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25 June 2018

S U M M O N S

MEETING: Extraordinary Regulatory Board
DATE: 3 July 2018
TIME: 6.00 pm
PLACE: Council Chamber, Town Hall, Gosport
Democratic Services contact: Lisa Young

MICHAEL LAWThER
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

The Mayor (Councillor Mrs Furlong) (ex-officio)
Chairman of the Policy and Organisation Board (Councillor Hook) (ex-officio)

Councillor Jessop (Chairman)
Councillor Mrs Hook (Vice-Chairman)

Councillor Bateman	Councillor Hammond
Councillor Mrs Batty	Councillor Herridge
Councillor Casey	Councillor Miss Kelly
Councillor Earle	Councillor Raffaelli
Councillor Farr	Councillor Scard
Councillor Foster-Reed	

INFORMATION FOR MEMBERS OF THE PUBLIC

(To be read by the Chairman if members of the public are present)

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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).

Regulatory Board
3 July 2018

AGENDA

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

All Members are required to disclose, at this point in the meeting or as soon as possible thereafter, any disclosable pecuniary interest or personal interest in any item(s) being considered at this meeting.

3. DEPUTATIONS – STANDING ORDER 3.4

(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Friday, 29 June 2018. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).

4. PUBLIC QUESTIONS – STANDING ORDER 3.5

(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Friday, 29th June 2018).

5. LAND AT THE FORMER HMS DAEDALUS

To advise the Board of a request from Wates Ltd to further vary the Section 106 Agreement dated 28 January 2016 (the 'Agreement') relating to the redevelopment of land at the former HMS Daedalus.

Debbie Gore
5455

6. REPORT OF THE HEAD OF PLANNING AND REGENERATION

*Schedule of planning applications with recommendations.
(grey sheets pages 1-24)*

7. ANY OTHER ITEMS

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

AGENDA ITEM NO. 5

Board/Committee:	REGULATORY BOARD
Date of Meeting:	3 JULY 2018
Title:	LAND AT THE FORMER HMS DAEDALUS
Author:	BOROUGH SOLICITOR
Status:	FOR DECISION

Purpose

To advise the Board of a request from Wates Ltd to further vary the Section 106 Agreement dated 28 January 2016 (the 'Agreement') relating to the redevelopment of land at the former HMS Daedalus.

Recommendation

That the Board agrees to vary the planning obligations relating to the completion schedule for the delivery of the Affordable housing contained in the Agreement as set out in paragraph 2.6 and that the Board also gives delegated authority to the Borough Solicitor in consultation with the Head of Planning and Regeneration to agree further minor changes to the terms which are set out in this Report when finalising the Section 106 Agreement.

1 Background

- 1.1 The Regulatory Board at its meeting on 29 March 2012 resolved to approve, subject to conditions and the completion of a Section 106 Agreement, an application for Outline Planning Permission for an employment-led mixed use scheme including up to 69,992 sqm of commercial floor space in new buildings and re-use of existing buildings (use classes B1, B2 and B8); up to 1,075 sqm of retail (use classes A1, A2, A3 and/or A4); up to 200 residential units (use class C3); up to 32 units of care accommodation (use class C2); up to 1,839 sqm of community uses (use class D1); up to 8,320 sqm of hotel use (use class C1); up to 2,321 sqm of leisure (use class D2); new and upgraded vehicular and pedestrian access arrangements; hard standing and car parking; open space provision; landscaping; and associated works. Other than the access arrangements all matters were reserved.
- 1.2 The Section 106 Agreement secured a number of matters including the provision of Affordable housing. The Section 106 Agreement was completed on 28 January 2016 and the Outline Planning Permission was issued on 28th January 2016.
- 1.3 On 27th July 2016, the Regulatory Board resolved to vary the Agreement to amend the definition of the Affordable Housing provision. The Variation to the Agreement made provision for Starter Homes – a form of Affordable housing that would be sold to first time buyers under the age of 40 for a price which is 20% below the open market value of the property subject to a cap of £250,000.
- 1.4 On 18th April 2018, the Regulatory Board resolved to vary the Agreement to further amend the definition of the Affordable Housing provision. The Variation to the Agreement made provision for the delivery of the Affordable housing as Shared Ownership. The Board also resolved to vary the relative completions of the Affordable housing units against the completion of the dwellings for Open

Market Sale (OMS) as set out in the following table.

OMS Completions	Affordable Completions
20%	10%
30%	28%
71%	40%
80%	70%
90%	93%
95%	100%

2 **Report**

- 2.1 The original Agreement included clauses requiring 50% of the Affordable housing units to be completed before 50% of the Open Market Sale (OMS) units are occupied and subsequently not to occupy more than 90% of the OMS units before 100% of the Affordable units have been completed. In April the Regulatory Board agreed to vary the delivery as per the table above.
- 2.2 Wates have advised that at the time of the resolution by the Regulatory Board in April it was not known what impact the conversion of the retained heritage buildings (which will be the subject of a separate planning application in due course) would have on the construction of the 200 new homes. Wates have since drawn up delivery programmes that include the conversion of the retained buildings, and realised this would further impact on the previously agreed schedule of completions.
- 2.3 Wates advise that converting the retained buildings alongside building the new dwellings will bring them to market at the same time. This will not only provide further much needed housing in the Borough to market quicker, it will also lessen the overall impact of construction activities on the local community by developing the two elements in tandem.
- 2.4 Wates have therefore requested that the planning obligations in the Agreement relating to the delivery of the Affordable housing be changed such that the Affordable and OMS units would be delivered as set out in the following table

OMS Completions	Affordable Completions
50%	13%
60%	31%
70%	48%
80%	78%
90%	93%
98%	100%

- 2.5 The proposed change to the timing of the delivery of the Affordable housing will not prejudice the ability to secure the timely delivery of the Affordable Housing.
- 2.6 It is proposed that the Agreement be varied so that the Affordable housing is delivered alongside the Open Market housing in accordance with the schedule set out in paragraph 2.4 and the occupation of the Open Market be restricted until the relevant Affordable housing has been completed.

3 **Risk Assessment**

3.1 If the S106 Agreement is not further varied, the conversion of the retained buildings may be delayed and result in an extended construction period with a consequential increase in localised disruption to the amenities of local residents.

Financial Services comments:	None
Legal Services comments:	Contained in the report
Crime and Disorder:	None
Equality and Diversity:	None
Service Improvement Plan implications:	None
Corporate Plan:	The proposal will contribute to the corporate priority to empower our residents
Risk Assessment:	Contained in Section 3
Background papers:	Reports to Regulatory Board 29 March 2012, 27 July 2016 and 18 April 2018
Appendices/Enclosures:	None
Report author/ Lead Officer:	Simon Barnett

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

3rd July 2018

ITEMS WITH RECOMMENDATIONS

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

<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	INDEX <u>Address</u>	<u>Recommendation</u>
01.	03-10	18/00058/FULL	46 Marine Parade East Lee-On-The-Solent Hampshire PO13 9BW	Grant Permission subject to Conditions
02.	11-24	18/00131/FULL	9-16 High Street Gosport Hampshire	Grant Permission subject to Conditions

ITEM NUMBER: 01.
APPLICATION NUMBER: 18/00058/FULL
APPLICANT: The Trustees of the Sailing Club
DATE REGISTERED: 02.02.2018

DEMOLITION OF SAILING CLUB (AND ASSOCIATED FLAT) AND ERECTION OF PART FIVE/PART FOUR STOREY DETACHED BUILDING TO FORM SAILING CLUB AND 9 TWO BEDROOM FLATS WITH ASSOCIATED ACCESS, CAR PARKING, CYCLE AND REFUSE STORES (as amended by plans received 11.06.2018)
46 Marine Parade East Lee-On-The-Solent Hampshire PO13 9BW

The Site and the proposal

1. The application site is located on Marine Parade East on the seafront at Lee-on-the-Solent and is within the defined Urban Area and the Marine Parade Area of Special Character.
2. The application site comprises the curtilage of a two-storey building, with a white render exterior, that is currently vacant but has operated as a sailing club. The building appears, from the public highway, as two interconnected buildings with a flat roof at the western end and a pitched single storey, with dormer at the eastern end. The building is 26.6m wide, a maximum of 11m deep and ranges between 7m high at the western end to 9.5m high to the top of the dormer at the eastern end of the roof. There is a dropped kerb along the entire frontage of the site where cars can park in front of the building. Access to the rear of the site, which constitutes hardstanding, is from a service road which runs along the rear.
3. At present, there are no conditions restricting the use of the building or the Club's operating hours and it is understood that the building is used for activities including club meetings, training sessions and social sessions; and providing catering and changing facilities for sailors and preparation for sailing events.
4. Beyond the highway to the west is an area of open space that extends north-west and south-east along the entire length of Marine Parade East and Marine Parade West. To the east of the service road to the rear is residential development in Cambridge Road consisting of single and two storey dwellings of mixed design. To the south-east is no. 47 Marine Parade East a recently built three-storey building containing five flats. To the north-west of the application site is Seaview Court which is a four storey, flatted development with a flat roof and staggered frontage which steps away from the adjacent highway. Seaview Court is built of brick and has glazed balconies with white plinth detailing to the front of each respective flat. To the south west side of the building is a small garden enclosed by a chain link fence less than 1m high.
5. The proposal is for the redevelopment of the application site to demolish the existing building and erect a part five and part four storey building to provide a replacement sailing club and 9 two-bedroom flats together with associated access, car parking, cycle and refuse storage. The proposed building would have a maximum width of approximately 28.5 metres, a maximum depth of 16 metres and a maximum height of 13.5 metres. 12 car parking spaces and a double garage would be provided to the rear of the building that would be accessed via the adopted service road running between Cambridge and Portsmouth Roads. 10 parking spaces would be provided to the front of the building that would be accessed via an existing vehicular crossover on Marine Parade East. The proposed building would replicate the form, design and finish of the adjacent building at 47 Marine Parade East with strong projecting gables as the main architectural features of the proposal.
6. There have been three previous planning permissions for similar redevelopments of the site that were granted in 2014, 2015 and 2016. The main differences between the most recent permission and this application are:
 - the deletion of a basement car parking area;
 - the increase in scale of the building from three storey to four storey with additional accommodation

- at a fifth storey level within the roofspace;
- a reduction in the depth of the building by approximately 10 metres;
- an increase in the height of the main parts of the roof by 1.2 metres over the western part of the site and 1.5 metres over the eastern part;
- the deletion of all windows in the south-east facing flank elevation and a reduction on the number of rooflights in this elevation (from 6 to 3);
- a reduction in the number of window openings in the north-west facing flank elevation (from 12 to 8);
- a reduction in the number of parking spaces by 5 (from 29 to 24).

7. Amendments have been received to the submitted drawings reducing the height and massing of the building and changing the proportions of windows and the proposed external facing materials

Relevant Planning History

13/00229/FULL - demolition of sailing club and erection of detached building to form sailing club and 8 no. two bedroom flats with associated access, car parking, cycle and refuse stores - permitted 11.02.14

14/00631/VOC - variation of conditions 2, 9, 14, 15, 17, 20, 21, 25, 27 of 13/00229/FULL to incorporate revised design including amendments to sailing club roof and inclusion of front stairwell - permitted 17.04.15

16/00189/FULL - demolition of sailing club (and associated flat) and erection of detached building to form sailing club and 9 no. two bedroom flats with associated access, car parking, cycle and refuse stores - permitted 03.08.2016

Adjacent site to east - 47 Marine Parade East:

15/00316/OUT - outline application - demolition of existing dwelling and erection of building to form 5 no. flats with car parking, refuse and cycle storage with all matters reserved - permitted 09.12.15

16/00156/DETS - details pursuant to application 15/00316/OUT - demolition of existing dwelling and erection of building to form 5 no. flats with car parking, refuse and cycle storage with all matters reserved - approved 02.08.2016

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

- LP1
Sustainable Development
- LP3
Spatial Strategy
- LP10
Design
- LP14
Marine Parade Area of Special Character
- LP22
Accessibility to New Development
- LP23
Layout of Sites and Parking
- LP24
Housing
- LP46
Pollution Control
- LP47
Contamination and Unstable Land

Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

Gosport Borough Council Parking: Supplementary Planning Document: February 2014

Gosport Borough Council Marine Parade Area of Special Character: Supplementary Planning Document: May 2007

Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

Consultations

Natural England	No objection subject to SPA mitigation.
HCC Ecology	No objection.
Local Highway Authority	No objection to access arrangements. Raise concern about level of parking.
Building Control	No objection.
Environmental Health	Raises concern about potential transmission of noise from Sailing Club to proposed residential units.
Streetscene Waste & Cleansing	No objection, however notes indicated bin store inadequate in size.
The Gosport Society	Object. Proposal contravenes Marine Parade Area of Special Character SPD in terms of scale, height and mass.

Response to Public Advertisement

9 letters of objection to original plans

Issues raised:

- mixed use of building inappropriate;
- new proposal an example of planning creep;
- proposal too tall and contrary to Marine Parade SPD;
- examples indicated in support pre-date current policies;
- loss of privacy;
- loss of light;
- inadequate car parking;
- impact of highway safety of Marine Parade East and rear service road;
- potential impact on adjacent buildings and occupiers;
- questions accuracy of submitted contextual drawings;
- loss of property value.

Any further representations in respect of the amended plans will be reported to the Regulatory Board. The publicity period expires on 2nd July 2018.

Principal Issues

1. Planning permission has previously been granted for the redevelopment of the site to provide a mixed development comprising of the Sailing Club and nine residential units. This planning permission remains capable of implementation and, therefore, represents a fall-back position. It is, however, understood that the costs associated with the construction of the basement car parking

could affect whether the last permission is economically viable to implement. The earlier permissions for a mixed development comprising of the Sailing Club and eight residential units would appear to have expired and are no longer capable of implementation. Nevertheless these permissions established the general acceptability of rear access to the site, a level of parking provision, mix of uses and a scale of development. Accordingly the main issues to consider in the determination of this application relate to the differences between the current proposal and the previous permission with regard to this scale and appearance, its impact upon the amenity of occupiers of neighbouring residential dwellings and highway safety. Loss of property value, the loss of a view and possible damage to neighbouring property are not material planning considerations. The information accompanying the application has been submitted with the intention of supporting the application and the application forms and scaled plans are of adequate detail and the plans show the relationships between the properties, and, in conjunction with the Officers site visit, are sufficient to enable this application to be considered and determined.

2. This proposal is for a building of increased scale to that previously permitted. Given the established and acknowledged special character of this part of Marine Parade, it is critical that any development is articulated to avoid reading as a large single mass of building and is broken down to follow or reflect something of the historic pattern of development along this part of Marine Parade. The amended proposal avoids the creation of a strong horizontal mass by breaking the main elevation down into two distinct elements, which follow the established rhythm of development along Marine Parade as identified in the SPD. The proposal is well articulated such that the two distinct elements of the building are visually separate, with the reduced scale of the eastern element of the development enabling the proposal to sit comfortably within its context. Overall the proposals as amended would complement the historic plot form of this part of Marine Parade.
3. The visually dominant elements of the building are comparable in height to that of the permitted scheme, with the additional accommodation in the roof space being set well back from the street frontage thereby reducing its visual impact and preventing the building from appearing unduly tall or visually dominant. The scale and massing of the building would be broken up in manner that would accord with the guidance set out in the SPD. The simple palette of materials proposed would reflect the positive aspects of the character of Marine Parade and is sufficiently subdued to avoid the building standing out too strongly to the detriment of its context. The palette respects the design priorities highlighted in the SPD.
4. The north facing (rear) elevation has been broken down horizontally and vertically such that the perception given by the mass of the building would be reduced and not appear unduly prominent when viewed from the service road or neighbouring properties at the rear.
5. Overall the form of the building is broken up well, and has sufficient articulation to ensure a design that would positively contribute to the streetscene. The amended proposal has resolved issues with a confused and overly complicated form, with the now proposed combination of gables, sloping roofs, and a more balanced fenestration resulting in a harmonious design solution that would fit the site. The proposal is in accordance with Policies LP10 and LP14 of the Local Plan and the Design and Marine Parade Area of Special Character SPDs.
6. The rear elevation of the proposed building would be located a further 10 metres away from the nearest residential properties to the rear on Cambridge Road than the most recent permitted scheme. Whilst the scale of the proposal has increased by the additional of additional floors of accommodation, the separation distance of 40 metres exceeds the 35 metres advocated in the Design SPD to ensure an acceptable relationship. With regard to the impact upon the occupiers of residential units in Seaview Court and No.47 Marine Parade East it is considered that the reduced depth of the building and the reduction in the number of openings in the flank elevations would have less of an impact than the permitted scheme.
7. Whilst noise may be emitted by the Sailing Club this is not currently controlled and was not controlled via planning condition in any of the previous permissions. The design and layout of the building is such that the use of balconies serving the Sailing Club are of a limited size and set away from existing neighbours to limit their impact. Given the similarities of the current proposal to

previous permissions, it would not be appropriate to impose an hours of operation restriction via condition. Planning conditions had previously been imposed to secure a Construction Management Plan and appropriate hours of working to minimise disruption to occupiers of neighbouring residential properties during construction and could be re-imposed. The proposal is therefore considered acceptable in amenity terms and would accord with policies LP10 and LP46 of the Local Plan in this regard.

8. The acceptability of accessing the site from the rear service road has been established by the previous permissions. The current proposal would not result in any significant increase in trip generation over and above the last permission. The retention of the existing parking spaces accessed from Marine Parade is considered acceptable as there is already an access at present. Accordingly, the Local Highway Authority has raised no objections to the proposed means of access that are considered to be in accordance with Policy LP22 of the Local Plan.

9. The previously permitted scheme included 29 car parking spaces for 9 flats and the Sailing Club. This application proposes 24 parking spaces. The Parking SPD 2014 requires 25 spaces to meet the full parking standards of the development, 14 to serve the 9 flats, 2 visitor spaces and 9 spaces for the sailing club. Given the location of the site it is not considered that a shortfall of a single visitor parking space would give rise to level of harm that would justify a refusal on parking grounds. A planning condition can be imposed to secure the provision and retention of the parking spaces. The proposal therefore is not considered to conflict with policy LP23 of the Local Plan in this regard.

10. 18 long-stay cycle spaces are proposed within the development, located to the rear of the site, adjacent to the car parking spaces. Whilst little detail is provided, this part of the site is capable of accommodating appropriate facilities which can be secured by condition. Similarly the provision of short stay cycle parking for both the flats and the Sailing Club can be secured by condition.

11. The submitted drawings show separate facilities being provided for residential and commercial waste to the rear of the site. The site is capable of accommodating such a provision and a suitable collection point, the details of which can be addressed through the imposition of a suitably worded planning condition.

12. The Conservation of Habitats and Species Regulations 2010 (as amended) and the Wildlife and Countryside Act 1981 place duties on the Council to ensure that the proposed development would not have a significant effect on the interest features for which Portsmouth Harbour, the Solent and Southampton Water are designated as Special Protection Areas, or otherwise affect protected habitats or species. Policy LP42 in Gosport Borough Local Plan 2011-2029 sets out how the Council will ensure that the European designated nature conservation sites along the Solent coast will continue to be protected. The Solent Special Protection Areas - Gosport Bird Disturbance Mitigation Protocol was adopted in April 2018. It has been identified that any development in the Borough which is residential in nature will result in a significant effect on the Special Protection Areas (SPAs) along the Solent coast.

13. The proposal would lead to a net increase in population, which is likely to lead to a significant effect, as described in Regulation 61 of the Habitats Regulations, on the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA. The Gosport Bird Disturbance Mitigation Protocol sets out how the significant affect which this scheme would otherwise cause, could be overcome. The applicant has provided SPA mitigation in the form of a financial contribution in accordance with the Protocol. Accordingly the proposal would not have an unacceptable impact on protected species and would comply with Policies LP42 and 44 of the Local Plan.

RECOMMENDATION: Grant Permission

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:

- 1800-001 Rev.C - Proposed Site Layout;
- 1800-002 Rev.D - Proposed Front Elevation;
- 1800-003 Rev.D - Proposed Rear Elevation;
- 1800-004 Rev.C - Proposed Side Elevation;
- 1800-005 Rev.C - Proposed Side Elevation;
- 1800-006 Rev.B - Proposed Ground Floor Plan;
- 1800-007 Rev.C - Proposed First Floor Plan;
- 1800-008 Rev.C - Proposed Second Floor Plan;
- 1800-009 Rev.D - Proposed Third Floor Plan;
- 1800-010 Rev.B - Proposed Roof Plan;

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

3. a) No development shall commence until a Construction Management Plan (to include details of the location of the site construction compound; provision for the parking of contractors, site operatives and visitors; provision for access to the site for construction vehicles; provision for wheel washing facilities; measures to control the emission of dust, dirt and smoke for the site during construction; any temporary external lighting) has been submitted to and approved, in writing, by the Local Planning Authority.

b) the development shall thereafter be carried out in accordance with the agreed Construction Management Plan.

Reason - In the interests of the amenities of occupiers of the neighbouring residential properties in accordance with Policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

4. The construction of the development hereby permitted, shall only be carried out between the hours of 08:00 and 18:00 Monday to Friday, 09:00 and 13:00 on Saturday's and at no time on Sundays, Bank Holidays or Public Holidays unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To safeguard the amenity of occupiers of the neighbouring residential properties in accordance with Policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

5. a) No works above slab level shall commence until details, including samples, of all external facing and roofing materials have been submitted to and approved, in writing, by the Local Planning Authority.

b) The development shall, thereafter, be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To safeguard the character and appearance of the streetscene and Marine Parade Area of Special Character in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Marine Parade Area of Special Character SPD 2007.

6. a) No works above slab shall commence until, details of the soft and hard landscaping works, to include details of any external lighting, all hard surfacing materials and boundary treatment, and a timescale for implementation, have been submitted to and approved, in writing, by the Local Planning Authority.

b) The hard landscaping, and boundary treatments approved pursuant to part a) of this condition shall be completed prior to the first occupation of any part of the development hereby permitted.

Reason - To safeguard the character and appearance of the streetscene and Marine Parade Area of Special Character in accordance with Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Marine Parade Area of Special Character SPD 2007.

7. The soft landscaping scheme approved pursuant to Condition 6a) shall be completed within the next planting season following first occupation of the development, and any trees or plants which die are removed or become seriously damaged or diseased during the first five years, shall be

replaced with others of identical species (or as may otherwise be agreed in writing with the Local Planning Authority) during the next planting season.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policies LP10 and LP14 of the Gosport Borough Local Plan 2011-2029.

8. a) The development hereby permitted shall not be occupied until the areas shown on Drawing No 1800-001 Rev.C for the parking and turning of cars have been provided.

b) The parking and turning areas shall thereafter be retained and kept available at all times for these purposes.

Reason - To safeguard highway and pedestrian safety and ensure that adequate parking is provided in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

9. a) The development hereby permitted shall not be occupied until details of the allocation and management of car parking spaces to residents and Sailing Club members and visitors have been submitted to and approved, in writing, by the Local Planning Authority.

b) The car parking areas shall thereafter be operated and managed in accordance with the approved details at all times unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To safeguard highway and pedestrian safety and ensure that adequate parking is provided in accordance with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Parking SPD 2014.

10. a) No part of the development hereby permitted shall be occupied until secure and weatherproof long-term cycle storage facilities serving the flats and secure short stay cycle parking facilities serving the flats and sailing club have been provided in accordance with a detailed scheme that shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

b) The cycle parking and storage facilities shall thereafter be retained.

Reason - To ensure adequate provision for and to promote and encourage cycling as an alternative to use of the private motor car in accordance with Policies LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

11. a) No part of the development hereby permitted shall be occupied until separate facilities for the storage and collection of refuse and recyclable materials generated by the residential and commercial elements of the development have been provided in accordance with a detailed scheme that shall previously have been submitted to and approved, in writing, by the Local Planning Authority.

b) The facilities for the storage and collection of waste shall thereafter be retained.

Reason - To ensure that adequate provision is made for the storage of refuse and recyclable materials and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

12. a) Prior to the installation of any fixed plant or equipment (including air conditioning, ventilation and extraction equipment) associated with the sailing club hereby permitted, a scheme for the protection of neighbouring residential premises from noise or odours generated by any such plant or equipment shall be submitted to and approved, in writing, by the Local Planning Authority.

b) The plant and equipment shall not be brought into use until the approved scheme has been implemented.

c) The approved noise and odour mitigation measures shall thereafter be retained.

Reason - To prevent noise or odour pollution affecting the residential occupiers of ensure that acceptable noise levels within the dwellings and the curtilages of the dwellings neighbouring properties in accordance with policies LP10 and LP46 of the Gosport Borough Local Plan 2011-2029.

ITEM NUMBER: 02.
APPLICATION NUMBER: 18/00131/FULL
APPLICANT: Mr Max Hunter The Hunter Family Settlement No2
DATE REGISTERED: 16.04.2018

DEMOLITION OF 12-16 HIGH STREET AND ERECTION OF FOUR STOREY BUILDING TO PROVIDE 70 BEDROOM HOTEL (CLASS C1) WITH ANCILLARY BAR/CAFE AND RETAIL SHOP (CLASS A1) TO GROUND FLOOR, WITH ASSOCIATED PARKING, STORAGE AND SERVICING (CONSERVATION AREA)
9-16 High Street Gosport Hampshire

The Site and the proposal

1. The application site is located to the north side of the High Street. The town centre area has a mixed character of retail and commercial properties with residential flats to the outer periphery of the central area and above some of the commercial premises. The red-line application site comprises nos.12 to 16 High Street, together with the service yard areas to the rear of nos.9 to 11 and the service road. The rear service yard off North Loading Road is accessed from Clarence Road to the west. The southern portion of the service road adjacent to the service yard area is in the applicant's ownership, the northern part of the service road alongside the public car parking spaces is in the Council's ownership. The publicly maintainable and adopted highway ends at the western end of the service road.
2. To the north of the site is Burnhams Walk, a residential flatted development within landscaped areas and with car parking courtyards accessed off the North Loading Road service road. There is a public footpath that runs along the southern boundary of Burnhams Walk from North Cross Street to the east, to the service road junction with Clarence Road to the west. South of this footpath are short stay public car parking spaces which are directly accessed from the service road.
3. Planning permission was granted in 2017, under reference 16/00396/FULL, for the erection of an additional storey, external alterations and change of use of the existing building to provide a 54 bedroom hotel (Class C1), with associated parking, storage and servicing (the previous approval).
4. The previous approval involved the change of use of the first and second floor offices above nos. 9A/10 to 16 High Street, the infilling of the void between no.16 and 17, the construction of a partial second storey above the western portion of no.17A, and an additional third floor over the whole enlarged building. The three upper floors formed would have been used as a 54 bedroom hotel with an entrance located between nos16 and 17 on the High Street and through to the rear onto the re-designed servicing and car parking area. The overall height of the new building would have been 13.6m compared to the existing building height of 9.7m.
5. The accommodation to be provided would have comprised an entrance foyer with check-in / check-out desk, staff office, staff rest room, laundry store and a breakfast preparation area (for pre-packed meals for guests). A stairwell and two lifts would have given access to the upper floors. The first floor would have provided a linen store and 20 guest rooms (12 double rooms, 7 standard rooms and 1 accessible room for wheelchair use), the second floor showed a linen store and 20 guest rooms (12 double rooms, 7 standard rooms and 1 accessible room for wheelchair use), and the third floor would have offered a linen store and 14 guest rooms (1 double room, 3 "squeeze" rooms (narrow elongated guest room), 9 standard rooms and 1 accessible room for wheelchair use). The building would have been re-faced to both the High Street and the service yard elevations
6. The existing service yard is an open concrete surfaced area bounded by the service road kerb sets. The 6.5m wide service road runs along the northern edge of the application site. The existing service yard is currently used as an informal car parking area and for delivery vehicle turning and manoeuvring, which can involve larger vehicles using the service road to carry out these manoeuvres. The previous approval included a revised and formal layout across the site for car

parking, building servicing and lorry turning. The layout plan showed a formal parking arrangement for the site with 34 marked car parking bays and service / delivery vehicle turning space. The plans indicated the provision of 2 disabled accessible parking spaces included within the provision of 26 spaces to be allocated for the use of the proposed hotel. The remaining 8 spaces would have been re-provided for the remaining ground floor retail and commercial users on the site.

7. This proposal is for demolition of 12-16 High Street and the erection of a 70 bedroom hotel (Class C1) with ancillary bar/cafe and retail shop (Class A1) to ground floor, with associated parking, storage and servicing.

8. The demolition would result in the loss of a total of 750sqm of retail floor area:

Number 12 - Salon (124sqm)
Number 13 - Betfred (123sqm)
Number 14 - Newsround (117sqm)
Number 15 - Store Twenty One (386m²)
Number 16 - Access to Fareport Training

Together with the loss of approximately 580sqm of vacant office space at first and second floor level.

9. In their place would be a four storey building comprising the hotel with an ancillary, 58 cover bar/café and separate 201sqm retail unit at ground floor level. The building would be 29.8m wide and the main section would be a maximum of 21.6m deep at the ground floor level with a further 15.5m deep and 13.5m wide, four storey high projection to the rear, oversailing the ground floor level. The main building would have a 12.8m high flat roof with the rear projection being 12.3m high, reducing to 10.6m at the rear. The overall height of the main frontage to the High Street would be 0.8m lower than the previous approval. The building would be finished mainly in light coloured render with grey aluminium panels and detailing, including the shopfronts, windows and doors. The top floor, which would be set back by 0.5m, would similarly be clad in grey aluminium panels. The ground floor sections at the rear are shown to be finished in red brick.

10. Internally, the hotel accommodation to be provided would comprise an entrance foyer with check-in/check-out desk, staff office, the ancillary bar/café and kitchen. The main access to the Hotel would be from the High Street, however, there would also be secondary access at the rear, from the car park. Three stairwells and two lifts would give access to the upper floors. The first floor would have a linen store and 25 guest rooms (12 double rooms, 7 family rooms, 2 accessible rooms with larger shower facilities, 3 "Family squeeze" rooms and 1 "Stretched Family" Rooms). The Second Floor would also contain a linen store and 25 guest rooms (12 double rooms, 8 family rooms, 1 accessible room with larger shower facilities, 3 "Family squeeze" rooms and 1 "Stretched Family" Rooms) and the Third Floor would contain a linen store and 20 guest rooms (7 double rooms, 9 family rooms, 1 accessible room with larger shower facilities and 3 "Family squeeze" rooms).

11. The end section of the rear projection would contain six AC condensers and water tank, obscured by a timber enclosure.

12. The main access to the retail unit would be located on the southern side of the building from the High Street again with a further access from the car park at the rear. No end user of the retail unit has been specified.

13. The proposed car park shows a formal parking arrangement with a total of 47 marked car parking bays and separate service / delivery vehicle turning space. The plans indicate the provision of 4 disabled accessible parking spaces included within the provision of 35 spaces to be allocated for the use of the proposed hotel. The remaining 12 spaces would be for use of the ground floor retail users on the site.

14. The application is supported by a Design & Access Statement, Transport Statement, Heritage Statement, Historic Environment Desk-Based Assessment and Phase 1 Ecology Report.

Relevant Planning History

16/00396/FULL - erection of additional storey, external alterations and change of use of existing building to provide a 54 bedroom hotel (class c1), with associated parking, storage and servicing (conservation area) (amended description and plans received 14.11.2016, 12.12.16, 13.12.16 and 20.12.2016) - permitted 19.01.17

K7433 - shops with offices/storage above at 12-16 High Street - permitted 17.04.72

Relevant Policies

Gosport Borough Local Plan, 2011 – 2029:

LP4

The Gosport Waterfront and Town Centre

LP10

Design

LP12

Designated Heritage Assets: Conservation Areas

LP16

Employment Land

LP18

Tourism

LP22

Accessibility to New Development

LP23

Layout of Sites and Parking

LP27

Principal, District and Neighbourhood Centres

LP28

Uses in Centres

LP46

Pollution Control

LP47

Contamination and Unstable Land

Supplementary Planning Documents:

Gosport Borough Council Design Guidance: Supplementary Planning Document: February 2014

Gosport Borough Council Parking: Supplementary Planning Document: February 2014
Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2014

National Planning Policy Framework (NPPF), March 2012

Consultations

Historic England

The existing buildings on this site appear to have no historic interest and detract from the character and appearance of the Gosport conservation area. There are no objections to the principle of redeveloping this site. Despite WW2 bombing and post-war redevelopment the High Street retains its historic character. In particular historic plot widths remain legible and buildings generally retain a vertical emphasis and a height of 2 to 3 storeys. To comply with legislation the

proposal should preserve or enhance the character and appearance of the conservation area. In this respect, the following suggestions which would lessen the impact of the new building in the street scene are made:

- The massing of the building would be further broken down by greater articulation through all floors including the fascia above the retail units and the top storey;
- Through the varied use of materials as well as greater articulation the façade could appear as 4 buildings (each of two bays) which would echo the historic plot width;
- To lessen the dominance of this 4 storey building in an area where 2-3 storey buildings predominate the top floor could be stepped back further from the line of the front elevation;
- Consideration should be given to the right hand flank elevation and whether the top of this would appear as an unfortunately blank elevation in oblique views up the High Street.

Gosport has a unique and fascinating storey to tell which is largely unappreciated. A new hotel in the High street which would encourage more visitors to the area would be a welcomed development.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of Paragraphs 129,131, 132 and 134 of the NPPF.

In determining this application you should bear in mind the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Natural England

No objection, subject to mitigation. This application is within 5.6km of the Portsmouth Harbour SPA and will lead to a net increase in residential-related use that has the potential to generate additional recreational

visits to the SPA. The need for mitigation for new hotel accommodation will require assessment by your local authority, as outlined within sections 6.10 and 6.11 of the Solent Recreation Mitigation Strategy (Dec 2017).

Southern Water

No objection, subject to conditions in respect of drainage.

The Gosport Society

No objection to the demolition of the existing buildings on this site, which do not appear to have any architectural merit. It is recognised that approval has already been granted for a hotel on this site and this was something the Gosport Society supported in principle. There are concerns that the design and particularly the height of the proposed new building does not fit well with the nearby original buildings, which are typically no more than 3 storeys high. Nor does it "preserve or enhance the character and appearance of the High Street Conservation Area". This seems a missed opportunity to create an imaginative modern building more in keeping with the scale of the historic Town Centre, rather than the characterless hulk we see proposed in these plans. There are concerns that the assumption in the applicants' Transport Statement that reduced parking provisions (2:1 bed to parking space) will be acceptable. They quote "NPPF in particular clarifies that development should only be refused on transport grounds where the residual cumulative impact of the development would be severe." However, this appears to ignore fact that Gosport traffic and the A32 in particular are already designated "severely" over capacity.

Crime Prevention & Design

No objection, subject to crime prevention measures being secured.

Hampshire Fire And Rescue Service

No response received.

HCC Ecology

No objection. The application submission includes a Phase 1 Bat Survey report (HDA, May 2016). In summary, the existing site is considered to offer minimal potential for supporting roosting bats. As bats are the only species group considered likely to potentially occur, the proposed works would not result in ecological impacts. Given the scale and height of this building, there is an excellent opportunity to provide ecological enhancements in the form of swift nest boxes, which should be provided.

Local Highway Authority

No objection. Pedestrian accessibility within Gosport Town Centre is generally good, and the applicant is proposing to provide access to the hotel directly from the High Street which is considered appropriate. The site plan (PD01) shows additional pedestrian access to the rear of the hotel together with four disabled parking spaces, cycle and bin storage. Whilst no tracking for the disabled spaces has been demonstrated the spaces would appear to allow for additional width as the spaces are either abutting the footpath or hashed markings which will ease access for users. Any parking space against a wall or hedge should be extended by 300mm.

Access

Tracking information has been provided to demonstrate that an 16.48m articulated delivery vehicle and 10m rigid vehicle can access and manoeuvre within the proposed service area. The service road will retain its width of at least 6.5 metres.

Parking

It is clear from the information submitted that the levels of parking are lower than the standards outlined within GBC Parking SPD. In line with the standards there should be 1 parking space per room (i.e. 70 spaces) along with an allocation for the Class A1 use. The hotel layout provides for 4 accessible rooms which are designed to facilitate wheelchair users and those with mobility impairments. As the standards are not currently being met by the applicant, they must provide a clear and robust justification for a lower parking provision which GBC as Parking Authority should consider the likely impact of the hotel on the on-street parking provisions and local car parks. With regards to the proposed cycle parking arrangements, the revised provisions appear appropriate in number although the positioning does look cramped.

HCC Local Lead Flood Authority

Although it is appreciated that the site is already impermeable and the intention is to provide a degree of betterment. More information is required on capacity of the existing drainage infrastructure.

HCC Landscape Planning & Heritage

No objection, subject to a condition being attached which should secure archaeological work, including watching brief during foundation grubbing out and potential archaeological excavation of medieval archaeological levels, to ensure that any

remains encountered are recognised and recorded.

Building Control

No objection.

Property Services

No objection.

Economic Prosperity

No objection. Welcome the new investment in the town's high street and visitor economy, plus hoping that Gosport residents will benefit from employment and training opportunities - both during the construction phase and once the hotel is occupied.

Environmental Health

No objection, subject to conditions in respect of mechanical plant and a piling method statement to mitigate potential adverse noise disturbance plant noise. Any security lighting to the carpark area or building should not cause glare or spillage which may cause nuisance to neighbouring premises.

Streetscene Waste & Cleansing

No objection. Application includes arrangements for trade refuse storage. However GBC do not provide this service. No further comments.

Transport & Traffic

Response to Public Advertisement

2 letters of objection

Issues raised:-

- loss of privacy
- visual impact of four storey building
- noise pollution from deliveries and service traffic to the hotel
- noise and disturbance from hotel guests arriving and leaving at unsocial hours
- concerns over noise from AC condenser units
- air quality issues from increased traffic
- lack of sufficient parking to serve the hotel
- increased environmental pollution
- inadequate car parking

1 letter of support

Issues raised:-

- innovative scheme supporting the evolution of the High Street
- endorsement of Gosport that national company wants to invest
- there is demand for this type of accommodation
- will help support night time economy

Principal Issues

1. The broad principles of the development were considered and approved under application reference 16/00396/FULL. This is a town centre location. Although the development would result in the loss of retail floor space within the Town Centre Principal Shopping Area, Policy LP28 of the Gosport Borough Local Plan, 2011-2029 (GBLP) allows for non-Class A1 and A2 uses provided they do not exceed 33% of the total frontage and is not based on floor area. As of April 2018 the level in the existing frontage stands at 34.1%, and the threshold is, therefore, already exceeded.

The proposal will increase the proportion of non-A1 and A2 uses to approximately 34.8%. The intention of Policy LP28 is to limit the loss of A1 and A2 uses in the town centre through change of use. The proposal, however, is creating opportunities to create new frontage in what is currently dead space and adds to, rather than replaces, the existing town centre uses in the centre. The proposal could assist in delivering part of the wider regeneration benefits identified in the recently adopted Gosport Waterfront and Town Centre SPD. On balance, therefore, the benefits of the proposal for improving vitality and viability of the Town Centre are considered appropriate despite the 33% of non-A1 and A2 uses being exceeded by a small amount and as the proposal is unlikely to contribute to a reduction in the vitality or viability of the overall retail function of the Centre. The proposals would introduce additional tourism accommodation to meet the needs of the town centre and the wider Borough. The accommodation would be located close to a range of tourism related services (visitor sites, yacht marinas, retail shops, restaurants, refreshment outlets, etc.) and in this respect is in a sustainable location. As such the provision of a hotel is considered to be an appropriate use in this location. The proposals would, therefore, comply with Policies LP4, LP16 and LP18 of the GBLP. Any statutory nuisance would be addressed through Environmental Health legislation. The main issues in this case, therefore, are whether the amended scheme is acceptable in design terms and whether it preserves or enhances the character and appearance of the Town Centre Conservation Area, the impact upon the amenities of the occupiers of neighbouring residential properties, access, car parking and servicing arrangements, cycle storage, refuse / recycling bin storage facilities and recreational disturbance.

2. This existing section of the High Street is characterised by a poor quality mix of post-war styles, built when constraints in materials and cost frequently resulted in buildings that have not lasted well: both physically, but also stylistically. In this instance the main elevation, which is the most significant as far as the context of the Conservation Area, presents an opportunity to tidy up the existing poor quality elevation treatment and provide a building which makes a positive impact on its broader setting and raise the quality of this part of the Conservation Area. The views of the Council's Conservation Manager have been taken and it is considered that the demolition of the existing building and its replacement with a building replicating its basic rhythm but with significant improvement in detail is appropriate. The proportioning of the shopfronts, and the pilasters and fascia, are very well considered. On the first and second floor the recessed window frames set within a rhythm of rendered panels is equally well proportioned and breaks the façade up very well: avoiding a sterile or monotonous elevation. Setting the top floor back by 0.5m, and alternating the tone, also follows good design practice. Historically buildings in this part of the conservation varied in scale but the proposal is within the historic parameters. Whilst the east elevation may initially stand out a little, this in due course would be resolved as and when the adjacent site is redeveloped and is not sufficiently of concern to warrant a reason for refusal. Whilst the points raised by Historic England are noted with regard to their wish to subdivide the building vertically, the proposal nevertheless does enhance the character and appearance of the Conservation Area and is very well proportioned within itself. The façade is very well articulated and while it does not go so far as to vary every other bay, as suggested by Historic England, it does make a significant attempt to provide a vertical emphasis in the design. The rear elevation treatment significantly enhances what is currently a poor quality environment. More active use of this northern part of the site is welcomed. Overall, therefore, this building does preserve and enhance the character of the Conservation Area through the proposed quality of design and is a welcome improvement to this part of the Conservation Area. Conditions requiring details of the proposed external materials, and their colour finish, to be provided are considered appropriate. The proposal would, therefore, comply with Policies LP10 and LP12 of the Gosport Borough Local Plan, 2011-2029.

3. The proposal would introduce new and additional activity to the town centre. This would involve the arrival and departure of visitors and travel to visit local attractions and facilities. The use would be accessed via the pedestrianised High Street and from the rear parking area to be formed. Access by car to this location would be from Clarence Road and along the North Loading service road. This service road (which is un-adopted to the eastern half of its length) currently enables access to public car parking spaces adjacent to Burnhams Walk as well as the servicing and parking available to the site itself. The proposal would increase traffic movements at the rear of the site. Given the road's existing use to access public car parking spaces and for deliveries and staff / visitor parking to the rear of the ground floor retail and commercial businesses fronting the High

Street the increase in traffic movement over any day would be occasional, and would be unlikely to be distinguished from current traffic movements over this route, and is not considered to result in harm to residential properties that lie on the route or result in air quality issues. The impact of the proposed hotel on the existing neighbouring uses, the majority of which are of a commercial nature, is unlikely to result in any demonstrable harm. The activity associated with a hotel would be similar to the activity of an office or retail use in this location and therefore would not be considered harmful. The use of the site as a hotel will not therefore interfere with the everyday functions of adjoining uses and as such, the development complies with Policies LP10, LP22, LP23 and LP46 of the Gosport Borough Local Plan 2011-2029.

4. The closest residential properties to the hotel proposal are the flats to the east at 18 High Street (access off North Cross Street) and opposite the site to the north of the service road at Burnhams Walk. The guest bedrooms would facing south over the High Street and east and west over the car parking and service road areas. Burnhams Walk properties are at least 40m north of the new hotel and are partially screened by landscape and tree cover within the grounds of the flatted development. Crown Mews to the north-west is similarly in excess of 40m from the hotel. The hotel proposal is considered not to have a detrimental impact on adjoining occupiers in terms of loss of light, outlook, or privacy. The proposed use would be unlikely to result in noise being audible from outside of the site however a noise assessment should be undertaken to identify any issues and mitigation measures provided for installation into the construction design and to ensure that the AC condensers and other mechanical plant do not cause noise disturbance or environmental pollution. Considering the above matters and subject to conditions, there would not be a significant issue of disturbance to occupiers of the neighbouring properties. Adequate crime prevention measures are similarly proposed to be controlled, by condition. The proposal would, therefore, comply with Policy LP10 of the Gosport Borough Local Plan, 2011-2029.

5. The hotel use would introduce additional servicing requirements and therefore control of delivery times is required to avoid unsocial hours, given that the only vehicular access to the site passes by residential flats at Crown Mews to the west and Burnhams Walk to the north. This can be secured through a suitably worded planning condition for the hotel.

6. The existing uses on the site would have a requirement of approximately 45 spaces under the Council's Parking: Supplementary Planning Document (Parking SPD) (25 for the ground floor retail and 20 for the offices above). The service yard has been used in the past for car parking by the occupiers of the ground floor retail and commercial units fronting the High Street. Informal surveys submitted with the previous approval identified up to 28 cars being observed parking on this land in an informal parking arrangement and allowing for delivery vehicle access to the rear of the various commercial units on the site, and some adjacent sites. Recently in May 2016 and prior to the application submission, the availability for such car parking had been restricted by the applicant as landowners. The level of current car parking usage has therefore significantly reduced.

7. The layout plan submitted in support of the previous approval showed a formal parking arrangement for the site with 34, 2.5m by 5m, marked car parking bays (26 for the hotel and 8 for the commercial users), at a ratio of 1 space per 2 guest rooms, together with service/delivery vehicle turning space.

8. Advice in the Parking SPD is for 70 off-street allocated car parking spaces for the proposed 70 bed hotel and 10 spaces for the retail unit, for a total of 80 car parking spaces.

9. The parking provision now proposed at 47 marked car parking bays (35 for the hotel and 12 for the commercial users) remains below the SPD requirement, but is at the same ratio as the previous approval (1 space per 2 guest rooms). Moreover, the previous approval established that the short term parking demands generated by the hotel element on the site could, in-part, be met within the existing town centre pay-and-display car parks. 12 spaces are shown as being available for the other commercial users, which is 4 more spaces than the previously approved scheme. Although the proposed car parking spaces, at 2.4m wide and 4.8m deep, do not meet the dimensions specified within the Parking SPD and there are instances where columns are proposed within the parking area, the spaces are comparable to those elsewhere within the High Street area (including

GBC car parks) and are sufficient in size to accommodate the average vehicle. Given the constraints of the site, any increase in size of the spaces would result in either a reduction in the overall number of parking spaces or result in obstruction to the service road, thereby harming the servicing of the adjacent commercial uses. The layout and manoeuvring areas between the spaces is acceptable and there is adequate space for large vehicles to service the site. There would not, therefore, be a harmful impact upon local highway conditions or pedestrian safety.

10. Commercial delivery and service vehicles will serve the existing ground floor retail and commercial units as well as the proposed hotel (laundry, house-keeping materials, etc.). Observations have been made that noted a range of delivery and service vehicles visiting the site for the existing users on the site as well as some for adjacent commercial outlets accessed from North Loading Road for these purposes. The submitted layout has provided for a turning and manoeuvring area to the rear of nos.10 and 10B High Street and for delivery access routes to the rear of no.17 High Street. All the delivery / refuse / service access points to the ground floor units will be able to utilise the indicated delivery turning / parking areas either on the application site or if using the service road. Details of the hard surfacing and controls over the use of the parking and servicing areas are proposed to be controlled, by condition. The existing pedestrian access routes at the rear will remain, as existing.

11. The application site is located in a town centre location with good links to public transport and ample car parking in Walpole Park public car park and other nearby public parking facilities. Whilst it is a long established and sound principle that any development should made adequate provision to cater for its own generated parking needs, the site limitations in this case and the availability of nearby public car parking together with the operation and character of the transport needs of the hotel use (being of a transient nature and generally for short durations of stay) are considered to require a more flexible view of the parking standard requirement in this particular case. The number of vehicular movements associated with the proposed hotel use will be staggered throughout the day due to the flexible start and end time periods of visitor guests and staff. Although the application site cannot provide the standard requirement for the proposed hotel or any residual parking provision for the existing ground floor retail and commercial uses (the proposal cannot be used to address any shortfalls in parking for the existing uses on the site). The development would formalise and increase the level of car parking at the rear of the site and is considered to be an improvement over the existing and approved situations on the site.

12. In considering the above, overall, the proposed development will not have a detrimental impact on highway or pedestrian safety or parking and traffic conditions in the locality. The development therefore complies with Policy LP10, LP22 and LP23 of the Gosport Borough Local Plan 2011—2019.

13. The proposal indicates space allocated for refuse/recycle bins and for bicycle storage. The locations of these facilities need to be conveniently positioned to be useful to the intended users across the site. It is considered necessary to secure the provision of the cycle and refuse / recycle bin stores, by condition. Details of hard surface treatments can be achieved by the application of suitable conditions. Subject to this form of control the proposed landscaping complies with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

14. The site has been identified as being located within the medieval core of Gosport, and that although the site has been compromised to some degree by existing development it still has considerable archaeological potential relating to evidence for the origins and development of the town. It is proposed, therefore, to require archaeological work to be carried out, including watching brief during groundworks and potential archaeological excavation of medieval archaeological levels, to ensure that archaeological remains encountered are recognised and recorded, in compliance Policy LP11 of the Gosport Borough Local Plan 2011-2029.

15. The proposal will introduce activity which may result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, the Solent Recreation Mitigation Strategy (SRMS) has been

adopted and sets out measures to mitigate the impact through developer contributions. The SRMS, however, states that "...the need for mitigation for new hotel accommodation will be assessed on a case-by-case basis by the local planning authority....Mitigation is unlikely to be required for new hotel accommodation in a city centre for example, if the guests will predominantly be business people or those visiting the built heritage rather than the coast." In this instance, the site is located on the High Street, away from the SPA habitats and the developer has confirmed that it is expected that the hotel will predominantly serve business customers, the site being in a good location to serve the main employers. It is also in close proximity to a number of sites of historic interest and a number of visitor attractions. On that basis, therefore, it is considered that the new hotel would not attract visitors walking or pursuing other recreational activities at the coast, to the detriment of the coastal habitats and, therefore, no mitigation is required in this instance. There is no evidence that the site supports notable or endangered species and none are at threat as a result of the development. The proposal, therefore, complies with Policies LP42 and 44 of the Gosport Borough Local Plan 2011-2029.

16. Overall, it is considered that this larger scheme is considered appropriate in this location with the benefits likely to arise from the operation of the hotel outweighing and minor policy conflict in regard to the loss of retail frontage and car parking facilities.

RECOMMENDATION: Grant Permission

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 and documents:

PD 01 Rev K

PD 02 Rev J

PD 03 Rev E

PD 04 Rev A

PD 05

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP1 of the Gosport Borough Local Plan 2011-2029.

3. No development shall take place until details, including samples, of all external facing materials, including the window reveals, brick bond, and mortar and the roofing materials, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure that the external appearance of the development is satisfactory, within the Conservation Area and to comply with Policies LP10 and LP12 of the Gosport Borough Local Plan 2011-2029.

4. The development hereby permitted shall not be brought into use until the areas shown on the approved plan for the parking of vehicles (including 35 spaces allocated to the hotel and 12 spaces allocated to the ground floor commercial users) shall have been surfaced, marked out and made available for parking, and these areas shall be retained for that purpose at all times.

Reason - In the interests of pedestrian safety and to ensure adequate parking is provided and retained and to comply with Policy LP10, LP22 and LP23 of the Gosport Borough Local Plan 2011-2029.

5. No development shall take place until details of the hard surfacing landscaping works including all means of enclosure, ground level details, car parking layout markings, turning area markings, service and delivery zone markings, pedestrian access and circulation areas, and lighting details

have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved prior to the first use and occupation of the hotel premises.

Reason - In the interests of amenity and the appearance of the locality, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

6. Before the development hereby permitted is first brought into use and notwithstanding the submitted information on the approved plan, details of cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority and the cycle storage facilities as subsequently approved shall be provided and thereafter retained prior to the first use and occupation of the hotel premises.

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

7. Before the development hereby permitted is first brought into use and notwithstanding the submitted information on the approved plans, details of refuse and recycling bin storage facilities for users of the site shall be submitted to and approved in writing by the Local Planning Authority and the refuse and recycling bin storage facilities as subsequently approved shall be provided prior to the first use and occupation of the hotel premises and thereafter retained.

Reason - In order to ensure that adequate bin storage is provided in compliance with Policy LP10 and LP23 of the Gosport Borough Local Plan 2011-2029.

8. Notwithstanding the submitted information, no development shall be commenced until a drainage strategy detailing the proposed means of surface water and foul water sewerage disposal, a timetable for its implementation and its future maintenance, has been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out and maintained in accordance with the agreed strategy.

Reason - To ensure adequate provision of infrastructure for the development and to reduce flood risk and to comply with Policies LP2, LP39 and LP45 of the Gosport Borough Local Plan 2011-2029.

9. No development shall be commenced until a noise assessment, in accordance with BS 4142:2014, is undertaken that considers the impact of the hotel when in use on existing residential properties within 30m of the site boundary and the impact on the existing commercial uses in the High Street within 30m of the site boundary. The noise assessment results and findings, including recommendations to mitigate potential adverse noise disturbance, e.g. from mechanical plant, shall be submitted as a report to the Local Planning Authority for consideration. An agreed report and the identified findings shall then be implemented as per the agreed report within a timescale as detailed in the report.

Reason - To protect the residential amenities of occupiers of adjacent dwellings and users of adjacent commercial operations and to comply with Policy LP46 of the Gosport Borough Local Plan 2011-2029.

10. No development above slab level shall be carried out until details of crime prevention measures to be used in the development have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the approved crime prevention measures shall thereafter be retained.

Reason - To reduce the likelihood of crime and to comply with Policy LP10 of the Gosport Borough Local Plan Review, 2011-2029.

11. No deliveries to the hotel as hereby approved shall be made outside of the hours of
07.00 - 20.00 Mondays to Saturdays and
09.00 - 16.00 on Sundays and Bank Holidays.

Reason - To protect the residential amenities of the occupiers of the adjacent dwellings during the late evening / night time period, and to comply with Policy LP46 of the Gosport Borough Local Plan 2011-2029.

12. No development shall take place until a biodiversity enhancements plan has been submitted to and approved in writing by the Local Planning Authority. This enhancements plan may also consider

provision of measures suitable for bird nesting and shall include a schedule and timetable for implementation. Thereafter the works shall proceed in line with the approved enhancements plan, unless otherwise agreed in writing by the Local Planning Authority

Reason: In order to secure biodiversity enhancements in line with Policies LP41 and LP44 of the Gosport Borough Local Plan 2011-2029.

13. No development shall commence until a written car park management plan and service vehicle manoeuvring operational plan shall be submitted to, and approved in writing by the Local Planning Authority. At all times thereafter the car park shall be managed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority and the service vehicle turning area suitable for use by commercial servicing and delivery vehicles within the application site shall be defined as shown on the approved plans and retained for such use thereafter and shall be operated in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure appropriate use of the on-site car parking provision and discourage parking on the adjoining highway in the interests of highway safety and the amenity of nearby residential properties and to comply with Policies LP22 and LP23 of the Gosport Borough Local Plan 2011-2029.

14. Details of the method of ventilation/filtration and subsequent maintenance shall be submitted to, and approved by, the Local Planning Authority before the use hereby approved is commenced. The ventilation system shall thereafter be installed before the use commences and maintained in accordance with the details approved.

Reason - To protect the amenities of surrounding properties, and to comply with Policies LP10 and LP46 of the Gosport Borough Local Plan, 2011-2029.

15. No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works, including piling;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material and plant storage areas; and,
- (h) Construction Lorry Routing Plan

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and to comply with Policies LP10 and LP46 of the Gosport Borough Local Plan, 2011-2029.

16. No development shall commence until the implementation of a programme of archaeological work has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved, in writing, by the Local Planning Authority. The WSI must include provision to be made for the public dissemination of any results.

Reason - To ensure that any archaeological remains encountered are recognised, characterised and recorded and to comply with Policy LP11 of the Gosport Borough Local Plan, 2011 - 2029.