

Please ask for:

Lisa Young

Direct dial:

(023) 9254 5651

Fax:

(023) 9254 5587

E-mail:

lisa.young@gosport.gov.uk

30 November 2012

S U M M O N S

MEETING: Regulatory Board
DATE: 10 December 2012
TIME: 6pm
PLACE: Council Chamber
Democratic Services contact: Lisa Young

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

The Mayor (Councillor Dickson) (ex officio)
Chairman of the P and O Board (Councillor Hook) (ex officio)

Councillor Ronayne(Chairman)
Councillor Carter CR (Vice Chairman)

Councillor Ms Ballard	Councillor Henshaw
Councillor Beavis	Councillor Mrs Hook
Councillor Ms Diffey	Councillor Jessop
Councillor Farr	Councillor Langdon
Councillor Gill	Councillor Wright

FIRE PRECAUTIONS

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

In the event of the fire alarm 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**

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 reminded to declare, at this point in the meeting or as soon as possible thereafter, any disclosable personal interest in any item(s) being considered at this meeting

3. MINUTES OF THE MEETING OF THE BOARD HELD ON 6 NOVEMBER 2012

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 Thursday, 6 December 2012. 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 Thursday, 6 December 2012).

6. K.15458/1– ERECTION OF 1NO THREE BEDROOM DETACHED CHALET BUNGALOW WITH ASSOCIATED ACCESS AND LANDSCAPING (CONSERVATION AREA) (AS AMENDED BY PLANS RECEIVED 07.09.12 AND DESIGN AND ACCESS STATEMENT RECEIVED 12.09.2012)

PART II
Contact Officer:
Greg Allison
Ext 5552

To consider planning application K.15458/1, for the erection of 1no three bedroom detached chalet bungalow with associated access and landscaping at Land At 32 Manor Way Lee-On-The-Solent.

7. K17671/15 – PLANNING APPLICATION FOR THE ERECTION OF 175NO. RESIDENTIAL UNITS TOGETHER WITH PARKING AND OPEN SPACE (INCLUDING LEAP) AND RETENTION OF

PART II
Contact Officer
Ian Humble
Ext 5604

Regulatory Board
10 December 2012

PARTIAL REVISION TO THE PARKING LAYOUT FOR PHASE 2 OF THE ROWNER REDEVELOPMENT (AS AMENDED BY PLANS RECEIVED 15.10.12, 14.11.12, 26.11.12 AND 28.11.12 AND LANDSCAPE MANAGEMENT AND MAINTENANCE PLAN AND LANDSCAPE SPECIFICATION RECEIVED 26.11.12 AND AMPLIFIED BY ROAD SAFETY AUDITS RECEIVED 30.10.12 AND 28.11.12)

To consider planning application reference K17671/15 for the erection of 175no. residential units together with parking and open space (including LEAP) and retention of partial revision to the parking layout for Phase 2 of the Rowner redevelopment.

8. REPORTS OF THE BOROUGH SOLICITOR

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

PART II
Contact Officer:
Debbie Gore
Ext 5455

9. ANY OTHER ITEMS

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

AGENDA ITEM NO.

Board/Committee:	Regulatory Board
Date of Meeting:	10 December 2012
Title:	K.15458/1– Erection of 1no three bedroom detached Chalet Bungalow with Associated Access and Landscaping (Conservation Area) (as amended by plans received 07.09.12 and Design and Access Statement received 12.09.2012)
Author:	Borough Solicitor & Deputy Chief Executive
Status:	FOR DECISION

Purpose

To consider planning application K.15458/1, for the erection of 1no three bedroom detached chalet bungalow with associated access and landscaping at Land At 32 Manor Way Lee-On-The-Solent

Recommendation

That Members decide whether or not they wish to approve the application, subject to the completion of a Section 106 agreement to secure the payment of a commuted sum towards the provision and/or improvement of outdoor playing space and the payment of a commuted sum towards the provision of transport infrastructure, and the conditions as set out in Appendix B. A reason for approval will also be required.

1 Background

- 1.1 This application was considered by the Regulatory Board on 6 November 2012 when the officer recommendation to refuse the application was not agreed by Members. The officer's report is attached at Appendix A.

2 Issues

- 2.1 The application has not yet been determined and if Members are minded to approve the application, a Section 106 agreement is required. Negotiations have progressed and the agreement is currently being drafted.

2.2 If Members are minded to approve the application, appropriate suggested conditions are attached at Appendix B. Any approval of planning permission should be subject to the completion of the Section 106 agreement, as referred to above, and the suggested conditions. A reason for approval would also be required and this is also set out in Appendix B.

Financial Services comments:	Set out in the report
Legal Services comments:	
Crime and Disorder:	
Equality and Diversity:	
Service Improvement Plan implications:	
Corporate Plan:	
Risk Assessment:	
Background papers:	
Appendices/Enclosures:	
Appendix 'A'	
Appendix 'B'	Officers report to RB
Appendix 'C'	Suggested conditions and reason for approval
Report author/ Lead Officer:	Location Plan
	Mr G Allison, Planning Officer. Ext: 5552

Appendix A: Officers Report

Appendix B: Suggested 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:

3132 D LocP/01 A and 3132 D/01A

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

3. 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, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

4. No works above slab level shall commence until details of the provision for the parking and turning of vehicles on the area hatched green on the approved plan have been submitted to and approved, in writing, by the Local Planning Authority. The approved vehicle parking and turning area shall be made available, surfaced and marked out before the new dwelling is first occupied and thereafter retained.

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.

5. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order), no building, extension or means of enclosure shall be erected in the area hatched green on the approved plan without the prior consent, in writing, of the Local Planning Authority.

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

6. The northernmost vehicular access marked A-A on the approved plan shall be used for the purpose of "Entry Only". No works above slab level shall commence until details of the measures proposed to manage the use of the access have been submitted to and approved, in writing, by the Local Planning Authority. The approved measures shall be carried out before the new dwelling is first occupied and retained at all times.

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

7. The southernmost vehicular access marked B-B on the approved plan shall be used for the purpose of "Exit Only". No works above slab level shall commence until details of the measures to manage the use of the access have been submitted to and approved, in writing, by the Local Planning Authority. The approved measures shall be carried out before the new dwelling is first occupied and retained at all times.

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

8. No works above slab level shall commence until full details of a landscaping scheme including the size/densities of tree/shrubs, the phasing of timing of planting, and provision for its maintenance during the first five years from the date of planting, shall be submitted to and approved, in writing by the Local Planning Authority.

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

9. The landscaping scheme approved pursuant to Condition 8 above shall be completed within six months from the completion of the building shell, or in the next available planting season, whichever is the sooner, 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, by the Local Planning Authority) during the next planting season.

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

10. The trees and hedges on the site which are to be retained shall be protected during building operations by strict compliance with BS5837:2005 - Trees in Relation to Construction.

Reason - To ensure the enhancement of the development by the retention of natural features, and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

11. No works above slab level shall commence until details of the long and short stay cycle parking facilities and refuse storage facilities have been submitted to and approved, in writing, by the Local Planning Authority. The approved cycle parking and refuse storage facilities shall be provided before the new dwelling is first occupied and thereafter retained.

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

12. No works above slab level shall commence until details of the south facing window in the roofslope, outlined in red on the approved plan, have been submitted to and approved, in writing, by the Local Planning Authority. The

window shall be installed in accordance with the approved details and retained thereafter.

Reason - To preserve the amenity of the adjacent property, and to comply with Policy RDP/1 of the Gosport Borough Local Plan.

Suggested reason for approval.

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 proposed dwelling is acceptable and is compatible with the mix of properties on the east side of Manor Way. It would preserve the character and appearance of the Lee-on-the-Solent Conservation Area and would not harm the setting of the Listed Building to the south. The proposal would not have a harmful impact on the amenities of neighbouring residents or prospective occupiers or protected/notable 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/BH3, R/T4, R/T11, R/OS8 and R/OS13 of the Gosport Borough Local Plan Review.

AGENDA ITEM NO.

Board/Committee:	Regulatory Board
Date of Meeting:	10 December 2012
Title:	K17671/15 – Planning application for the erection of 175no. residential units together with parking and open space (including LEAP) and retention of partial revision to the parking layout for Phase 2 of the Rowner Redevelopment (as amended by plans received 15.10.12, 14.11.12, 26.11.12 and 28.11.12 and Landscape Management and Maintenance Plan and Landscape Specification received 26.11.12 and amplified by Road Safety Audits received 30.10.12 and 28.11.12)
Author:	Borough Solicitor
Status:	For Decision

Purpose

(i) To consider planning application reference K17671/15 for the erection of 175no. residential units together with parking and open space (including LEAP) and retention of partial revision to the parking layout for Phase 2 of the Rowner redevelopment

Recommendation

To **Grant Planning Permission for application K17671/15**

for the following reason:-

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 will positively contribute to the on-going redevelopment of Rowner and will enhance the appearance of the area. It will provide a mix of dwelling types and tenures, including affordable housing, thereby contributing to the mix of dwellings available to residents of the Borough. The layout, access and vehicle parking arrangements, together with the provision for drainage, refuse storage and bicycle parking are acceptable. The development will not harm the interests of highway or pedestrian safety, or the amenity of existing or prospective occupiers. Adequate provision has been made for Open Space and the proposed green spaces, together with numerous trees and areas of soft landscaping, will provide valuable amenity space for prospective occupiers and enhance the overall appearance of the development. The development will not increase the risk of flooding to people or property, and will not have an adverse impact on the interests of nature

conservation, archaeology or land contamination. The development includes measures to enhance biodiversity and promote energy conservation. It, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/DP3, R/T3, R/T4, R/T11, R/H4, R/H5, R/H9, R/OS8, R/OS11, R/OS12, R/OS13, R/OS14, R/ENV2, R/ENV3, R/ENV4 R/ENV5, R/ENV10, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

Subject to the conditions contained within Appendix A of this report.

1.0 Background

- 1.1 The comprehensive redevelopment of Rowner was first considered under Outline planning permission reference K17671.
- 1.2 Outline planning application reference K17671, was considered by the Regulatory Board on 21 April 2009, when it resolved to advise the Secretary of State that the Borough Council was minded to grant Outline Consent, subject to the completion of a Section 106 Agreement relating to the provision of sports pitches within the Borough and the implementation of a management plan for Browndown Site of Special Scientific Interest (SSSI), and 22 planning conditions.
- 1.3 The Secretary of State confirmed on 8 May 2009 that the application should be determined by Gosport Borough Council. The Section 106 Agreement was completed on 23 July 2009 and the decision notice was issued on 24 July 2009.
- 1.4 The Outline consent granted planning permission for the demolition of existing properties and the erection of up to 700no. residential units and a new neighbourhood centre, including a food store and 3no. retails units. The Outline planning permission established means of access from Grange Road, building parameters and vertical limits.
- 1.5 It also established a requirement to achieve a car parking ratio across the redevelopment area of 1.07 spaces per dwelling.
- 1.6 Condition 14 of Outline planning permission reference K17671 requires that 37% of all dwellings are affordable. This requirement can be provided across the entirety of the redevelopment site and does not, therefore, have to be achieved within each individual phase of development.
- 1.7 The Outline planning permission is also the subject of a legal agreement that requires the developer to pay the Council a

commuted sum, towards the provision of Open Space, upon the occupation of the 502nd and 600th dwelling. The monies required by the legal agreement will contribute towards the provision of formal sports pitches in the Borough.

- 1.8 The Masterplan attached to the Outline planning permission established a set of Design Codes, including specific character areas, that should be created across the redevelopment site.
- 1.9 The proposed phasing for the demolition and construction associated with the Rowner redevelopment was outlined within the Environmental Statement which formed part of the Outline planning permission. These plans were, however, only indicative and the final phasing for demolition and construction was, therefore, controlled by conditions 6 and 7 of the Outline planning permission.
- 1.10 The sequence of demolition/construction has been refined as the 'build-out' process has progressed, in order to achieve a programme of work that avoids sustained periods of disruption to neighbouring occupiers and negates the need to leave large tracts of land undeveloped for long periods.
- 1.11 The first Phase of the Rowner redevelopment (Phase 1) was approved in October 2009, under Details Pursuant application reference K17671/1. This consent comprises the first 219no. dwellings of the 700no. dwellings permitted by Outline planning permission reference K17671. Works on Phase 1 were commenced in March 2010 and are now nearing completion.
- 1.12 Phase 2 of the Rowner Redevelopment was approved in October 2012 under Details Pursuant application K17671/3. This consent approved the erection of 101no. residential units, a foodstore and 3no. retail units, together with car parking, open space (including a LEAP) and landscaping. Works on the Phase 2 development area have commenced, but are at a relative early stage in the construction process.
- 1.13 The land, the subject of this planning application, relates to the area of the redevelopment site known as 'Phase 3'. The site comprises the land located between Phase 1 (to the south) and Phase 2 (to the north), between Coventry Court and Howe Road.
- 1.14 The demolition of all the buildings within this Phase was approved in May 2012 under planning permission reference K17671/11. With the exception of some of the properties in Coventry Court (immediately to the west of the petrol filling station on Grange Road), the demolition

works have been completed. Part of the land is currently being used as a site compound during the construction of Phase 2.

- 1.15 The Masterplan attached to the Outline planning permission established 3no. character areas for the Phase 3 area, comprising a central 'Avenue', with an 'Urban Boulevard' fronting onto Grange Road, linked by a series of smaller streets, creating 'Home Zone/Mews'.
- 1.16 The concept for the Central Avenue was to create a wide, tree lined, street to provide a direct link between Phases 1 and 2. The Design Code advocated the provision of 'larger than average houses' along the length of the Avenue, with 'landmark' buildings terminating long ranging views and a series of public open spaces to enhance the public realm and provide valuable amenity space for prospective residents.
- 1.17 The Design Code for the Urban Boulevard character area, identified a need to improve the quality of the Grange Road frontage by providing street frontage buildings together with enhanced landscaping, thereby advertising the positive regeneration work associated with the Rowner Redevelopment Scheme.
- 1.18 The vision for the Home Zone/Mews character area was to create residential neighbourhoods, defined by simple buildings and pedestrian friendly streets, linking the smaller streets to the Central Avenue and the Urban Boulevard.
- 1.19 In formulating the detailed proposals for the subsequent redevelopment of the Phase 3 area, it became apparent that it would be necessary to revise the application site boundaries in order to incorporate an additional section of Balfour Close, so as to provide a suitable turning head for vehicles. The additional area of land measures approximately 10 metres x 6 metres.
- 1.20 It also became apparent that, in order to achieve the best possible layout, some of the proposed dwellings would need to be sited marginally (no more than approximately 2 metres) outside of the building parameters established by the Outline planning permission reference K17671.
- 1.21 In light of the above revisions, the development, the subject of this application, cannot be considered as a Details Pursuant application to the original Outline consent. The applicant has, therefore, submitted a full planning application, for determination by the Local Planning Authority.

- 1.22 The application boundaries have also been redefined in order to include land that was previously located within the boundaries of the Phase 2 redevelopment area. The land has been included as revisions have been made to the configuration of a car parking court associated with the residential tower block approved in Phase 2. As the works have already been completed, the application is for the retention of the car parking court. Until the internal road system for the Rowner redevelopment has been provided, it is proposed that the car parking area will be accessed via the existing road serving the properties in Coventry Court.
- 1.23 The application boundary has also been amended to incorporate the LEAP, which was also previously approved under Phase 2 of the redevelopment, so as to 'square-off' and, therefore, rationalise the siting of the northern boundary.

2.0 Application Site and Surroundings

- 2.1 The application site has an area of 4.18 hectares and is located between Phases 1 (immediately to the south) and Phase 2 (immediately to the north) of the Rowner redevelopment area, as referred to in paragraph 1.13 above. It is approximately 270 metres long and 160 metres wide and is located within Flood Zone 1.
- 2.2 To the west of the site are the remaining two storey properties in Anson Close, Lindbergh Close and Balfour Close, which are not to be redeveloped.
- 2.3 To the east of the application site, and on the opposite side of Grange Road, is HMS Sultan. The Grange Road Petrol Filling Station borders the application site on its eastern side.
- 2.4 The Wild Grounds, a Site of Special Scientific Interest and Local Nature Reserve is located approximately 120 metres to the south of the application site, beyond the two, three and four storey residential buildings approved within Phase 1.
- 2.5 The Browdown Site of Special Scientific Interest (SSSI) is located over 1.5km away.

3.0 Planning History

- 3.1 K17671 – demolition of existing buildings and removal of existing earth bunds and redevelopment to provide new residential accommodation of up to 700no. units and a new neighbourhood

centre incorporating a food store (Class A1), cafe (Class A3), and up to 3no. retail units (Classes A1, A2, A3 and A5), and provision of open space and landscaping, and access junctions and associated roads including the re-alignment of Howe Road and new north-south road and car parking, with all matters reserved apart from access – permitted 24.07.09

- 3.2 K17671/1 – details pursuant to K17671 – erection of 219no. residential units with associated open space landscaping and car parking and realignment of Howe Road – appearance, landscaping, layout and scale details for Phase 1 of Rowner Renewal Scheme – permitted 12.10.09
- 3.3 K17671/3 – details pursuant to K17671 – erection of 101no. residential units, a food store and 3no. retail units together with parking, open space (including a LEAP) and landscaping – appearance, landscaping, layout and scale details for phase 2 of Rowner Renewal Scheme – permitted 11.10.10
- 3.4 K17671/7 – details pursuant to K17671 – erection of 219no. residential units with associated open space, landscaping and car parking and realignment of Howe Road – Phase 1 of Rowner Redevelopment Scheme – amended appearance, landscaping and layout of Block F (amendment to K17671/1) – permitted 28.11.11
- 3.5 K17671/11 – demolition of buildings within Phase 3 of the Rowner Redevelopment Area – permitted 19.06.12

4.0 The Proposal

- 4.1 Although the application boundaries and building parameters have been marginally amended, the proposed development has been designed to comply with the concepts established by the Masterplan attached to Outline planning permission reference K17671.
 - 4.1.1 *Housing Quantity and Tenure Type*
 - 4.1.2 The development is for the erection of 175no. residential units, together with 3no. areas of open space, including 1no. LEAP.
 - 4.1.3 The residential accommodation would comprise;
 - 15no. one bedroom flats;
 - 8no. two bedroom flats;
 - 13no. two bedroom houses;
 - 93no. three bedroom houses, and;

46no. four bedroom houses.

4.1.4 39no. of the proposed residential properties would be made available on the affordable housing market, equating to 22% of the total number of residential units proposed.

4.1.5 The affordable units would comprise;

4no. two bedroom houses;
27no. three bedroom houses, and;
8no. four bedroom houses.

4.1.6 The remaining 136no. units would be made available for sale on the private market.

4.2 *Design and Layout*

4.2.1 The proposed development would comprise 3no. distinct character areas, to comply with the Masterplan attached to the original Outline planning permission reference K17671.

4.2.2 The 3no. character areas would comprise;

- a central Avenue;
- an Urban Boulevard and;
- Home Zones/Mews' areas.

together with a three storey, flatted development at the north western end of the site.

4.2.3 *The Avenue*

4.2.4 The proposed Avenue would form the principal north-south route through the central part of the Rowner redevelopment area. It would comprise a wide street aligned by mature trees, positioned at regular intervals along the highway.

4.2.5 The residential properties, fronting the Avenue, would comprise 2.5-3 storey, three/four bedroom dwellings, constructed, for the most part, from buff brick with contrasting grey brick panels and slate coloured, pitched roofs.

4.2.6 The ridges of the roofs would be orientated parallel with the highway and would be set to a maximum height of 11 metres. The majority of the properties on the Avenue would have, small, flat roofed, lead-effect, dormer windows on the front roofslope.

4.2.7 The dwellings would be arranged in semi detached pairs and short terraces comprising 4no. dwellings. The dwellings would have a staggered layout, set back between 2 metres and 6 metres from the public highway.

4.2.8 The dwellings that would terminate long ranging views, when travelling along the Avenue, would be 3 stories high and would include projecting rendered elevations, with contrasting sections of grey brick and timber Eternite panelling, so as to distinguish them from other properties in the street.

4.3 *The Urban Boulevard*

4.3.1 Under the original Masterplan, it was envisaged that the Urban Boulevard would comprise taller, flatted development, fronting onto Grange Road. In recognition of a desire to move away from the type of development that previously characterised this area of Rowner, however, and in order to increase views into the site, the design concept for the eastern side of the site has since evolved considerably.

4.3.2 Under the latest proposals, it is proposed to erect 2/2.5 storey, three/four bedroom, family homes on the eastern side of the site and fronting onto Grange Road.

4.3.3 The dwellings would be constructed from a combination of buff and red brick with contrasting brick panels to the front elevations. They would have pitched, slate coloured roofs which, for the most part, would be orientated parallel with Grange Road. Some of the properties would, however, have pitched gables fronting the highway, in an attempt to increase visual interest.

4.3.4 Approximately half the properties would include flat roof, lead effect, dormer projections on the front roofslope.

4.3.5 The dwellings would be arranged as semi detached pairs and short terraces of 4no. dwellings.

4.3.6 They would have a slightly staggered layout, with the front elevations set back between 8 metres and 12 metres from Grange Road. The space at the front of the properties would be used to provide vehicular access to the front driveways and significant areas of soft landscaping.

4.3.7 The highest properties would be sited on corner plots, where it is

proposed to create a new access into the redevelopment area from Grange Road, in an attempt to create 'landmark' buildings at the principal entrance into this part of the site. These dwellings would be 10.4 metres high.

4.4 *Home Zones and Mews'*

- 4.4.1 The remainder of the residential properties proposed would be sited the side streets that would link the Urban Boulevard to the central Avenue.
- 4.4.2 With the exception of 4no. 3 storey, four bedroom dwellings located towards the northern end of the site, the 'Home Zone' character area properties would all comprise 2/2.5 storey, two and three bedroom dwellings.
- 4.4.3 The dwellings would have a smaller scale than the other proposed properties in an attempt to reflect the intended hierarchical organisation of the roads.
- 4.4.4 Like the properties in the Urban Boulevard, the dwellings would be constructed from a combination of buff and red brick, with contrasting grey brick panels.
- 4.4.5 At the northern end of the application site and towards the boundary with the Phase 2 redevelopment area (where a more varied palette of materials has been approved), it is proposed to introduce predominately rendered elevations (pale white in colour), with grey brick panels.
- 4.4.6 Across the whole of the application site, all of the proposed 175no. dwellings would have white, UPVC windows, with suspended, flat roof, canopies over the front doors. Low, L-shaped, brick walls, with horizontal wooden rails, would project from the front elevations, to screen utility meters/cabinets and provide external porches.
- 4.4.7 Throughout the application site, the side elevations of the properties occupying corner plots would contain additional detailing, combining full height box windows, brick banding and contrasting brick panels, in an attempt to break up the relative mass of brickwork fronting onto the highway.
- 4.4.8 There would be a separation distance of at least 19.5 metres between all opposing 2 and 2.5 storey rear elevations.
- 4.4.9 Where a row of 3 storey properties oppose one another at the

northern end of the site, the rear elevations would be separated by 23 metres.

- 4.4.10 Where gabled side elevations oppose adjacent rear elevations, a separation distance of at least 12 metres is achieved across the application site.
- 4.4.11 Each dwelling would be provided with its own private rear garden. The gardens would be between 9 – 12 metres in length and they would all be independently accessible via side or rear paths. Access into the gardens would be restricted by a lockable gate.
- 4.4.12 The majority of the rear gardens would be enclosed by 1.5 metre high wooden fencing with 0.3 metres of trellising. Where properties occupy corner plots, however, the side boundaries would comprise brick walls. The walls would include decorative brick banding.
- 4.4.13 All dwellings would be designed to achieve Code for Sustainable Homes, Level 3. The affordable housing units would be designed to meet Lifetime Homes criteria.

4.5 *Flatted Development*

- 4.5.1 The proposed block of flats would be approximately 10 metres high and would provide 15no. one bedroom and 8no. two bedroom units, arranged over three floors.
- 4.5.2 It would have a contemporary, flat roofed design comprising large, projecting rendered panels, set forward of buff brick elevations, with contrasting grey brick panels and a part glazed, part timber panelled, central stairwell. A large, flat roof, canopy would project over the front entrance door. The canopy would have a rendered finish and would be coloured blue.
- 4.5.3 The building would contain grey, PVC windows in all elevations with grey, rainwater downpipes. Steel balconies, some of which would be set onto supporting columns, would provide outdoor amenity space for prospective occupiers. The balconies, which would be set under brise soleils, would be enclosed by obscure glazed panels.

4.6 *Landscaping and Open Space*

- 4.6.1 In accordance with the objectives established by Outline planning permission reference K17671, it is proposed to provide numerous trees, shrub beds and landscaped verges across the application site, together with 2no. green open spaces and a LEAP.

4.7 *Open Space*

- 4.7.1 The first of the open spaces would be positioned at the southern end of the site, adjacent to the boundary with the Phase 1 redevelopment area and immediately to the west of the proposed Avenue. It would measure approximately 22 x 24 metres and would be sited at the front of a row of 2/2.5 storey dwellings.
- 4.7.2 The open space would be enclosed by 1 metre high, bow topped, metal railings, set within a hedge of native trees specimens. The hedge would be maintained to a height of 1 metre. 6no. fruit trees and 4no. Hornbeam trees would be planted around the perimeter of the green. Pedestrian access would be afforded via 2no. gates, positioned on the western and eastern sides of the green.
- 4.7.3 The second of the proposed open spaces would be sited approximately 90 metres further north and approximately mid-way up the application site, also adjacent to the western side of the proposed Avenue. The green would measure approximately 30 x 30 metres and would also be enclosed by 1 metre high, bow topped, metal railings, set within ornamental shrub beds. 6no. fruit trees and 6no. Hornbeam trees would be planted around the perimeter of the green. A hard surfaced path would run diagonally through the green.
- 4.7.4 A substation would be sited in the south western corner measuring 4.04 metres x 4.04 metres. The substation would be constructed from buff brick, with grey, aluminium, louvered doors and a slate coloured, tiled, pyramid shaped roof, set to a height of 3.8 metres. Planting would be provided around the base of the substation.

4.8 *LEAP*

- 4.8.1 The proposed Locally Equipped Area of Play (LEAP) would be sited in the north western corner of the application site, on the western side of the Avenue, and to the south of the boundary with the Phase 2 redevelopment area. It would have a rectangular shape and would measure approximately 26 x 22 metres.
- 4.8.2 The LEAP would be enclosed by 1 metre high, bow topped, metal railings, set within a hedge of native tree specimens. The applicant has indicated that the hedge would be maintained to a height of 1 metre. 4no. Lime, 4no. Birch, 3no. Wild Cherry, 2no. Pear and 1no. Apple tree would be planted around the perimeter of the LEAP. A curved path would pass through the eastern side of the play area.

4.8.3 The choice of equipment for the LEAP is being formulated in consultation with local School children and can be controlled by condition.

4.9 *Street Planting and Trees*

4.9.1 The proposed development will provide a total of 181no. trees

4.9.2 In accordance with the vision for the Avenue, established by Outline planning permission reference K17671, the proposed Avenue would be aligned by mature trees, positioned at regular intervals along the entire length of the highway. The trees would comprise Hornbeams, with a lesser number of Whitebeams and Silver Birches.

4.9.3 The smaller, side roads would be aligned by smaller specimens, including Field Maple and Rowan trees, also positioned at regular intervals along the highway.

4.9.4 A substantial soft landscaping scheme is proposed along the eastern side of the site, fronting onto Grange Road, comprising a number of mature trees, hedging and shrub beds.

4.9.5 A number of trees are also proposed at the north eastern corner of the site, to provide a vegetative screen between Grange Road and an area of proposed car parking.

4.9.6 All roadside trees would be planted into tree pits, with grilles and guards providing protection to the root system.

4.9.7 A number of shrub beds would be provided throughout the application site, including adjacent to the highway and at the front of the proposed brick boundary walls. The shrub beds would comprise a wide variety of native plant species.

4.9.8 Grass verges would be provided at the property frontages to subdivide driveways, adjacent to pavements and within areas of on-street car parking. Climbing plants are proposed adjacent to a number of the front elevations.

4.9.9 The application is supported by a Landscaping Specification and a Landscape Management and Maintenance Plan, which includes details of the method for plant establishment, on-going maintenance/care and the future management of the greens and LEAP.

4.10 *Roads and Access*

- 4.10.1 Details of the proposed road layout and construction, including visibility splays, swept paths analysis, street lighting, car parking arrangements and an analysis of the need for traffic calming, have been developed in liaison with Hampshire County Council (Highways), as the majority of the vehicular and pedestrian routes will become adopted highway.
- 4.10.2 The proposed development will introduce 1no. new access from Grange Road, providing a direct link to the proposed central Avenue, in accordance with the principles established by Outline planning permission reference K17671. The access is sited approximately 50 metres from the entrance to the existing petrol filling station on Grange Road and approximately 165 metres north of the existing junction which provides access into the Phase 1 redevelopment area.
- 4.10.3 The proposed central Avenue would have a carriage width of 5.5 metres, excluding parking bays, which would be provided at various intervals along the length of the highway.
- 4.10.4 A four-way junction would intersect the Avenue approximately half way up its length.
- 4.10.5 Traffic calming, including at the 4-way junction, would be achieved through variation in the hard surfacing materials.
- 4.10.6 Pavers, as opposed to tarmac, would be provided within the Home Zone and Urban Boulevard Areas where, in accordance with the principles established by Outline planning permission reference K17671, it is intended that pedestrians and cyclists should have priority over vehicular traffic, thereby necessitating that vehicle speeds are reduced accordingly.
- 4.10.7 A single width through road is shown on the western side of the site, adjacent to the existing properties in Anson Close. The road is splayed at its northern end in an attempt to achieve an appropriate level of intervisibility between different users of the highway.

4.11 *Car Parking*

- 4.11.1 A total of 320no. car parking spaces are proposed across the application site.
- 4.11.2 53no. of these spaces relate to the car parking area at the northern end of the site, that previously fell within the boundaries of the Phase 2 redevelopment area. Whilst the total number of spaces proposed

will remain unchanged from that previously approved under planning permission reference K17671/3, the layout of the spaces has been reconfigured to create a single row of spaces, together with a more formalised parking court. The revised layout is considered to provide safer, more convenient parking arrangements and would enable additional trees/soft landscaping to be introduced in an attempt to 'break up' large areas of hard surfacing. Until completion of the internal road system, it is intended that the spaces shall be accessed via Coventry Court and allocated for use by residents of the Phase 2 tower block, as agreed under planning permission K17671/3.

- 4.11.3 254no. of the proposed spaces would be made available for use by the 175no. dwellings, the subject of this planning application.
- 4.11.4 206no. of the spaces would be formerly allocated. Of the 206no. allocated spaces, 88no. would be provided on-site (on driveways and directly at the rear of properties) with the remaining 118no. allocated spaces provided in on-street parking bays.
- 4.11.5 48no. unallocated, on-street spaces, for use by residents and visitors, would also be provided across the site.
- 4.11.6 13no. on-street spaces are proposed on the western side of the site, for use by existing residents in Anson Close.
- 4.11.7 On-street parking spaces would be arranged in parallel and right angled bays and in echelon arrangements.

4.12 *Hard Surfacing and Lighting*

- 4.12.1 The application is supported by full details of the proposed hard surfacing materials.
- 4.12.2 The proposed Avenue would be laid to tarmac with a combination of charcoal and golden brindle, (herringbone laid), permeable pavers and random laid paving blocks to the side streets and car parking areas.
- 4.12.3 The pavements would be laid to tarmac with smaller areas of herringbone laid pavers provided adjacent to street trees and landscaped verges.
- 4.12.4 Frontage car parking areas would be laid to tarmac or charcoal coloured pavers with 450mm x 500mm buff coloured paving slabs to the private footpaths and rear patios.

4.12.5 Street lighting would be provided throughout the redevelopment area. The street lights will be positioned at regular intervals along the highway, sited at the back edge of the pavement and at least 5 metres from the nearest tree canopy, to take account of future growth.

4.13 *Refuse and Bicycle Storage*

4.13.1 Refuse and bicycle parking facilities would be provided within the rear gardens of the proposed dwellinghouses. Bicycle hoops would also be provided on the northern and southern sides of the proposed LEAP.

4.13.2 Refuse bins would be placed out, adjacent to the highway to facilitate collection by Streetscene operatives.

4.13.3 Refuse and bicycle storage for the proposed flats would be provided within designated stores on the ground floor, accessed via the northern elevation. Refuse bins for the flats would be collected from a car parking area at the front of the building.

4.14 *Drainage*

4.14.1 The application is accompanied by a full drainage strategy, outlining a proposed system of permeable paving and water attenuation areas beneath shared parking areas, as has been approved within Phase 1 and Phase 2.

4.15 *Nature Conservation, Ecology and Biodiversity*

4.15.1 A full ecological assessment was undertaken as part of the Environment Statement approved under Outline planning permission K17671.

4.15.2 This latest application is supported by a bat survey which assesses the likely impact of the proposed development on this protected species, taking account of the fact the majority of buildings on the application site have already been demolished, and the fact that the bat survey attached to planning permission K17671/11, concluded it was highly unlikely that the existing buildings would provide habitat for this protected species.

4.15.3 Bat and bird boxes would be provided across the application site.

4.16 *Sustainability*

4.16.1 It is proposed to provide a water butt in the rear gardens of the proposed dwellinghouses for the recycling of rainwater.

4.17 The planning application is supported by a Design and Access Statement, Planning Statement, Stage 1 Road Safety Audit, Transport Statement, Sustainability Report, Ecology Report, Bat Survey, Landscape Management and Maintenance Plan, a Landscape Specification, Palette of Materials Schedule, Statement of Community Involvement, Site Waste Management Plan, Energy Statement and Bat Survey

4.18 Since the original submission, a number of amended plans have been received.

4.18.1 The amended plans include;

- a revision to the design of the principal elevations of the properties fronting the Avenue to include vertical, projecting brick courses to increase the vertical emphasis of the front elevations;
- a revision to the design and building materials of the buildings that will terminate long ranging views when travelling along the Avenue;
- a revision to the design of the 'landmark' buildings on either side of the proposed access from Grange Road, including an increase to the height of these buildings;
- the provision of an additional brick panels on the northern and western elevation of the proposed block of flats to enhance the appearance of the front and side elevations;
- an increase to the size of the integral refuse store for the proposed flats
- a reduction in the size of the proposed substations;
- a revision to the siting of the proposed street lights, repositioning them at the back edge of the pavement;
- minor revisions to the layout of the road at the northern end of the proposed Avenue, to ensure sufficient swept paths can be achieved;
- an increase to the visibility splays at the junction with Grange Road
- a revision to the design of the 4-way junction on the Avenue, removing a raised table and introducing a variety of hard surfacing materials to reduce traffic speeds;
- a revision to the footways to the south of the proposed block of flats, in the interests of pedestrian safety
- the replacement of raised 'planters' with 'flush' soft landscape beds after concern was raised by Hampshire County Council

(Highways) regarding vehicle run-over and the potential for collision;

- the removal of 2no. on-street car parking bays which were proposed adjacent to the junction with Grange Road as it was considered that the use of these spaces might compromise highway and pedestrian safety;
- the removal of 2no. car parking spaces adjacent to the northernmost proposed open space;
- various, minor alterations to the proposed soft landscaping across the redevelopment site, including increased soft landscaping around the base of the proposed substation, in an attempt to reduce damage and instances of anti-social behaviour;
- various, minor alterations to the proposed hard surfacing materials to take account of the proposed Section 38 adoption plans;
- a revision to the siting and number of proposed street trees in order to ensure the crowns do not interfere with the proposed street lighting, and;
- a splay has been introduced at the northern end of the proposed single width road on the western side of the site in an attempt to achieve an appropriate level of intervisibility between vehicles travelling north and any vehicles attempting to turn left to travel in a southerly direction.

5.0 Relevant Policies

- 5.1 Since the grant of Outline planning permission reference K17671, the Government has published the National Planning Policy Framework (NPPF), which is now the principal Policy Guidance under which planning applications must be considered and determined.
- 5.2 The principal aim underlying the NPPF is to provide sustainable and socially cohesive communities that are adaptive to climate change.
- 5.3 The NPPF states that decision takers may continue to give full weight to relevant policies adopted since 2004. The Gosport Borough Local Plan Review was adopted in 2006 and its Saved Policies are, therefore, still considered relevant to the consideration of this latest application.
- 5.4 The following Saved Policies of the Gosport Borough Local Plan Review are, therefore, relevant to the consideration of the application.

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/T3
Internal Layout of Sites
R/T4
Off-site Transport Infrastructure
R/T11
Access and Parking
R/BH8
Archaeology and Ancient Monuments
R/H4
Housing Densities
R/H5
Affordable Housing
R/H9
Lifetime Homes
R/OS8
Recreational Space for New Residential Developments
R/OS11
Protection of Areas of National Nature Conservation Importance
R/OS12
Locally Designated Areas of Nature Conservation Importance
R/OS13
Protection of Habitats Supporting Protected Species
R/OS14
Biodiversity Action Plans
R/ENV2
River and Groundwater Protection
R/ENV3
Water Resources
R/ENV4
Treatment of Foul Sewage and Disposal of Surface Water
R/ENV5
Contaminated Land
R/ENV10
Noise Pollution
R/ENV14
Energy Conservation
R/ENV15
Renewable Energy

6.0 Summary of Consultation Responses

6.1 *The Local Highway Authority*

No objection. The swept paths are adequate for a 3 axial refuse vehicle. It would appear that trees have been sited 5 metres away from adjacent street lighting columns. Careful consideration must be given to the siting of trees relative to road junctions to ensure adequate visibility is achieved. The adoption of roads, footpaths, street lighting and drainage will be formerly considered through the Section 38 Agreement process.

6.2 *Head of Housing (Strategic Services)*

No objection. The application follows previous consultation with the Council regarding the provision of affordable housing across the Rowner Redevelopment Area.

6.3 *Head of Housing (Operational and Energy Services)*

No objection.

6.4 *Head of Environmental Health*

No objection. In the interests of residential amenity, it would be beneficial to restrict the hours of construction. Smoke and dust associated with the construction should be minimised, in accordance with the BRE Pollution Control Guide – Controlling particles, vapours and noise pollution from construction sites, 2003. Lighting to the car parking areas should not cause glare.

6.5 *Streetscene (Waste and Cleansing)*

No objection.

6.6 *Streetscene (Parks and Horticulture)*

No objection. The tree species proposed, their size and their locations, are well considered. The provision of root deflectors within the tree pits will avoid any hard surface displacement. The soft landscaping verges contain an appropriate choice of plants, which will be both durable and make a positive contribution to visual amenity.

6.7 *Streetscene (Leisure and Play)*

No objection.

6.8 *Building Control*

No objection.

6.9 *Crime Prevention and Design*

No objection. The planting around the open spaces should not prevent natural surveillance of these areas. The gates to the rear gardens should be fitted with a key operated lock. An appropriate level of street lighting should be provided throughout the

development.

6.10 *Hampshire County Council (Lighting)*

No objection.

6.11 *Natural England*

No objection. Given the nature and scale of the proposal, the development is unlikely to have an adverse impact on the Wild Grounds Site of Special Scientific Interest (SSSI). In accordance with the aims and objectives of the National Planning Policy Framework, the applicant should incorporate features that would be beneficial to wildlife, including, for instance, the provision of bat and/or bird boxes.

6.12 *Environment Agency*

No objection, subject to a condition requiring that no development take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved, in writing, by the Local Planning Authority. The scheme should also include details of how the scheme shall be maintained and managed after completion including the arrangement for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage system throughout its lifetime.

6.13 *Southern Water*

No objection. The applicant will be required to make a formal application to connect to the foul and surface water sewer.

7.0 Public Response

7.1 Nil.

8.0 Issues for Consideration

8.1 With the exception of a small area of additional land in Balfour Close, the principle of residential development on this site, taking into account its environmental impact, the provision of a new access from Grange Road, and issues of nature conservation, land contamination, flooding and archaeology, has been established by Outline planning permission K17671 and Details Pursuant permission K17671/3. The land has already been substantially cleared in accordance with planning permission reference K17671/11.

8.2 *Dwelling Type and Tenure*

- 8.2.1 The proposed development will provide a mix of one, two, three and four bedroom dwellings, of varying tenure, including affordable housing, thereby helping to achieve a wide range of dwelling types that will meet the future needs of the Borough, in accordance with the aims and objectives of paragraph 50 of the NPPF.
- 8.2.2 The provision of affordable housing across Phases 1 and 2 has been established by planning permission references K17671/1 and K17671/3 respectively (and amended by planning permissions K17671/7 and KN17671/14).
- 8.2.3 58% of the properties in Phase 1 are affordable. 31% of all the properties in Phase 2 are affordable.
- 8.2.4 22% of all the proposed units, the subject of this application, will be affordable. Whilst this figure falls below the requisite figure of 37%, required by condition 14 of Outline planning permission reference K17671, when combined with the provisions acquired in Phases 1 and 2, the overall quantum of affordable units provided across all three areas will equate to 40% of all the approved residential units, thereby slightly exceeding the threshold established by Condition 14.
- 8.2.5 The proposed development will, therefore, assist in the ongoing provision of affordable housing across the Rowner regeneration area, helping to create a sustainable, socially inclusive and cohesive development, in accordance with the principles established by Outline planning permission reference K17671, the NPPF and Policies R/DP1 and R/H5 of the Gosport Borough Local Plan Review.
- 8.2.6 The provision of affordable housing and the means for ensuring that the affordable housing is retained for that purpose, will be controlled by condition. Subject to this condition, the development will not compromise the delivery of affordable housing across the entirety of the Rowner redevelopment area.

8.3 *Design and Scale*

- 8.3.1 The provision of 2, 2.5 and 3 storey dwellings, together with a larger flatted development within 3no. distinct character areas complies with the original vision for this particular area of the Rowner redevelopment area, as established within the Masterplan approved under Outline planning permission reference K17671.
- 8.3.2 The palette of materials and the repetition of design features, including mono-pitched roofs, rendered panels and contrasting brick sections, will achieve an appropriate level of continuity across the

application site. Similarly, the provision of flat roofed, suspended, front canopies, together with the use buff bricks as the predominant building material, will reflect the design themes established in Phase 1, thereby helping to achieve a logical and coherent transition between the different Phases of development.

- 8.3.3 The front facades of the buildings facing onto the proposed Avenue will have a strong vertical emphasis, thereby helping to reinforce the importance of this road as the principal north-south route through the site. The slightly staggered layout of these dwellings, together with the inclusion of lead-lined dormer windows, will help to achieve an appropriate level of articulation and visual interest to the principal elevations.
- 8.3.4 Careful consideration has been given to the design of the buildings that will terminate key views. The predominance of render, as opposed to brick, will help to create discernable reference points when travelling along the Avenue, aiding navigation through this part of the site and helping to achieve a positive lasting impression of this particular part of the Rowner redevelopment area.
- 8.3.5 The inclusion of rendered panels and/or contrasting brick panels, projecting box windows and glazing to the side elevations of corner properties, will break up the perceived mass of brickwork fronting the highway, enlivening the appearance buildings and providing active frontages with the street, enhancing opportunities for passive surveillance.
- 8.3.6 Similarly, the inclusion of contrasting projecting brick courses to the brick walls enclosing rear gardens will enhance the appearance of these boundary treatments, ensuring they do not create stark features in the streetscape, thereby creating a more hospitable public realm, particularly for the pedestrian user.
- 8.3.7 The simple design of the dwellings in the side roads accord with the criteria for the Urban Boulevard as set out in the Design Codes attached to Outline planning permission K17671. The properties will be smaller than the dwellings fronting the Avenue and this will help to reflect the intended hierarchical organisation of the roads.
- 8.3.8 The revised proposals for the Grange Road frontage have been formulated in a concerted effort to move away from the high density, high-rise, flatted development that previously characterised this part of Rowner. The provision of 2 and 2.5 storey, contemporary, family dwellings, arranged in semi-detached pairs and short terraces of 4no. dwellings, complemented by significant areas of soft landscaping, will

enhance this section of Grange Road, providing attractive street frontage buildings, that will serve to advertise the positive regeneration work that has been undertaken in this part of the Borough.

- 8.3.9 The siting of larger, 3 storey dwellings on either side of the entrance to the new access, will help to create landmark features in the streetscene, positively identifying the principal entrance into this particular part of the redevelopment area. The side elevations of these properties have been successfully modelled to ensure they do not create oppressive or over prominent features in the streetscene.
- 8.3.10 The scale and detailing of the proposed block of flats has been carefully considered to ensure that this building will not create an incongruous feature in the streetscene, particularly when it is compared to the scale of the adjacent family dwellings. The contemporary, flat roof design, together with projecting rendered sections and contrasting external materials will help to break up the overall mass of the building, creating an interesting focal point when approaching from both the north and south.
- 8.3.11 The inclusion of numerous windows and balconies on the southern, eastern and northern elevations of the block, many of which will front onto the adjacent LEAP, will help to achieve a vibrancy to this part of the redevelopment area.
- 8.3.12 Siting this taller building, at the northern end of the site, close to the residential tower block approved in Phase 2, will help to achieve a logical and coherent transition between two different areas of development. The provision of a large, brightly coloured canopy on the front elevation will create a visual relationship with the design of the residential tower block in Phase 2 and this will serve to further help in this transition between Phases.
- 8.3.13 The proposed substations, by reason of their simplistic design, pyramid shaped roofs and choice of external materials will not create undesirable or over prominent features within the proposed open spaces and LEAP to which they relate, or when viewed from the adjacent road network.

8.4 *Layout*

- 8.4.1 The variations to the building siting parameters established by Outline planning permission reference K17671 are very minor, particularly when considered relative the overall size of the site. The changes will not, therefore, materially alter the intended character of

this part of the redevelopment area or the amenities of existing occupiers.

- 8.4.2 The separation distances between the proposed and existing dwellings (in Balfour Close, Lindbergh Close and Anson Close) exceed the guideline separation distances contained within Appendix B of the Gosport Borough Local Plan Review. The development will not, therefore, harm the living conditions of these residents with regard to loss of light, outlook or privacy.
- 8.4.3 For the most part, the separation distances between opposing, windowed rear elevations and opposing windowed gabled elevations of the proposed dwellings, comply with the guideline separation distances contained within Appendix B of the Gosport Borough Local Plan Review.
- 8.4.4 The exception is at the northern end of the site, where the opposing, 3 storey rear elevations of two rows of 4no. terraced properties are separated by approximately 23 metres. Whilst this falls short of the guideline separation distance of 28 metres, as set out in Appendix B of the Gosport Borough Local Plan Review, given the orientation of these dwellings and the fact the rear gardens are in excess of the guideline length of 10.5 metres (as set out in Appendix B), it is not considered that this arrangement will result in an unacceptable living environment for prospective occupiers.
- 8.4.5 The majority of the other rear gardens across the site will comply with, or exceed, the guideline dimensions of 10.5 metres, as set out in Appendix B of the Gosport Borough Local Plan Review.
- 8.4.6 Some of the gardens would be marginally smaller than the aforementioned figure. At 9 and 9.5 metres long, however, the gardens would be a similar size to some of the gardens approved in Phase 1 and would provide a useable area of amenity space for prospective occupiers, particularly as they would be supplemented by 2no. open spaces and a LEAP, within walking distance.
- 8.4.7 Although the proposed flatted development will not have a communal garden, the majority of prospective occupiers would have access to a balcony, providing a sufficient area of private, outdoor amenity space, further supplemented by the LEAP at the front of the building.
- 8.4.8 Siting the LEAP at the northern end of the site, adjacent to the proposed block of flats, the larger three and four bedroom dwellings, and the residential tower block in Phase 2, will maximise its potential use.

- 8.4.9 The northernmost area of open space will be framed on three sides by 3 storey dwellings which will help to define this area of open space and also achieve an appropriate level of natural surveillance. The dwellings will be set back a sufficient distance, however, to ensure they do not create an oppressive environment for the users of this space and to ensure the amenity area benefits from an appropriate level of sunlight throughout the day, thereby helping to maximise its likely use.
- 8.4.10 For the above reasons, the dwelling types, tenure, design and layout are, therefore acceptable and accords with the NPPF and Policies R/DP1, R/H4, R/H5, R/H9 and R/ENV10 of the Gosport Borough Local Plan Review.

8.5 *Street Planting*

- 8.5.1 The removal of existing trees across the Rowner redevelopment area, including Phase 3, was considered and approved under planning permission references K17671 and K17671/11 and has been undertaken in accordance with the detailed Tree Survey which accompanied these applications.
- 8.5.2 The proposed development will provide a total of 181no. new trees, more than double the number of trees that were previously on site. The size and location of the trees is appropriate to the urban context. The trees will be planted into tree pits with protective grilles at the base and this will help them to establish in their more formative years.
- 8.5.3 The provision of large trees along the length of the Avenue, complemented by large green spaces, accords with the original Masterplan for this part of the redevelopment area and will help to create an attractive, tree lined street, which reinforces the importance of this route as the principal road through the centre of the redevelopment area. The trees will be sited at regular intervals and this will help to achieve a rhythm and uniformity in the streetscene, creating a strong linear emphasis along the north-south route.
- 8.5.4 Smaller species will be provided in the side streets, where pedestrians and cyclists will have priority over vehicular traffic, reflecting the hierarchical organisation of the highways.
- 8.5.5 The precise siting of the trees has been carefully considered to ensure that, upon reaching maturity, the crowns do not interfere with the proposed street lights or cause excessive shadowing of adjacent

property.

- 8.5.6 The car parking court at the north eastern end of the site will be complemented by trees and soft landscaping and this will help to ensure that this area is not dominated by hard surfacing, contributing to the visual amenity of the locality. The provision of 11no. trees on the eastern side of the car parking court will also help to screen parked cars from public view, when travelling along Grange Road.

8.6 *Open Spaces and LEAP*

- 8.6.1 The applicant has confirmed a willingness to vary the legal agreement, attached to the Outline permission, to ensure that the 175no. dwellings, the subject of this application, are linked to the overall quantum of houses approved across the Rowner redevelopment area, thereby ensuring that the requirement, and associated timeframes to, pay Open Space contributions (ie, on occupation of the 502nd and 600th dwelling) are not affected and this matter will be controlled by condition.
- 8.6.2 The proposed open spaces and LEAP will provide invaluable areas of external amenity space for prospective occupiers and will contribute to the attractiveness of the development and the overall quantum of open space across the Rowner redevelopment area, as established under the Outline planning permission reference K17671.
- 8.6.3 The open spaces will be enclosed by attractive hedging, maintained to a height not exceeding 1 metre, which will provide a suitable means of enclosure, whilst also allowing appropriate levels of natural surveillance of the green spaces. The trees proposed in the LEAP and open spaces will provide areas of shade on sunny days.
- 8.6.4 The planting around the base of the proposed sub-stations will be particularly dense, helping to minimise their visual impact and reduce likely instances of anti-social behaviour and/or damage, such as graffiti.
- 8.6.5 The provision of soft landscaping in front of the side boundary walls will ensure the boundary treatments do not create oppressive or unforgiving features in the streetscene, creating a more pleasant environment, particularly for the pedestrian user.
- 8.6.6 The planting along the length of the eastern boundary of the application site, including a number of mature trees and extensive mixed shrub beds, will create an attractive green corridor along the most publicly visible frontage of the Rowner redevelopment area. The

proposed planting will enhance the overall appearance of the area and will be an appropriate replacement for the landscaped bunds that formerly aligned this section of Grange Road.

- 8.6.7 The provision of climbing plants adjacent to a number of the proposed front elevations will enhance the appearance of the principal facades and the more general visual amenity of the streetscene.
- 8.6.8 A condition is proposed which will require the proposed soft landscaping to be implemented and subsequently retained, maintained and managed, in accordance with the submitted Landscape Management Plan. The programme/timetable for implementation will also be controlled by condition. A condition is also proposed requiring the submission and approval of details relating to the equipment for the LEAP. The condition will require the equipment to be installed, in accordance with the approved details, prior to occupation of any of the dwellings.

8.7 *Roads and Access*

- 8.7.1 The principle of creating a new access from Grange Road into this part of the redevelopment area was established by Outline planning permission reference K17671.
- 8.7.2 The proposed access, together with the layout of the roads (including swept paths and visibility splays) and junctions will provide safe, well lit routes, for both vehicles and pedestrians.
- 8.7.3 The use of contrasting hard surfacing materials, will not only enhance the appearance of the development, but will also help to control traffic speeds, particularly at the 4-way junction at the centre of the Avenue and within the Urban Boulevard and Home Zone areas, where it is intended that pedestrians and cyclists should have priority over vehicular traffic. The bend in the road at the northern end of the Avenue will further help to reduce vehicle speeds.
- 8.7.4 Careful consideration has been given to likely desire lines of pedestrians, with dropped kerbs providing designated pedestrian crossing points. The crossing points will be set back a sufficient distance from vehicular junctions to avoid conflict between different users of the highway.
- 8.7.5 Paths will be well lit and will benefit from increased natural surveillance when compared to the previous Rowner development. The paths will be laid to a combination of both tarmac and pavers,

with very little variation in gradient, enhancing the pedestrian experience and complying with the principles set out in the Disabled Discrimination Act (DDA).

- 8.7.6 The single width road on the western side of the site is splayed at its northern end so as to achieve an appropriate level of intervisibility between vehicles travelling north and vehicles turning left to travel in a southerly direction.

8.8 *Car Parking*

- 8.8.1 The provision of 254no. car parking spaces for the 175no. dwellings proposed equates to 1.45 car parking spaces per dwelling, which exceeds the car parking ratio of 1.07 spaces per dwelling established under Outline planning permission reference K17671.
- 8.8.2 The resident car parking will be complemented by 48no. visitor car parking spaces which is considered appropriate, particularly given the good bus service available in the locality.
- 8.8.3 The layout of spaces will ensure safe and convenient access and the on-street parking bays have been sited a sufficient distance from adjacent junctions and driveways to ensure their use does not compromise the interests of other highway users. Adequate turning areas will be provided, including for refuse and emergency services vehicles.
- 8.8.4 The provision of wheel washing facilities for construction vehicles will prevent mud/debris from entering the highway network, the provision and retention of which can be controlled by condition.
- 8.8.5 The amended configuration of the car parking area at the northern end of the site, will provide a safer more convenient parking layout compared to the layout approved under planning permission reference K17671/3, benefitting highway and pedestrian safety. As the spaces have already been laid out and can be accessed via the existing highway in Coventry Court, they will be available for use, prior to the residential units in Phase 2 first being occupied. The access arrangements are considered acceptable, on a temporary basis, until such a time that the permanent, internal road layout for this part of the redevelopment has been completed. In order to control the timeframe within which the road system is provided, so as to avoid the Coventry Court access being used indefinitely, a condition is proposed that will require the submission and approval of details relating to a programme of work/timetable for the provision of the highways across the application site, together with the car

parking spaces, prior to works above slab level being commenced.

- 8.8.6 A condition is also proposed that will require the roads, car parking areas, including driveways, footpaths, pavements and pedestrian crossing to be made up, constructed in accordance with the approved details and provided in accordance with the timeframes established by the agreed programme/timetable of works.

8.9 *Bicycle Parking*

- 8.9.1 Adequate facilities are also shown for the storage of bicycles within the rear gardens and adjacent to the proposed LEAP.

8.10 *Refuse Storage*

- 8.10.1 The proposed refuse storage and collection arrangements, including carry distances, are acceptable.
- 8.10.2 The implementation and subsequent retention of the accesses, roads, car parking areas, refuse storage areas and bicycle parking facilities will be controlled by condition. The facilities will be required to be provided before the occupation of each respective dwelling.

8.11 *Noise*

- 8.11.1 The proposed development forms part of the on-going Rowner redevelopment scheme and as it is for residential use only, will not result in harmful levels of noise disturbance to existing or prospective occupiers. Notwithstanding this, it is proposed to include a condition which will require the erection of hoarding around the perimeter of the application site for the duration of the construction period, in accordance with the Site Waste Management Statement, to reduce the likelihood of disturbance to adjacent occupiers in terms of noise and/or dust. The siting of the site compound, will also be controlled by condition. Subject to these conditions, the development complies with the NPPF and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

8.12 *Nature Conservation and Biodiversity*

- 8.12.1 The proposal will not result in the overall quantum of development, as approved under Outline planning permission reference K17671, being exceeded and the development will not, therefore, harm the nature conservation interests of the Wildgrounds SSSI and Local Nature Reserve or the Browndown SSSI, which is the subject of a management plan, controlled by condition 15 of the original Outline

consent.

8.12.2 The bat survey concludes that there was no evidence that the application site provided habitat for this protected species.

8.12.3 The inclusion of bat and bird boxes across the site will enhance biodiversity, the provision and retention of which can be controlled by condition. The development, therefore, complies with the NPPF and Policies R/DP1, R/OS11, R/OS12, R/OS13 and R/OS14 of the Gosport Borough Local Plan Review.

8.13 *Flooding and Drainage*

8.13.1 As the site lies within Flood Zone 1, it is deemed to have a low risk of flooding. The drainage strategy for the whole of the Rowner Redevelopment Area, including the land, the subject of this application, was approved under Outline planning permission reference K17671 and full details have again been provided in support of this latest application. The implementation and subsequent retention of the proposed Sustainable Urban Drainage System, shall be controlled by condition. Subject to this condition, the development complies with the aims and objectives of the NPPF.

8.14 *Land Contamination*

8.14.1 A full contamination assessment was undertaken as part of Outline planning permission reference K17671, which concluded that there is no contamination on the site. Nevertheless, it is possible that unsuspected sources of contamination could be present on such a large site. A condition is proposed, therefore, that will require works to cease, should any unsuspected contamination not previously identified to be present on site, be found, so that an appropriate scheme of mitigation can be agreed with the Local Planning Authority, prior to works recommencing.

8.14.2 Subject to this condition, the development will comply with the NPPF and Policy R/ENV5 of the Gosport Borough Local Plan Review.

8.15 *Archaeology*

8.15.1 The studies included as part of Outline planning permission reference K17671 concluded that the land, the subject of this application, was unlikely to contain any findings of archaeological interest. The only land that was identified as having potential for archaeological remains is located outside of the application boundaries and works in this area were controlled by a condition attached to the original

Outline planning permission reference K17671. The development will not, therefore, harm the interests of archaeology in accordance with the NPPF and Policy R/BH8 of the Gosport Borough Local Plan Review.

8.16 *Energy efficiency and Sustainability*

- 8.16.1 All the homes are to be built to Level 3 of the Codes for Sustainable Homes and have been designed to take advantage of passive solar gain. There will be water butts in all the rear gardens and the development, therefore, complies with the NPPF and Policies R/DP1, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

9.0 **Conclusion**

- 9.1 The proposed development will positively contribute to the on-going redevelopment of Rowner and will enhance the appearance of the area. It will provide a mix of dwelling types and tenures, including affordable housing units, thereby contributing to the mix of dwellings available to residents of the Borough. The layout, access and vehicle parking arrangements, together with the provision for drainage, refuse storage and bicycle parking are acceptable. The development will, not harm the interests of highway or pedestrian safety or the amenity of existing or prospective occupiers. Adequate provision has been made for Open Space, together with numerous trees and areas of soft landscaping, will provide valuable amenity space for prospective occupiers and will enhance the overall appearance of the development. The development will not increase the risk of flooding to people or property, and will not have an adverse impact on the interests of nature conservation, archaeology or land contamination. The development includes measures to enhance biodiversity and promote energy conservation.

- 9.1.1 The development, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/DP3, R/T3, R/T4, R/T11, R/H4, R/H5, R/H9, R/OS8, R/OS11, R/OS12, R/OS13, R/OS14, R/ENV2, R/ENV3, R/ENV4 R/ENV5, R/ENV10, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

Financial Services comments:	<i>N/A</i>
Legal Services comments:	<i>Contained in the report</i>
Service Improvement Plan implications:	<i>The planning application is a part of the delivery of a key project</i>
Corporate Plan:	<i>The planning application is a part of the delivery of a key project</i>
Risk Assessment:	<i>Low</i>

Background papers:	<i>Outline Planning Permission K17671</i> <i>Reserved Matters Application K17671/1</i> <i>Reserved Matters Application K17671/3</i> <i>Application Forms</i> <i>Design and Access Statement</i> <i>Planning Statement</i> <i>Stage 1 Road Safety Audit</i> <i>Transport Statement</i> <i>Sustainability Report</i> <i>Ecology Report</i> <i>Bat Survey</i> <i>Landscape Management and Maintenance Plan</i> <i>Landscape Specification</i> <i>Palette of Materials Schedule</i> <i>Statement of Community Involvement</i> <i>Site Waste Management Plan</i> <i>Energy Statement</i> <i>Bat Survey</i>
Appendices/Enclosures:	
Appendix 'A'	<i>List of Conditions</i>
Appendix 'B'	<i>Site Location Plan</i>
Report author/ Lead Officer:	<i>Ian Humble</i>

APPENDIX A

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:

AA3038_2.4_000 Rev B, AA3038_2.1-002 Rev D, AA3038_2.1_004 Rev E, AA3038_2.1_005 Rev G, AA3038_2.1_006 Rev G, AA3038_2.1_007 Rev E, AA3038_2.1_10 Rev D, AA3038_2.1_11 Rev C, AA3038_2.1_12 Rev A, AA3038_2.1_13 Rev A, AA3038_2.1_14 Rev A, AA3038_2.1_15 Rev A, AA3038_2.1_16, AA3038_2.1_17 Rev A, AA3038_2.1_18 Rev A, AA3038_2.3_01 Rev A, AA3038_2.3_02, AA3038_2.3_03 Rev A, AA3038_2.3_04 Rev A, AA3038_2.3_05, AA3038_2.3_06, AA3038_2.3_07, AA3038_2.3_08, AA3038_2.3_09, AA3038_2.3_10, AA3038_2.3_11, AA3038_2.3_12, AA3038_2.3_13, AA3038_2.3_14, AA3038_2.3_15 Rev B, AA3038_2.3_16, AA3038_2.3_18, AA3038_2.3_19 Rev B, AA3038_2.3_20 Rev A, TWSC 18106 20 Rev F, TWSC 18106 21 Rev E, TWSC 18106 22 Rev D, TWSC 18106 23 Rev E, TWSC 18106 11 Rev E, TWSC 18106 12 Rev D, TWSC 18106 13 Rev E, TWSC 18106 14 Rev D, TWSC 18106 24 Rev A, TWSC 18106 25, 12021/300 Rev A, 12021/301 Rev A, 12021/302, 12021/304, 12021-PH3-S38 Rev 2F, 12021/402, 1786/402, 1786-D-03 Rev J, 12021/200 Rev A, 12021/202 Rev A, 12021/203 Rev A, 12021/204, 12021/100, 12021/101, 09037/150A, 09037/151A, 09037/152C, 09037/153C, 09037/154B, 150A, 151A, 152C, 153C and 154B

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

3. No development shall commence until the site compound, wheel washing facilities and the hoardings around the part of the site to be constructed, have been provided, in accordance with details contained within the 'Site Waste Management Statement: Rowner Renewal Phase 3'. The site compound, hoarding and wheel washing facilities shall be retained, in accordance with the approved details, until the construction of Phase 3 has been completed, unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - In the interests of the amenity of neighbouring occupiers and highway safety and to comply with the National Planning Policy Framework and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

4. No development shall commence until details of a timetable for the implementation of the approved Sustainable Urban Drainage System (SUDs), as shown on plans 12021-100, 12021-101, 12021/200 Rev A, 12021/201, 12021/202 Rev A, 12021/203 Rev A, 12021/204, 09037/150A, 09037/151A, 09037/152C, 09037/153C, 09037/154B, together with a management plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the SUDs through its lifetime, has been submitted to and approved, in writing, by the Local Planning Authority. The SUDs shall be carried out in accordance with the approved timetable and thereafter managed in accordance with the approved details.

Reason – To ensure adequate drainage is provided and to prevent the risk of flooding and in the interests of safety and amenity and the ecology of the River Alver and the Wildgrounds Site of Special Scientific Interest and to comply with the National Planning Policy Framework and Policies R/OS11, R/OS12, R/OS13, R/OS14, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

5. No less than 22% of the residential units hereby approved shall be affordable, in accordance with the definition of affordable housing provided in Annex B of the National Planning Policy Framework, or any future guidance that replaces it, and shall be distributed across the site in accordance with Plan no. AA3038/2.1/006 Rev G, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure that the housing provision meets the needs of residents within the Borough whose incomes are insufficient to buy or rent suitable properties on the open market and to comply with the National Planning Policy Framework and Policy R/H5 of the Gosport Borough Local Plan Review.

6. The residential units hereby approved shall not be occupied until details of the means for securing that the affordable housing, approved pursuant to condition 5, is retained for that purpose have been submitted to and approved, in writing, by the Local Planning Authority.

Reason – Such details have yet to be submitted and to ensure that a suitable level of affordable housing is retained across the site to meet the future needs of the Borough and to comply with the National Planning Policy Framework and Policy R/H5 of the Gosport Borough Local Plan Review.

7. The residential units hereby approved shall not be occupied until arrangements have been put in place to secure a contribution towards Open Space, in compliance with Policies R/DP3 and R/OS8 of the Gosport Borough Local Plan Review.

Reason - To ensure a contribution is made towards Open Space in compliance with the National Planning Policy Framework and Policies R/DP3 and R/OS8 of the Gosport Borough Local Plan Review.

8. No development above slab level shall commence until a programme/timetable for the implementation of the following approved aspects of the development have been submitted to and approved, in writing, by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved programme/timetable and retained thereafter.

(i) the make up and provision of roads, footpaths, junctions and lighting installation

(ii) the provision of vehicle parking and turning areas

Reason – In the interests of highway and pedestrian safety, residential and visual amenity and to comply with the National Planning Policy Framework and Policies R/DP1, R/T4 and R/T11 of the Gosport Borough Local Plan Review.

9. The soft landscaping, including the LEAP and 2no. open spaces, the trees, shrub beds and grass verges shall be provided in accordance with approved plans TWSC 18106 11 Rev E, TWSC 18106 12 Rev D, TWSC 18106 13 Rev E and TWSC 18106 14 Rev D, TWSC 18016 24 Rev A and 'Landscape Specification' and in accordance with a programme/timetable submitted to and agreed, in writing, by the Local Planning Authority. The LEAP, 2no. open spaces, trees, shrub beds and grass verges shall be managed in accordance with the approved 'Landscape Management and Maintenance Plan' thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interests of the future visual amenity of the locality and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

10. The roads, footways, parking areas and turning areas shall be made up, surfaced and marked out in accordance with approved plans 12021/300, 12021/301, 12021/302, 12021/30, TWSC 18106 20 Rev F, TWSC 18106 21 Rev E, TWSC 18106 22 Rev D, TWSC 18106 23 Rev E and TWSC 18106 24 Rev A and implemented in accordance with the programme/timetable approved by condition 8, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – In the interests of highway and pedestrian safety and the visual amenity of the locality and to comply with the National Planning Policy Framework and Policy R/DP1, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

11. The approved bicycle parking facilities, as shown on approved plans AA3038/2.1/002_Rev D, AA3038_2.1_10 Rev D and TWSC 18106 22 D shall be provided for each respective residential unit is first occupied and thereafter retained, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure adequate bicycle parking facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

12. The approved refuse storage facilities, as shown on approved plans TWSC 18016 20 Rev F, TWSC 18016 21 Rev E, TWSC 18016 22 Rev D and TWSC 18016 23 Rev E shall be provided for each respective dwelling before it is first occupied and thereafter retained, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure adequate refuse storage facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

13. The approved refuse storage facilities, as shown on approved plans AA3038/2.1/010 Rev D shall be provided for the flatted development before it is first occupied and thereafter retained, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure adequate refuse storage facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

14. The approved boundary treatments, as shown on approved plans TWSC 18016 20 Rev F, TWSC 18016 21 Rev E, TWSC 22 Rev D, TWSC 18106 23 Rev E, AA3038_2.1_12 Rev A, AA3038_2.1_13 Rev A, AA3038_2.1_14 Rev A, AA3038_2.1_15 Rev A, AA3038_2.1_16, AA3038_2.1_17 Rev A and AA3038_2.1_18 Rev A, shall be provided for each residential unit before it is first occupied, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – In the interests of security and the visual amenity of the locality and to comply with National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

15. The residential units hereby permitted shall be constructed in accordance with the approved plans listed in Condition 2 and from the following materials, unless otherwise agreed, in writing, by the Local Planning Authority:

Facing brick/render:	Buff colour Hard Ashbourne Mixture Red Western Red Multi Grey Kingscote Multi Pale white through colour render
Roof:	Slate colour Redland Richmond 10
Front Dormers:	Lead colour Glass Reinforced Plastic (GRP) cladding
Front Roof Canopies:	Lead colour Glass Reinforced Plastic (GRP) cladding
Balconies:	Steel construction with obscure glazed panels

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

16. The substations, hereby approved, shall be constructed in accordance with approved plans AA3038/2.3/020 Rev A, TWSC 18106 22C and TWSC 18106

20E and from the following materials, unless otherwise agreed, in writing, by the Local Planning Authority;

Facing brick: Buff colour Hard Ashbourne Mixture

Roof: Slate colour Redland Richmond 10

Louvered Doors: Grey aluminium

Gutters and Downpipes: Black UPVC

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

17. Details of the equipment to be provided within the LEAP shall be submitted to and approved, in writing, by the Local Planning Authority, before works related to the LEAP are commenced. The equipment shall, thereafter be provided in accordance with the programme/timetable approved by condition 8.

Reason – To ensure appropriate recreational areas are provided and in the interests of visual amenity and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

18. Details, including lux levels, of the proposed external lighting to the car parking areas, 2no. open spaces and LEAP shall be submitted to and approved, in writing, by the Local Planning Authority before works relating to the car parking areas, 2no. open spaces and LEAP are commenced. The external lighting shall be provided, in accordance with the approved details, before the car parking areas, 2no. open spaces and LEAP are first brought into use and thereafter retained.

Reason - In the interest of amenity and public safety and to ensure the appearance of the development is acceptable and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

19. Bird and bat boxes shall be provided in accordance with the details contained in the approved Ecological Report and plan reference CSa/918/100 within 6 months of completion of the development. The bird and bat boxes shall be retained, in accordance with the approved details, thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – In the interests of biodiversity and to comply with the National Planning Policy Framework and Policy R/OS14 of the Gosport Borough Local Plan Review.

20. In the event that contamination not previously identified to be present on site is found to be present on site, an investigation, risk assessment and mitigation study shall be undertaken and submitted to and approved, in writing, by the Local Planning Authority. A verification report that demonstrates that the remediation has been carried out in accordance with the approved scheme shall be submitted

to and approved, in writing, by the Local Planning Authority before the development is first brought into use unless otherwise agreed by the Local Planning Authority.

Reason - To ensure that risks from contamination for future users of the land and neighbouring land, and controlled waters, property and ecological systems are minimised and in the interests of the safety of construction workers, occupiers of adjacent land and off site receptors, and to comply with the National Planning Policy Framework and Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

10th December 2012

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.

INDEX					
<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	<u>Address</u>		<u>Recommendation</u>
01.	3	K17912/2	176 - 178 Rowner Lane Gosport Hampshire PO13 9SU		Grant Permission
02.	11	K17912/3	176 - 178 Rowner Lane Gosport Hampshire PO13 9SU		Grant Listed Building Consent
03.	17	K2148/1	15 Solent Way Gosport Hampshire PO12 2NR		Refuse
04.	21	K14255/17	Qinetiq Haslar Haslar Road Gosport Hampshire PO12 2AG		Refuse

ITEM NUMBER: 01.
APPLICATION NUMBER: K17912/2
APPLICANT: Mr Alan Stickland
DATE REGISTERED: 22.02.2012

CONVERSION OF TWO DWELLINGS TO PROVIDE SINGLE UNIT OF ACCOMMODATION TOGETHER WITH EXTENSIONS AND ALTERATIONS INCLUDING SINGLE STOREY REAR EXTENSION, SINGLE STOREY FRONT EXTENSION, REPLACEMENT WINDOWS, NEW WINDOWS, INCREASING HEIGHT OF 2 NO. CHIMNEYS, UNDERPINNING AND NEW DETACHED DOUBLE GARAGE (LISTED BUILDING IN CONSERVATION AREA) (as amended and amplified by plans and information received 12.09.12, 17.10.12 and 20.11.12)
176 - 178 Rowner Lane Gosport Hampshire PO13 9SU

The Site and the proposal

The application site is on the north side of Rowner Lane opposite the junction with Grange Lane. There is a bowling pavilion across the road, south east of the site, and an area of open grassland to the south west. Both are protected Open Spaces. The application properties are within the Rowner Conservation Area which was designated in 1988 in recognition of the small group of buildings around Rowner Church believed to comprise the original Rowner settlement which, despite subsequent development, retains an element of its village character. The original designation report adds that the designation would demonstrate the Council's commitment to protecting and enhancing older areas of the Borough.

A detailed management plan indicating how the Borough would seek to preserve and enhance the area was subsequently published as an 'Action Plan' and was produced following full consultation and a public meeting. More recently further historic details were incorporated in a Conservation Area Appraisal.

To the north of the cottages is the Grade I Listed Church of St Mary, the grounds to which surround the north, east and west sides of the application site. The Church has a medieval interior of nave and chancel, with a north aisle and chapel. The arcades, chancel arch and piscine survive. The north aisle was widened to form a new nave in 1874 which produced a stone coursed rubble exterior. There are several good wall tablets and one Jacobean tomb within the Church. There has been a very large extension to the west end which forms a new church with a bell. The graveyard contains a number of historic gravestones set in mature grounds. The oldest part of the church is located in these mature grounds and is located approximately 42 metres from the rear of the cottages, beyond their rear gardens. The modern church buildings dominate the setting of the older church and are located beyond trees and shrubs to the north west of the cottages. The Lych Gate to the church is situated outside the north east corner of the application site and there is an electricity sub station to the west side of this. Access to the Lych Gate is lined with mature trees.

Nos. 176 and 178 Rowner Lane are a pair of semi-detached, Grade II Listed cottages dating approximately from the 17th Century. There is evidence of a much earlier structure within no. 176 in the form of a complete box bay to a timber framed building including two substantial roof trusses which stylistically suggest a date of the 15th Century. The internal evidence within this building seems to imply that a floor was inserted in the early 17th Century, and a chimney breast subsequently added prior to a long series of additions and alterations to both cottages during the 19th and 20th centuries.

No. 176 has a lower eaves height and some exposed timber framing to the west side of its south elevation. No. 178 is a wider property with the eaves set higher. Both properties are two storey and both have dormer windows to the front (south) and rear (north). There is a thatched roof over both properties. There is a large garden area around the north and west sides of the properties with a timber fence along the north and east boundaries between 1.6m and 1.8m high. The western boundary is made up of planting and trees to a maximum height of 3.5m. The southern boundary

with Rowner Lane consists of a mix of fencing approximately 1m high and planting. Access to no. 176 is via a personal door in the west side and correspondingly access to no. 178 is via a personal door in the east side. There is a run down timber outbuilding attached to the rear of no. 178.

Officers have worked closely with the owner to ensure that the cottages have been protected from further deterioration from the weather and vandalism. While the cottages remain vacant they remain at risk and the best way of preserving a Listed building is to ensure an active viable use. The stylistic evidence for the cottages clearly indicates that they were built for residential use and have remained in that use for hundreds of years.

Planning Permission and Listed Building Consent were granted in 2011, under references K17912 and K17912/1 respectively, to allow physical alterations to the properties to bring them both back into habitable use. Since those permissions were granted, the applicant's intentions regarding the properties and the site have changed and two further applications have, therefore, been submitted.

Under this current application, the re-alignment of the front (southern) wall of no. 178 (the easternmost property) with the southernmost part of no. 176 (the westernmost property) was proposed. However, in response to concerns raised regarding the appropriateness of this, the applicant has removed this element of the proposal.

This application, therefore, proposes the conversion of the existing pair of cottages into a single dwelling facilitated by the erection of a single storey rear extension measuring 11.8m wide, a maximum of 4.3m deep with a staggered rear elevation and 2.1m high under a flat roof. It is proposed to erect a porch to the front elevation which would not extend forwards of the existing southernmost part of the building and would be 2.5m wide and a maximum of 3.2m high under a pitched roof. This would provide the primary access to no. 178 as opposed to the existing door on the east side of the property. Both the rear extension and front porch would be constructed in bricks with a lead roof over the rear extension and a pitched, tiled roof over the porch. Many of the existing windows on all elevations of both properties are in a state of disrepair and it is, therefore, proposed to replace a number of them. In addition, a number of new windows are proposed to reflect the amended internal layout and use of the cottages as a single unit of accommodation. As approved previously, it is proposed to raise the height of the existing chimneys and install Fareham pots to both.

As also previously approved, the erection of a detached double garage to the west side of the building is proposed. The garage would be approximately 2.5m to its eaves and approximately 4.5m high in total. It would be a red multi-stock building under a clay tile, hipped roof and steel doors with oak posts. Access would be from the south side of the site. A timber, picket fence is also shown to the front of the property, however, this does not require planning permission.

Relevant Planning History

K4907/8 - Removal of Lime tree (Conservation Area) - Raise No Objection 04.10.10

K17912 - Erection of two and single storey rear extensions, installation of eyebrow dormer to rear, erection of detached double garage to west side, increase height of 2 no. chimney stacks and lowering of ground level to south side of dwellings (Listed Building in Conservation Area) - permitted 28.11.11

K17912/1 - Listed Building Application - Erection of two and single storey rear extensions, installation of eyebrow dormer to rear, erection of detached double garage to west side, increase height of 2 no. chimney stacks, lowering of ground level to south side of dwellings, internal alterations, new and replacement windows and re-thatching of roof (Conservation Area) - permitted 28.11.11

K17912/3 - Listed Building Application - Conversion of two dwellings to provide single unit of accommodation together with extensions and alterations including single storey rear extension, single storey front extension, replacement windows, new windows, increasing height of 2 no.

chimneys, underpinning and new detached double garage and internal alterations (Conservation Area) - pending

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/OS1

Development Outside of the Urban Area

R/OS3

Urban Gaps

R/OS13

Protection of Habitats Supporting Protected Species

R/DP1

General Standards of Development within the Urban Area

R/BH1

Development in Conservation Areas

R/BH3

Development Affecting Listed Buildings

R/BH8

Archaeology and Ancient Monuments

R/T11

Access and Parking

Consultations

The Gosport Society

No objection.

Local Highway Authority

No objection. Access from Rowner Lane is satisfactory with good visibility and the new picket fence will allow pedestrians to be seen. The on site turning area will allow vehicles to leave the site in a forward direction. The double garage, together with space at the front provides car parking for four vehicles. Cycle parking could be accommodated in the garage.

HCC Landscape, Planning & Heritage

No objection. The site lies within an area of considerable archaeological interest and is believed to have been the site of the original settlement at Rowner in the medieval period. There is some evidence of a possible moat visible on the site and the properties appear to be located on the south side. The buildings themselves are of at least 17th Century although they may be earlier. Any ground works associated with the development are likely to disturb archaeological deposits that contain information about the nature and date of the settlement on this site. It is also possible that information relating to the date of the buildings themselves may be disturbed or revealed during ground works and structural work to the buildings themselves. Some recording of the buildings will need to be undertaken. The recording of archaeological deposits should be secured by condition.

HCC Ecology

No objection.

Reptiles: An ecological report has been provided which identifies appropriate mitigation. This mitigation should be secured by condition.

Badgers: It is clear that badgers have been active in the surrounding area, however, there is no evidence that they are present on the site. Nevertheless, it is appropriate to take precautions to ensure that no badgers become trapped in any open excavations. An informative suggesting mitigation measures is appropriate in this respect.

Nesting birds: The ecology survey identifies the removal of potential bird nesting habitat. It is therefore recommended that an informative relating to the legal protection afforded to birds be added.

Response to Public Advertisement

3 letters of objection to original plans

Issues raised:

- the alterations will harmfully alter the visual reference that the building was previously used as two dwellings
- realigning the front wall of no. 178 is totally unacceptable. The staggered front elevation reflects the historic use of the cottages as two dwellings
- there is no necessity and no satisfactory justification to re-align the front wall
- the shape of the roof, as proposed, would not reflect the building's historic form
- the original thatching type should be reinstated
- the increase in the height of the chimney pots is a departure from the historic appearance of the cottages
- the positioning of the garage will harm the setting of the Grade II Listed Cottages, the Grade I Listed Church to the rear and the setting of the Conservation Area
- the proposals are contrary to the Conservation Policies contained in the Gosport Borough Local Plan Review
- consultation on the application has not been carried out correctly
- any archaeology should be appropriately recorded
- it is objectionable for the Council to state that it can only consider comments on issues relevant to the land use planning

1 letter of objection to amended plans

Issues raised:

- the amendment to the application to remove the replacement southern elevation from the application is welcomed
- the porch is inappropriate in design terms
- the east side wall of the porch forms an unsightly straight line with the first floor window above
- the chimney pots should be Fareham pots
- concerns regarding the thatching and garage remain

Principal Issues

1. The application has been advertised in accordance with the Council's publicity procedure and it is only appropriate for material planning issues to be considered in the determination of this planning application. At the time the application was made, there was no evidence that re-aligning the southern elevation of no. 178 with that of no. 176 was appropriate to the historic character of the building. The proposals have been amended to remove this element of the works and are no longer

included in the application. The main issues for consideration are, therefore, the appropriateness of the development and the design of the physical works to facilitate the conversion, the impact on the listed building having special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, whether the proposals preserve or enhance the character and appearance of the Conservation Area including features of archaeological importance, highway and traffic issues and the impact on features of nature conservation interest.

2. The site is located outside the Urban Area where the Local Plan Policies restrict development to recreational development or that which is essential to public or other essential services. The site is also located in an Urban Gap where the Policies prevent development that would diminish the visual and physical character of the Gap. The principle of a development very similar to that currently being proposed is established by planning permission reference K17912. The planning policy informing this decision has altered in that the NPPF has subsequently been published. Nevertheless, this document does not fundamentally alter the position relative to this type of development in this location. It was previously concluded that the works proposed were within the visual envelope of an existing building and an established residential site and that they would not, therefore, create an additional, individual development outside the Urban Area. It was also considered that, although the views through the Urban Gap would be altered by the presence of the extensions and the garage, the overall visual character of the Gap would not be detrimentally diminished and the extensions would have a lesser impact than those previously approved being only single storey in height. This policy position remains appropriate to the current proposal. The proposal, therefore, complies with the aims and objectives of Policies R/OS1, R/OS3 and R/DP1 of the Gosport Borough Local Plan Review.

3. The proposal differs in design terms to that previously approved in that the single storey rear extensions proposed will have a flat roof over as compared to the pitched roof previously approved over the two storey rear extensions. The scale of the proposed extension is appropriate to the scale of the existing building. The set in of the extensions from the east and western edges of the original building and the use of a slim lead roof will assist in preserving the dominance of the original form of the cottages on the site. The extensions are now single storey as compared to two storey and have a flat roof as compared to a pitched roof meaning that the overall massing is less than that previously approved. The arrangement of openings is sympathetic to the original building and ensures an appropriate balance between preserving the character of the cottages, providing a beneficial use and providing an appropriate internal environment for future occupants. The increased height of the chimneys and installation of Fareham pots is considered appropriate in the context of the building and historically were quite common features on buildings of this type. This specific type of pot is proposed to be controlled by condition to ensure it is appropriate to the local vernacular and in accordance with the previous approval. The type of thatch to be used in the re-thatching is proposed to be controlled by condition imposed on the associated Listed Building application. The size of the windows will remain the same and the overall form and shape of the roof and building will remain the same meaning that, visually, the appearance of the building as two cottages will not significantly differ. As such, the alterations will not detract from the historic use of the cottages as two dwellings.

4. The proposed porch is appropriate in size and scale to sit comfortably within the niche of the existing stagger of the south elevation of the building without dominating or detracting from the form of the existing building or any of the existing openings and windows on it. The materials are proposed to be controlled by condition to ensure the porch sensitively relates to the historic palette of materials used and that the window and door used suitably respect the existing fenestration. The proposed siting of the garage reflects what was previously approved under planning permission reference K17912 and whilst the current application proposes the use of different materials, it is considered that red brick and a clay tile roof are appropriate for use on an ancillary building in this location. The materials to be used for this element of the works are also proposed to be controlled by condition allowing for consistency across the porch, single storey rear extension and garage. This ensures that the setting of the Listed Church and Cottages, which are integral features within the Conservation Area, will not be harmed. In terms of mass and scale the proposal will have less

impact than the previously approved application. The proposal, therefore, complies with Policies R/OS1, R/OS3, R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

5. As identified in the consideration of application K17912, the County Archaeologist has highlighted the importance of the site in respect of Archaeology and, therefore, a condition has been included to ensure that any finds of significance and interest are recorded and preserved. The proposal, therefore, accords with Policy R/BH8 of the Gosport Borough Local Plan Review.

6. The proposals in respect of car parking and on site turning do not differ from that previously approved under planning permission reference K17912 and are, therefore, acceptable in principle. The conversion of the building from two dwellings into one means that there is less likely to be any on-site car parking conflict and, as such, it is considered that the current proposal is a betterment in this respect. The proposal, therefore, complies with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

7. As with the previous application reference K17912, a detailed Ecological report accompanies this current application together with updated details to protect slow worms at the site. To ensure the preservation of this protected species a condition has been included to require this mitigation strategy to be adhered to. Although there is currently no evidence, it is possible that the site could host badgers and breeding birds, both of which are protected. Should it become evident that they are present during works on site, to ensure these species are appropriately dealt with, an informative will be added in accordance with the suggested wording of the County Council Ecologist. The proposal, therefore, accords with Policy R/OS13 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Permission

Reason(s) for granting permission:

1. Having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposal is acceptable in terms of design, the impact on the Listed Building having special regard to preserving the building, its setting, and that of the Listed Church, and features of special architectural or historic interest, will preserve the character and appearance of the Rowner Conservation Area and will ensure features of archaeological interest are preserved. The proposal is acceptable in highway safety and amenity terms, provides a satisfactory living environment for future occupants and will not impact detrimentally on protected species. The proposal, therefore, complies with Policies R/OS1, R/OS3, R/DP1, R/BH1, R/BH3, R/BH8, R/T11 and R/OS13 of the Gosport Borough Local Plan Review.

Subject to the following condition(s):-

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:

001a, 008a, 010b, 011a, 012b, 013b, 014b, 015b, 018a, 019, 020a, 021, 022, 023, 024, 025, 026

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policies R/DP1, R/BH1, R/BH3 and R/BH8 of the Gosport Borough Local Plan Review.

3. Before the development of the single storey rear extension, the porch or garage is commenced, whichever is the sooner, details including 1:20 scaled elevations and sections, together with samples of the materials to be used in the construction of all three 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 preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

4. Before the installation of any new doors and windows is commenced, details, including 1:10 scaled elevations and sections, together with samples of the materials to be used for both 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 preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

5. The chimney pots to be used shall be Fareham pots unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

6. Birds Beak pointing shall be used on areas of the building which are timber framed and flush joint pointing shall be used on all other areas unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

7. The single storey rear extension, porch and double garage shall be constructed in accordance with the following details unless otherwise agreed, in writing, by the Local Planning Authority.

Mortar - Lime mortar to match existing
Brick Bond - Flemish Garden Wall
Brick lintels - Header course brick on end to match existing
Guttering - Marley type half round in black

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

8. Before development of the driveway and the footpath are commenced details and samples of the gravel to be used in the laying of the driveway and the materials to be used in the construction of the footpath, 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 preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

9. No external development shall be commenced until a written programme of archaeological investigation and recording has been submitted to and approved, in writing, by the Local Planning Authority. The development shall thereafter be carried out in accordance with the agreed programme unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve archaeological features of interest on the site and to comply with Policies R/BH1 and R/BH8 of the Gosport Borough Local Plan Review.

10. The area shown hatched green on Plan 001a shall be made available for the turning of cars before the development is brought into use. Those areas shall thereafter be retained at all times for the turning of cars.

Reason - To ensure a satisfactory level of turning space on the site in the interests of highway safety and residential amenity and to comply with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

11. The garage and area hatched red on the plan 001a shall be made available for the parking of cars before the development is brought into use. Those areas shall thereafter be retained at all times for the parking of cars.

Reason - To ensure a satisfactory level of car parking on the site in the interests of highway safety and residential amenity and to comply with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

12. The measures to protect slow worms at the site submitted on 20.11.12 shall be retained for the duration of development on site unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the protected species is preserved and to comply with Policy R/OS13 of the Gosport Borough Local Plan Review.

13. The development shall be carried out in accordance with the Schedule of Works submitted on 17.10.12 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1, R/BH1 and R/BH3 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 02.
APPLICATION NUMBER: K17912/3
APPLICANT: Mr Alan Stickland
DATE REGISTERED: 10.02.2012

LISTED BUILDING APPLICATION - CONVERSION OF TWO DWELLINGS TO PROVIDE SINGLE UNIT OF ACCOMMODATION TOGETHER WITH EXTENSIONS AND ALTERATIONS INCLUDING SINGLE STOREY REAR EXTENSION, SINGLE STOREY FRONT EXTENSION, REPLACEMENT WINDOWS, NEW WINDOWS, INCREASING HEIGHT OF 2 NO. CHIMNEYS, UNDERPINNING AND NEW DETACHED DOUBLE GARAGE AND INTERNAL ALTERATIONS (CONSERVATION AREA) (as amended and amplified by plans and information received 12.09.12 and 17.10.12)
176 - 178 Rowner Lane Gosport Hampshire PO13 9SU

The Site and the proposal

The application site is on the north side of Rowner Lane opposite the junction with Grange Lane. There is a bowling pavilion across the road, south east of the site, and an area of open grassland to the south west. Both are protected Open Spaces. The application properties are within the Rowner Conservation Area which was designated in 1988 in recognition of the small group of buildings around Rowner Church believed to comprise the original Rowner settlement which, despite subsequent development, retains an element of its village character. The original designation report adds that the designation would demonstrate the Council's commitment to protecting and enhancing older areas of the Borough.

A detailed management plan indicating how the Borough would seek to preserve and enhance the area was subsequently published as an 'Action Plan' and was produced following full consultation and a public meeting. More recently further historic details were incorporated in a Conservation Area Appraisal.

To the north of the cottages is the Grade I Listed Church of St Mary, the grounds to which surround the north, east and west sides of the application site. The Church has a medieval interior of nave and chancel, with a north aisle and chapel. The arcades, chancel arch and piscine survive. The north aisle was widened to form a new nave in 1874 which produced a stone coursed rubble exterior. There are several good wall tablets and one Jacobean tomb within the Church. There has been a very large extension to the west end which forms a new church with a bell. The graveyard contains a number of historic gravestones set in mature grounds. The oldest part of the church is located in these mature grounds and is located approximately 42 metres from the rear of the cottages, beyond their rear gardens. The modern church buildings dominate the setting of the older church and are located beyond trees and shrubs to the north west of the cottages. The Lych Gate to the church is situated outside the north east corner of the application site and there is an electricity sub station to the west side of this. Access to the Lych Gate is lined with mature trees.

Nos. 176 and 178 Rowner Lane are a pair of semi-detached, Grade II Listed cottages dating approximately from the 17th Century. There is evidence of a much earlier structure within no. 176 in the form of a complete box bay to a timber framed building including two substantial roof trusses which stylistically suggest a date of the 15th Century. The internal evidence within this building seems to imply that a floor was inserted in the early 17th Century, and a chimney breast subsequently added prior to a long series of additions and alterations to both cottages during the 19th and 20th centuries.

No. 176 has a lower eaves height and some exposed timber framing to the west side of its south elevation. No. 178 is a wider property with the eaves set higher. Both properties are two storey and both have dormer windows to the front (south) and rear (north). There is a thatched roof over both properties. There is a large garden area around the north and west sides of the properties with a timber fence along the north and east boundaries between 1.6m and 1.8m high. The western boundary is made up of planting and trees to a maximum height of 3.5m. The southern boundary

with Rowner Lane consists of a mix of fencing approximately 1m high and planting. Access to no. 176 is via a personal door in the west side and correspondingly access to no. 178 is via a personal door in the east side. There is a run down timber outbuilding attached to the rear of no. 178.

Officers have worked closely with the owner to ensure that the cottages have been protected from further deterioration from the weather and vandalism. While the cottages remain vacant they remain at risk and the best use for a Listed building is to ensure an active viable use. The stylistic evidence for the cottages clearly indicates that they were built for residential use and have remained in that use for hundreds of years.

Planning Permission and Listed Building Consent were granted in 2011, under references K17912 and K17912/1 respectively, to allow physical alterations to the properties to bring them both back into habitable use. Since those permissions were granted, the applicant's intentions regarding the properties and the site have changed and two further applications have, therefore, been submitted.

This current application, the re-alignment of the front (southern) wall of no. 178 (the easternmost property) with the southernmost part of no. 176 (the westernmost property) was proposed. However, in response to concerns raised regarding the appropriateness of this, the applicant has removed this element of the proposal.

This application, therefore, proposes the conversion of the existing pair of cottages into a single dwelling facilitated by the erection of a single storey rear extension measuring 11.8m wide, a maximum of 4.3m deep with a staggered rear elevation and 2.1m high under a flat roof. It is proposed to erect a porch to the front elevation which would not extend forwards of the existing southernmost part of the building and would be 2.5m wide and a maximum of 3.2m high under a pitched roof. This would provide the primary access to no. 178 as opposed to the existing door on the east side of the property. Both the rear extension and front porch would be constructed in bricks with a lead roof over the rear extension and a pitched, tiled roof over the porch. Many of the existing windows on all elevations of both properties are in a state of disrepair and it is, therefore, proposed to replace a number of them. In addition, a number of new windows are proposed to reflect the amended internal layout and use of the cottages as a single unit of accommodation. As approved previously, it is proposed to raise the height of the existing chimneys and install Fareham pots to both.

Internally three timber rafters in the roof will be replaced to match the existing. Other internal works consist of taking up the existing floors in no. 178, undertaking repairs to the foundations, and replacing the floors with new concrete floors to the same level as the existing. A wall between the existing lounge and kitchen is to be removed to accommodate a more suitable living space and an RSJ will be installed for support. Two windows in the rear elevation at ground floor level will be blocked up to accommodate the proposed single storey extensions, the existing door in the east elevation of no. 178 is to be blocked up and a new opening is to be formed between the two existing kitchens. In no. 176 an existing, modern partition between the kitchen and the lounge will be removed to open up the lounge. An existing wall and doorway between the hallway and store will be removed with a new partition wall and window being inserted to form a ground floor WC. The Inglenook fireplace and bread oven will be retained in situ. At first floor level an existing partition is proposed for replacement and two additional partition walls are proposed.

As also previously approved, the erection of a detached double garage to the west side of the building is proposed. The garage would be approximately 2.5m to its eaves and approximately 4.5m high in total. It would be a red multi-stock building under a clay tile, hipped roof and steel doors with oak posts. Access would be from the south side of the site. A timber, picket fence is also shown to the front of the property, however, this does not require listed building consent.

Relevant Planning History

K4907/8 - Removal of Lime tree (Conservation Area) - Raise No Objection 04.10.10

K17912 - Erection of two and single storey rear extensions, installation of eyebrow dormer to rear, erection of detached double garage to west side, increase height of 2 no. chimney stacks and lowering of ground level to south side of dwellings (Listed Building in Conservation Area) - permitted 28.11.11

K17912/1 - Listed Building Application - Erection of two and single storey rear extensions, installation of eyebrow dormer to rear, erection of detached double garage to west side, increase height of 2 no. chimney stacks, lowering of ground level to south side of dwellings, internal alterations, new and replacement windows and re-thatching of roof (Conservation Area) - permitted 28.11.11

K17912/2 - Conversion of two dwellings to provide single unit of accommodation together with extensions and alterations including single storey rear extension, single storey front extension, replacement windows, new windows, increasing height of 2 no. chimneys, underpinning and new detached double garage (Listed Building in Conservation Area) - pending

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/BH3

Development Affecting Listed Buildings

Consultations

The Gosport Society

No objection.

Response to Public Advertisement

3 letters of objection to original plans

Issues raised:

- the alterations will harmfully alter the visual reference that the building was previously used as two dwellings
- realigning the front wall of no. 178 is totally unacceptable. The staggered front elevation reflects the historic use of the cottages as two dwellings
- there is no necessity and no satisfactory justification to re-align the front wall
- the shape of the roof, as proposed, would not reflect the building's historic form
- the original thatching type should be reinstated
- the increase in the height of the chimney pots is a departure from the historic appearance of the cottages
- the positioning of the garage will harm the setting of the Grade II Listed Cottages, the Grade I Listed Church to the rear and the setting of the Conservation Area
- the proposals are contrary to the Conservation Policies contained in the Gosport Borough Local Plan Review
- consultation on the application has not been carried out correctly
- any archaeology should be appropriately recorded
- it is objectionable for the Council to state that it can only consider comments on issues relevant to the land use planning

1 letter of objection to amended plans

Issues raised:

- the amendment to the application to remove the replacement southern elevation from the application is welcomed
- the porch is inappropriate in design terms
- the east side wall of the porch forms an unsightly straight line with the first floor window above
- the chimney pots should be Fareham pots
- concerns regarding the thatching and garage remain

Principal Issues

1. The application has been advertised in accordance with the Council's publicity procedure and it is only appropriate for material planning issues to be considered in the determination of this listed building application. At the time the application was made, there was no evidence that re-aligning the southern elevation of no. 178 with that of no. 176 was appropriate to the historic character of the building. The proposals have been amended to remove this element of the works and are no longer included in the application.

2. The only issues to be considered in determining this application for Listed Building Consent is the impact on the listed building having special regard to the desirability of preserving the building and its setting and any features of special architectural or historic interest which it possesses. The proposal differs in design terms to that previously approved in that the single storey rear extension proposed will have a flat roof over as compared to the pitched roof previously approved over the two storey rear extensions. The scale of the proposed extensions is appropriate to the scale of the existing building. The set in of the extensions from the east and western edges of the original building and the use of a slim lead roof will assist in preserving the dominance of the original form of the cottages on the site. The extensions are now single storey as compared to two storey and have a flat roof as compared to a pitched roof meaning that the overall massing is less than that previously approved. The arrangement of openings is sympathetic to the original building and ensures an appropriate balance between preserving the character of the cottages, providing a beneficial use and providing an appropriate internal environment for future occupants. The increased height of the chimneys and installation of Fareham pots is considered appropriate in the context of the building and historically were quite common features on buildings of this type. This specific type of pot is proposed to be controlled by condition to ensure it is appropriate to the local vernacular and in accordance with the previous approval. The re-thatching of the roof is appropriate to ensure the building is properly maintained and the thatch is proposed to be controlled by condition to match the existing which was also mentioned in the original listing as a special feature. The size of the windows will remain the same and the overall form and shape of the roof and building will remain the same meaning that, visually, the appearance of the building as two cottages will not significantly differ. As such, the alterations will not detract from the historic use of the cottages as two dwellings.

3. The proposed porch is appropriate in size and scale to sit comfortably within the niche of the existing stagger of the south elevation of the building without dominating or detracting from the form of the existing building or any of the existing openings and windows on it. The materials are proposed to be controlled by condition to ensure the porch sensitively relates to the historic palette of materials used and that the window and door used suitably respect the existing fenestration. The proposed siting of the garage reflects what was previously approved under Listed Building Consent reference K17912/1 and whilst the current application proposes the use of different materials, it is considered that red brick and a clay tile roof are appropriate for use on an ancillary building in this location. The materials to be used for this element of the works are also proposed to be controlled by condition allowing for consistency across the porch, single storey and garage. This, together with reduced scale and massing of the extensions as previously approved, ensure that the setting of the Listed Church and Cottages, which are integral features within the Conservation Area, will not be harmed. In terms of mass and scale the proposal will have less impact than the previously approved application. The proposal, therefore, complies with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

4. Like the internal works previously approved under Listed Building Consent reference K17912/1, the works now proposed will ensure the historic character and fabric of the building will not be harmed and they are sympathetic to its historic format whilst accommodating its evolving layout. Internally, the proposal does not fundamentally alter the historic format of the building. The internal partitions to be removed have been installed since the building was originally built and none of the works will irreversibly harm the historic layout of the building. Under conditions imposed on planning permission reference K17912 and listed building consent reference K17912/1 respectively, the

internal appearance and layout of the cottages has been recorded. The proposal, therefore, complies with Policy R/BH3 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Grant Listed Building Consent

Reason(s) 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 alterations are acceptable and will not detrimentally impact on the Listed Building having special regard to the preservation of the building, its setting and features of special architectural and historic interest. As such, the development complies with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

Subject to the following condition(s):-

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

Reason - To comply with Section 18 of the Planning (Listed Buildings and Conservation Area) Act, 1990 (as amended).

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

001a, 008a, 010b, 011a, 012b, 013b, 014b, 015b, 018a, 019, 020a, 021, 022, 023, 024, 025, 026

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

3. Before the development of the single storey rear extension, the porch or garage is commenced, whichever is the sooner, details including 1:20 scaled elevations and sections, together with samples of the materials to be used in the construction of all three 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 preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

4. Before the installation of any new doors and windows is commenced, details including 1:10 scaled elevations and sections, together with samples of the materials to be used in the construction of all new windows and doors 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 preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

5. The chimney pots to be used shall be Fareham pots unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

6. Birds Beak pointing shall be used on areas of the building which are timber framed and flush joint pointing shall be used on all other areas unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting, to preserve the appearance of the Conservation Area and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

7. The single storey rear extension, porch and double garage shall be constructed in accordance with the following details unless otherwise agreed, in writing, by the Local Planning Authority.

Mortar - Lime mortar to match existing
Brick Bond - Flemish Garden Wall
Brick lintels - Header course brick on end to match existing
Guttering - Marley type half round in black

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

8. Before development of the driveway and the footpath are commenced details and samples of the gravel to be used in the laying of the driveway and the materials to be used in the construction of the footpath, shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter the development shall be carried out accordance with the approved details.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

9. The roof shall be re-thatched in thatch to match the existing unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

10. Before any ventilation or extraction mechanism is installed at the property, details shall be submitted to and approved, in writing, by the Local Planning Authority. Thereafter the development shall be completed in accordance with the approved details.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

11. The development shall be carried out in accordance with the Schedule of Works submitted on 17.10.12 unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To preserve the historic and architectural character and appearance of the Listed Building and its setting and to comply with Policies R/DP1 and R/BH3 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 03.
APPLICATION NUMBER: K2148/1
APPLICANT: Mr J Rooke
DATE REGISTERED: 14.08.2012

ERECTION OF TWO STOREY FRONT EXTENSION AND SINGLE STOREY REAR EXTENSION (as amended by plan received 13.11.2012)
15 Solent Way Gosport Hampshire PO12 2NR

The Site and the proposal

The application property is a detached, two storey, dwelling located on the northern side of Solent Way. The property is set within a substantial plot approximately 12m wide and 42m deep. The dwelling is set back from the highway by approximately 12m and is constructed of brick and has white UPVc windows and doors and a hipped, tiled, roof. The dwelling is set off the side boundaries by 0.9m either side. The front elevation is articulated with the western side of the dwelling being set back by 2.1m. The dwelling has three bedrooms and an integral garage on the eastern side of the front elevation. The front elevation of the property has largely remained unaltered since the property was constructed in the 1950's, however, the building has a single storey extension on the eastern side of the rear elevation that projects 6.9m. The rear garden is bounded by a 1.8m high fence. The open front garden is laid to lawn and has a driveway in front of the garage. The front boundary is a low brick wall. On the eastern boundary of the front garden is a 1.6m high trellis fence with a low hedge forming the western boundary.

The blank side elevation of the adjacent property to the east, number 17 Solent Way, is set off the flank elevation of the application property by 1.8m. The adjacent property to the west, number 13 Solent Way is set off the side elevation of the application property by 3.5m, however, this property has a first floor obscure glazed window towards the rear of the opposing elevation. This property also has a pitched roof garage alongside its eastern boundary, to the rear of the dwelling.

The dwellings on the northern side of Solent Way are similar in scale and are generally contemporary with each other. They are all positioned along the Solent Way frontage on the same alignment and are set back from the highway and the side boundaries by a consistent distance. There are examples of single storey front extensions on the southern side of Solent Way and the western end of the road on the northern side, however, there no examples of two storey front extensions in the immediate locality and the consistent built form remains intact on the northern side of the road and is a strong characteristic. The southern side of the road is more irregular in built form.

It is proposed to erect a two storey front extension and single storey rear extension, following the demolition of the existing rear addition. The new rear extension would cover the full width of the property and would extend 4.1m. It would have a flat roof 2.9m high with a 0.8m high roof lantern on the western side of the roof. It would have two windows in the eastern elevation and a window and set of folding doors in the rear (north) elevation. It would be constructed using matching brickwork.

The proposed front extension would, similarly, cover the full width of the property. It would extend 3.1m beyond the front elevation on the eastern side and project 5.2m forward on the western side. It would have a matching eaves height and would match the overall height of the highest part of the original roof. The roof would be hipped to all sides with a flat roofed central section. The extension would have an obscure glazed, first floor, window in each of the side elevations and three first floor windows and two ground floor windows in the front elevation. The application also proposes a hipped roof porch/canopy over the main pedestrian entrance, which would be centrally positioned in the front elevation with small windows either side. The application would result in two additional bedrooms being created.

The extensions would result in the loss of the integral garage, however, the application states that the loss of parking would be offset by the extension of the existing front driveway. An additional plan

has been submitted which shows the existing access being retained and a permeable front driveway with sufficient space to park three cars.

Relevant Planning History

K2148 - erection of dwellinghouse - permitted 02.05.55

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/T11

Access and Parking

Consultations

Local Highway Authority

The existing property has two parking spaces including the integral garage. It is proposed the reduction in parking will be offset by the use of a permeable driveway at the front. Insufficient details have been provided. Therefore, from the information available, it can not be shown that the development can be accommodated in a manner that would not cause increase danger and inconvenience to highway users.

Updated response awaited on amended plans.

Response to Public Advertisement

3 letters of objection

Issues raised:-

- would set a precedent
- proposal is too large
- extension would be forward of established building line
- such an extension would be out of character with the area
- loss of privacy
- insufficient parking made available on the site

1 letter of representation

Issues raised:-

- no objections to the plans

Principal Issues

1. All applications are required to be considered on their own merits and on the basis of the plans submitted by the applicant. The main issues in this case, therefore, are the acceptability of the design of the extensions, the impact on the visual amenity of the locality, the impact on the amenities of the occupiers of the neighbouring dwellings and traffic and parking conditions in the locality.

2. The application property is contemporary with the neighbouring dwellings and is located on a consistent building line with the other properties on the northern side of Solent Way. As a result, this

uniform layout and the absence of large front extensions on the neighbouring properties is a significant and notable feature of the streetscene. The proposed front extension would extend 3.1m beyond the front elevation on the eastern side of the application property and 5.2m on the western side, beyond the frontages of the adjacent properties, interrupting this important characteristic of the northern side of Solent Way. The front extension would be readily visible from public viewpoints given its scale and the height of the boundary treatments on both the application property and neighbouring dwellings. In light of the above, and given the mass and siting of the extension, it would create an incongruous feature in the streetscene, to the detriment of the visual amenity of the dwelling and the wider locality. Whilst a number of neighbouring dwellings have front elevations without articulation, the western side of the front elevation of the existing property is set back, which serves to add interest to the street scene, whilst retaining the established building line. This feature would also be lost as a result of the proposal. Furthermore, the scale of the extension is such that the roof form requires a flat central section to prevent the height of the roof being excessive, this contrived feature further emphasises the unacceptable nature of the proposal. Having regard to the above, the proposal would have a detrimental impact on the appearance of the dwelling, the streetscene and the wider visual amenities of the area and is, therefore, unacceptable in this location and contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

3. The location and scale of the front extension is such that given the position, orientation and fenestration of the neighbouring dwellings, in conjunction with the use of obscure glazing in the first floor side windows of the proposed front extension, there would be no harmful impact in terms of loss of privacy. Furthermore, the orientation of the properties is such that there would not be a significantly harmful impact on the amenities of the occupiers of number 17 to the east in terms of loss of light or outlook particularly given the position of the windows in that property. With regard to the occupiers of number 13 to the west, this dwelling is located 3.5m away and the window in the side elevation of that property is obscure glazed and serves a bathroom, therefore, having regard to the orientation and separation distances between this property and the proposed front extension, there would not be a harmful impact on the occupiers of that dwelling in terms of loss of light or outlook, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. The 4.1m deep single storey rear extension would replace a 6.9m deep addition on the eastern side of the rear elevation. Having regard to the design and depth of the proposed extension, in addition to the orientation of and separation distances between the properties and the location and scale of the garage alongside the common boundary within the curtilage of number 13, the rear extension would not have a harmful impact on the amenities of the occupiers of neighbouring properties in terms of loss of light, outlook or privacy, in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.

5. Although the integral garage would be lost and the front extension would encroach forward onto the site, an additional plan has now been submitted that shows a paved parking area in front of the dwelling 9m in depth and 10m in width that would provide a minimum of three parking spaces on the site with sufficient manoeuvring space to turn and egress the site in forward gear. The existing vehicular access would be retained and a condition could be imposed to ensure that the parking provision shown on the submitted plan is made available and retained on the site. Although the development proposes two additional bedrooms, providing a total of five, the proposed parking provision is considered to be sufficient to meet the demands for resident and visitor parking in this location. There are similar parking arrangements along Solent Way and an adequate amount of planting would be retained in the front garden. As such, and subject to the aforementioned condition, and the updated response from the Local Highway Authority, the parking provision would not be detrimental to highway or pedestrian safety and is acceptable in terms of visual amenity, in compliance with Policies R/T11 and R/DP1 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Refuse

For the following reason(s):-

1. The proposed front extension would, by reason of its inappropriate design, siting and mass, be an inappropriate form of development which would have a detrimental impact on the appearance of the dwelling, the streetscene and the wider visual amenities of the area, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review.

ITEM NUMBER: 04.
APPLICATION NUMBER: K14255/17
APPLICANT: Qinetiq
DATE REGISTERED: 27.07.2012

DEMOLITION OF BUILDINGS 46 AND 47 (as amplified by letter received 2.10.12 and 26.11.12)
Qinetiq Haslar Haslar Road Gosport Hampshire PO12 2AG

The Site and the proposal

The buildings, the subject of this application, are sited within the QinetiQ Technology Park located to the north western side of Haslar Road. The site is of historic significance due to the marine based operations that have been carried out there. Two existing buildings on the site are included on the Gosport List of Buildings of Local Interest, both are ship testing tanks which are of significant local interest and are located in close proximity to the application buildings. The site is within a designated Employment Area. The wall that encloses the site along Haslar Road is a Scheduled Ancient Monument.

Buildings 46 and 47 are located in the south eastern corner of the site. Building 46 is approximately 16.5 metres in length, 9 metres in depth and 13.2 metres in height. Building 47 is approximately 25.5 metres in length, 15 metres in width and 17.6 metres in height. Both buildings are of brick construction under flat roofs.

Building 47 houses a Cavitation Tunnel and office space. Building 46 houses the plant room associated with the Cavitation Tunnel. The purpose of a Cavitation Tunnel was to develop improvements in ship propulsion and, particularly, wear on propellers and any sound they may cause. The two buildings are linked via a brick passageway above ground level. The Cavitation Tunnel is one of only two known Cavitation Tunnels in the UK and was constructed during World War 2. In 1995 it was recorded as being one of the five oldest Cavitation Tunnels in existence around the world. This Cavitation Tunnel was constructed in Germany during World War 2 and was originally located in Hamburg. It was relocated from Germany to the site as part of the war reparations program. The outstanding feature of the Cavitation Tunnel is its unusually large sectional area which makes it one of the largest in the world. This tunnel has played a key role in naval research as part of a site directly involved with the design of military ships and submarines used by the British forces from the 1880's to the present day. As a complex, the QinetiQ site, formally known as the Admiralty Experimental Works, retains a highly significant group of historic buildings (notably the ship testing tanks from the 1880's and the 1930's).

This proposal is to demolish buildings 46 and 47 and to landscape the area. As part of the demolition process, the Cavitation Tunnel would be dismantled and the parts re-used to support the Cavitation Tunnel in Newcastle Upon Tyne and other Cavitation Tunnels. It should be noted that the Cavitation Tunnel in Newcastle Upon Tyne has been heavily altered and was not originally constructed as a Cavitation Tunnel.

Additional information has been submitted by the applicant in response to the submission of a letter of objection. The applicant states that the letter of objection was received after the publicity expiry period for the application and did not include any planning reasons why the demolition should not proceed. In response to the issues raised in the letter of objection the applicant provided clarification, and further information, regarding the proposal. The applicant states the buildings have no architectural merit and the condition of the buildings is deteriorating. The applicant also suggests that the Cavitation Tunnel is not unique and reiterates that the parts from the Cavitation Tunnel would be used to support other Cavitation Tunnels around the world. In addition, the applicant also indicates that the tunnels are not generally available for public viewing and, therefore, the retention of the tunnels would have limited benefit to the community. Furthermore, the applicant suggests that the potential provision of photographs, artifacts and plans of the tunnel would provide a sufficient record and reference of the tunnels for any historic interest in the buildings and their use.

Further clarification for the proposal was provided by the applicant by letter received 26.11.12. The letter states that the Ministry of Defence (MOD) has no current, or future, requirement for the Cavitation Tunnel or associated buildings and it is the intention of the MOD to discharge its liabilities in relation to buildings 46 and 47 and the Cavitation Tunnel. The MOD feels that this is best achieved through the demolition of the buildings.

Relevant Planning History

Nil

Relevant Policies

Gosport Borough Local Plan Review, 2006:

- R/DP1
General Standards of Development within the Urban Area
- R/ENV10
Noise Pollution
- R/ENV12
Air Quality
- R/OS13
Protection of Habitats Supporting Protected Species

Consultations

HCC Ecology	No objection. Due to the design of the building it is unlikely to support bats and there is no reasonable likelihood of protected species being present within the buildings.
HCC Landscape, Planning & Heritage	Object as the application would remove a significant Heritage Asset. Although not designated as such, there is sufficient evidence to suggest the Cavitation Tunnel and the buildings that it is housed in are of potential national significance.
Building Control	No objection. A Section 80 notification is required to be submitted to the Local Planning Authority.
Environmental Health	Work should take place between 0800 to 1800 hours Monday to Friday and 0900 to 1300 hours on Saturday with no work at any other times. Contractor should control the smoke and dust by using best practice set out in BRE Pollution Control Guide 2003.
Local Highway Authority	No objection subject to the submission of a suitable Method Statement relating to the demolition process prior to the commencement of works.

Response to Public Advertisement

1 letter of objection

Issues raised:-

- the Cavitation Tunnels are of local, and potentially national, historic importance
- the buildings look to be in good condition
- the proposed landscaping of the area after demolition demonstrates the demolition of the buildings is not urgent

Principal Issues

1. This Council continues to accept letters of representation from interested parties and take them into account up until the time an application is determined. The main issues in this case are the loss of a locally, and potentially nationally, important Heritage Asset, the acceptability of the proposed use of the land subsequent to any demolition and any noise or air quality impacts of any demolition work.
2. Following a site visit, additional research was carried out by Conservation and Design Officers of Gosport Borough Council and by a Senior Archaeologist from Hampshire County Council in relation to the Cavitation Tunnel within buildings 46 and 47. It is accepted that the buildings themselves have little merit in terms of design but it is the use of the buildings and their contents which are unique and are of significance. In view of this, the Head of Conservation and Design and a Senior Archaeologist from Hampshire County Council have assessed the buildings and have concluded that due to their historic significance, buildings 46 and 47 should be considered a Heritage Asset as defined by paragraphs 128 and 129 of the National Planning Policy Framework (NPPF) and as such were put forward to English Heritage for formal listing in August 2012.
3. Notwithstanding the supplementary information from the applicant, as well as correspondence outlining the stance of the MOD as the landowner in relation to the current, and future, use of buildings 46 and 47, the proposed demolition would result in the loss of a Heritage Asset that is of local, and potentially national, importance and is part of a unique historic site in the United Kingdom. Whilst the proposed landscaping of the area, subsequent to any demolition work, might be acceptable in its own right, this does not overcome, or compensate for, the loss of the Heritage Asset and the development is, therefore, unacceptable and contrary to Policy R/DP1 of the Gosport Borough Local Plan Review and the National Planning Policy Framework.
4. A schedule or method of works has not been provided with the application and as such, a view on the impact of the demolition process can not be made at this time. The details of the method and schedule of works could be controlled by condition should it to be resolved to approve the application in accordance with Policies R/ENV10 and R/ENV12 of the Gosport Borough Local Plan Review.
5. The application buildings are secure and watertight. There are no protected species present in the building and that the design is such that it is unlikely to be of interest for protected species. The proposal, therefore, complies with Policy R/OS13 of the Gosport Borough Local Plan Review.

RECOMMENDATION: Refuse

For the following reason(s):-

1. The proposed development would result in the loss of a significant Heritage Asset of local and, potentially national, significance, contrary to Policy R/DP1 of the Gosport Borough Local Plan Review and the National Planning Policy Framework.