turnstile at the site will no longer be used, and this will reduce activity levels and the potential for noise disturbance for the adjacent occupiers at number 102 Privett Road. The proposal therefore complies with Policy R/DP1 of the Gosport Borough Local Plan Review.
5. The proposed development will not affect the existing access or parking arrangements which are sufficient to meet the demands of the football club. Notwithstanding this, the site is located in an accessible location, close to the Town Centre with its good links to public transport. In order to encourage sustainable means of transport, it is appropriate for the applicant to provide facilities for the parking of bicycles. There is adequate space within the car parking area to accommodate these facilities and it proposed to secure this provision by condition. The proposed development is therefore acceptable and complies with Policy R/T11 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 enhance the existing facilities at this established recreational site. The development will not have a detrimental impact on the visual amenity of the locality, the amenities of the occupiers of neighbouring residential properties or parking and access arrangements. As such the proposal complies with Policies R/DP1, R/OS4, R/CF8 and R/T11 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

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

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

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

09/321/PM/01 (Rev D1), 09/321/PM/02 (Rev C1) and 09/321/PM/03 (Rev A1)

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. Details, including samples and colours, of the cladding and materials to be used in the construction of the grandstand and turnstiles 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 Policy R/DP1 of the Gosport Borough Local Plan Review.

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

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

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order), no amplifying equipment or lighting shall be installed on the grandstand hereby approved without the prior consent, in writing, of the Local Planning Authority.

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

**ITEM NUMBER: 06.**  
**APPLICATION NUMBER: K9750/4**  
**APPLICANT: Gosport Borough Council**  
**DATE REGISTERED: 04.06.2010**

**REGULATION 3 - CONVERSION OF FLATS 17 AND 18 INTO ONE NO SELF  
CONTAINED FLAT**  
**Flat 17 - 18 Woodlands House Chestnut Walk Gosport Hampshire PO12 4BE**

***The Site and the proposal***

Woodlands House is a T-shaped, three storey residential care home comprising twenty six rooms of sheltered housing accommodation and two warden flats. The building has been constructed from brick with vertical tile hanging to the second storey. There are areas of shared amenity space to the side and rear of the building and a formal car parking area on the eastern side of the site. Two of the units have previously been converted into a single, larger unit.

The application is for internal alterations to convert 2no. second floor, sheltered flats into a single two bedroomed unit of sheltered living accommodation. In addition to the two bedrooms, the newly formed flat would comprise a bathroom, kitchen and lounge/diner. No external alterations are required.

***Relevant Planning History***

K9750/2 - Regulation 3 - Construction of access ramp and steps to main entrance permission granted 08.09.09

K9750/3 - Regulation 3 - Conversion of 2 no. flats into 1 no. self contained flat permission granted 08.09.09

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

- R/DP1
- General Standards of Development within the Urban Area
- R/T11
- Access and Parking
- R/H8
- Accommodation for the elderly

***Consultations***

Building Control	No objection.
Local Highway Authority	No objection.

***Response to Public Advertisement***

Update to be provided.

***Principal Issues***

1. The building, both as existing and as proposed, makes provision for purpose designed elderly persons sheltered accommodation. As such, there is no material change in the residential use of the property. Whilst the development will result in a reduction in unit numbers by one, the proposal

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will provide an upgraded standard of living accommodation and will increase the variety of accommodation available for prospective occupiers. Residents of the new flat will have access to the existing amenity areas and the proposed development will have no impact on the amenities of adjoining occupiers. It therefore complies with Policies R/DP1 and R/H8 of the Gosport Borough Local Plan Review.

2. The car parking arrangements at the site will not change as a result of the development and as there is a reduction in the number of units of accommodation, the existing provision will be adequate. The proposal therefore complies with Policy R/T11 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 proposed development is acceptable. It will result in an upgraded standard of accommodation and will not have a detrimental impact on existing parking arrangements, local traffic conditions or the amenities of adjoining residents. The proposal therefore complies with Policies R/DP1, R/H8 and R/T11 of the Gosport Borough Local Plan Review.

**Subject to the following conditions:-**

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

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

**ITEM NUMBER: 07.**  
**APPLICATION NUMBER: K17641/1**  
**APPLICANT: Vodafone**  
**DATE REGISTERED: 01.06.2010**

**GPDO PART 24 CONSULTATION - ERECTION OF REPLACEMENT 15M HIGH TELECOMMUNICATIONS COLUMN (IMITATION TELEGRAPH POLE) AND EQUIPMENT CABINET**

**Highway Verge At Brewers Lane Gosport PO13 0JX**

***The Site and the proposal***

The site is located on the grass highway verge at the junction of Brewers Lane and Rowner Lane. The verge here is 6 metres wide and has a group of trees reaching approximately 8m in height. To the south is number 2 Rowner Lane. The house is set back from its northern boundary by more than 30 metres and has one window on the gable end at first floor. On the north side of the road is the Wych Way Inn with the playing fields of Bridgemary Community Sports College next to it. There is a service road fronting the houses to the east along Brewers Lane with a grass verge between it and the road. The frontages of these houses are set back between 20 and 30 metres from Brewers Lane. On that verge is a line of trees interspersed with telegraph poles and street lights and a bus shelter. Beyond the bus shelter is a monopole mast, serving another network, with a small equipment cabinet. The distance between this mast and the proposed site is 120 metres. Across Rowner Lane to the west on the other side of the junction is the gable end of the first terrace of houses fronting Brading Avenue. On the opposite side of Brading Road is the junction with Wych Lane. There is an existing streetpole and associated equipment cabinet on the site. The existing mast is approximately 13m high.

The proposal involves the removal of the existing streetpole and replacement with an 11m high brown streetpole mast with 6 GRP shrouded antennas. The total height of the equipment would be 15m and it would be 1m to the north east of the existing mast. The associated equipment comprises a green cabinet reaching 1.65m high sited on the west side of the mast.

Under the provision of Part 24 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) this installation does not require planning permission but the operator is required to consult with the Local Planning Authority for determination as to whether the approval of details of the siting and design of the development is required. It has been determined that prior approval of the siting and appearance of the installation is required.

***Relevant Planning History***

K15699 - Erection of a mast on land opposite 59 Brewers Lane - prior approval not required 21.02.01

K17641 - Erection of 12m high monopole telecommunications mast with 3 GRP shrouded antennas and one equipment cabinet - prior approval required and granted 23.01.09

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/ENV13

Telecommunications

## **Consultations**

Local Highway Authority

No objection.

## **Response to Public Advertisement**

Update to be provided.

## **Principal Issues**

1. The main issue to be considered is the impact of the mast and equipment on the visual amenities of the area. There are already two masts visible in the streetscene which stand on the highway verge along the Brewers Lane frontage. They are not visually prominent amongst the existing trees and street furniture visible in the streetscene. The proposed mast will sit comfortably within this existing line in the streetscene and it will remain well screened by the trees immediately adjacent. The column is greater in width by 50mm than the existing streetpole, however, it will be brown in colour and will therefore blend well with the existing trees which mitigates the increase in width. The antennas to the top of the mast will be grey and therefore more visible, however, these will also be well screened by the existing trees.
2. The proposed equipment cabinet will have a minimal impact on the surroundings. Its colour means it will blend well with existing street furniture and the grassed setting, and its size and height means it will appear diminutive in the context of the surrounding buildings.
3. In support of this application for 'prior approval', information clarifying radio coverage has been provided to demonstrate the need for the installation. In accordance with the guidance set out in Planning Policy Guidance Note 8, an ICNIRP (confirmation by the International Commission on Non-Ionising Radiation Protection that the installation would comply with their guidelines) certificate has been provided to show that health and safety matters need not be considered by the Local Planning Authority.
4. In conclusion, it is considered that the proposed siting and design are acceptable and the proposal accords with policies R/DP1 and R/ENV13 of the Gosport Borough Local Plan Review.

## **RECOMMENDATION: (Subject to the expiry of the public advertisement) Grant Permission**

Subject to the response to the public consultation the application is approved subject to the following conditions and authority is delegated to the Head of Development Control to determine the application after the date for public consultation has expired.

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

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the siting and appearance are acceptable in this location in compliance with Policies R/DP1 and R/ENV13 of the Gosport Borough Local Plan Review.

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

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.  
Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).
2. Prior to installation of the telecommunications equipment hereby approved, the existing streetpole shall be removed.

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

**ITEM NUMBER: 08.**  
**APPLICATION NUMBER: K16938/1**  
**APPLICANT: Vodafone**  
**DATE REGISTERED: 01.06.2010**

**GPDO PART 24 CONSULTATION - ERECTION OF 15M HIGH DUAL USER TELECOMMUNICATION COLUMN WITH SHROUDED ANTENNAS AND EQUIPMENT CABINET**

**Quay Lane Gosport Hampshire PO12 4LJ**

***The Site and the proposal***

The application site is at the back edge of the footpath on Quay Lane, adjacent to the premises occupied by Smith's metal salvage yard. The surrounding area is characterised by a mix of industrial and residential development. There are a number of other masts sited on the east side of Quay Lane.

The proposal involves the installation of a 12.9m high mast with three GRP shrouded antenna's, totaling a height of 15m. This will replace an existing 15m high streetpole sited 3m north of the current application site. An additional green equipment cabinet 1.5m in height is also proposed to the south side of the mast.

Under the provisions of Part 24 of the Town and Country (General Permitted Development) Order 1995 (as amended) this installation does not require planning permission but the operator is required to consult with the Local Planning Authority for determination as to whether the approval of details of the siting and design of the development is required. It has been determined that prior approval of the siting and appearance of the installation is required.

***Relevant Planning History***

There have been five previous 'Part 24' planning consultations for telecommunications masts within the vicinity of this site in Quay Lane:-

K15421 - Orange - 8m monopole mast - prior approval not required 21.10.99

K15499 - One 2 One - 15m monopole mast - prior approval refused 13.04.00 (for lack of information)

K15499/1 - One 2 One - 15m monopole mast - prior approval not required 26.05.00

K13994/4 - Telecom - 15m sectored column mast - prior approval not required 16.08.00

K16938 - Vodafone - 12m monopole mast with 3 no. antenna reaching 14m in height - prior approval required and granted 12.07.05

***Relevant Policies***

Gosport Borough Local Plan Review, 2006:

R/ENV13

Telecommunications

R/DP1

General Standards of Development within the Urban Area

***Consultations***

Local Highway Authority

No objection.

***Response to Public Advertisement***

Update to be provided.

### **Principal Issues**

1. The main issue to be considered is the impact on the visual amenities of the area. There are already a number of masts visible in this section of the streetscene including the existing mast that this proposal seeks to replace. Although the proposal would be higher than the existing lighting columns in the vicinity, it would not exceed the height of the existing masts and would not, therefore, appear visually prominent in the streetscene. The area immediately surrounding the application site is industrial in character. The industrial buildings and their associated enclosures and structures are of varying ages with some appearing poorly maintained. The column proposed is wider than the existing streetpole, however, consistent with other masts in the locality. In this context the mast would not, therefore, represent a detriment to visual amenity.
2. The proposed equipment cabinet will have a minimal impact on the surroundings. Its colour means it will blend in well with existing street furniture and its size and height means it will appear diminutive in the context of the surrounding buildings.
3. In support of this application for 'prior approval', information clarifying radio coverage has been provided to demonstrate the need for the installation. In accordance with the guidance set out in Planning Policy Guidance Note 8, an ICNIRP (confirmation by the International Commission on Non-Ionising Radiation Protection that the installation would comply with their guidelines) certificate has been provided to show that health and safety matters need not be considered by the Local Planning Authority.
4. In conclusion, it is considered that the proposed siting and design are acceptable and the proposal accords with policies R/DP1 and R/ENV13 of the Gosport Borough Local Plan Review.

### **RECOMMENDATION: (Subject to the expiry of the public advertisement) Grant Permission**

Subject to the response to the public consultation the application is approved subject to the following conditions and authority is delegated to the Head of Development Control to determine the application after the date for public consultation has expired.

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

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations the siting and appearance are acceptable in this location in compliance with Policies R/DP1 and R/ENV13 of the Gosport Borough Local Plan Review.

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

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.  
Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).
2. Prior to the installation of the telecommunications equipment, hereby approved, the existing streetpole shall be removed from the site.  
Reason - To protect the visual amenities of the area, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.