

FAREHAM

BOROUGH COUNCIL

AGENDA PLANNING COMMITTEE

Date: Wednesday, 17 August 2016

Time: 2.30 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

Councillors J E Butts
B Bayford
T M Cartwright, MBE
P J Davies
K D Evans
M J Ford, JP
R H Price, JP

Deputies: F Birkett
S Cunningham
L Keeble
Mrs K K Trott



1. Apologies for Absence

2. Minutes of Previous Meeting (Pages 1 - 5)

To confirm as a correct record the minutes of the Planning Committee meeting held on 20 July 2016.

3. Chairman's Announcements

4. Declarations of Interest

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct.

5. Deputations

To receive any deputations of which notice has been lodged.

6. Planning applications and Miscellaneous Matters including an update on Planning Appeals (Page 6)

To consider a report by the Director of Planning and Regulation on development control matters, including information regarding new planning appeals and decisions.

ZONE 1 - WESTERN WARDS

(1) **P/16/0295/FP - 4-14 BOTLEY ROAD PARK GATE FAREHAM SO31 1AJ**
(Pages 8 - 19)

(2) **P/16/0638/FP - 66 GREENAWAY LANE WARSASH SOUTHAMPTON SO31 9HS** (Pages 20 - 25)

(3) **P/16/0672/FP - 266 BROOK LANE SARISBURY GREEN SO31 7DR** (Pages 26 - 30)

ZONE 2 - FAREHAM

ZONE 3 - EASTERN WARDS

(4) **P/16/0142/FP - MERJEN ENGINEERING STATION ROAD AND LAND ADJOINING ON THE CORNER OF STATION ROAD WITH A27 WEST STREET PORTCHESTER PO16 8BG** (Pages 33 - 45)

(5) **Planning Appeals** (Pages 46 - 51)

P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
9 August 2016

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FAREHAM

BOROUGH COUNCIL

Minutes of the Planning Committee

(to be confirmed at the next meeting)

Date: Wednesday, 20 July 2016

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

Councillors: F Birkett (deputising for K D Evans), J E Butts,
T M Cartwright, MBE, P J Davies, M J Ford, JP, R H Price, JP
and L Keeble (deputising for B Bayford)

**Also
Present:**



1. APOLOGIES FOR ABSENCE

Apologies of absence were received from Councillors B Bayford, and K D Evans.

2. MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the Planning Committee held on 22 June 2016 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

4. DECLARATIONS OF INTEREST

There were no declarations of interest made at this meeting.

5. DEPUTATIONS

The Committee received a deputation from the following in respect of the applications indicated and were thanked accordingly.

Name	Spokesperson representing the persons listed	Subject	Supporting or Opposing the Application	Item Application No/Page No
ZONE 1 – 2.30pm				
Mr Slaughter (Agent) C		358 BROOK LANE SARISBURY GREEN FAREHAM SO31 7DP – CONSTRUCTION OF 2NO. THREE BEDROOM DWELLINGS ON LAND TO THE REAR OF 358 BROOK LANE WITH ASSOCIATED PARKING AND LANDSCAPING	Supporting	6(2) P/16/0439/FP Page 18
Mr D L Tucker		LAND ADJACENT TO 33 LOWER DUNCAN ROAD PARK GATE SOUTHAMPTON SO31 1BE – DETACHED DWELLING	Opposing	6(3) P/16/0533/FP Page 26
Mr R Tutton		Ditto	Supporting	Ditto

ZONE 2 – 2.30pm				
Mr R Tutton		85 NORTH WALLINGTON FAREHAM PO16 9TR – SINGLE STOREY REAR EXTENSION FIRST FLOOR REAR EXTENSION AND ALTERATIONS TO ROOF TO CREATE ROOM IN THE ROOF	Opposing	6(4) P/16/0530/FP Page 35
ZONE 3 – 2.30pm				

6. PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS INCLUDING AN UPDATE ON PLANNING APPEALS

The Committee noted a report by the Director of Planning and Regulation on the development management matter applications and miscellaneous matters including information on Planning Appeals. An Update Report was tabled at the meeting.

(1) P/12/0717/FP - PETERS ROAD- LAND TO THE SOUTH OF - LOCKS HEATH

Upon being proposed and seconded the officer recommendation to grant a Deed of Variation to vary the original planning obligation on terms drafted by the Solicitor to the Council as set out in the report, was voted on and CARRIED.

(Voting: 9 in favour; 0 against)

RESOLVED that a DEED OF VARIATION be granted to vary the original planning obligation on terms drafted by the Solicitor to the Council as set out in the report above.

(2) P/16/0439/FP - 358 BROOK LANE SARISBURY GREEN FAREHAM SO31 7DP

The Committee received the deputation referred to in Minute 5 above.

Upon being proposed and seconded the officer recommendation to grant planning permission, was voted on and CARRIED.

(Voting: 9 in favour; 0 against)

RESOLVED that, subject to the conditions in the report, PLANNING PERMISSION be granted.

**(3) P/16/0533/FP - LAND ADJACENT TO 33 LOWER DUNCAN ROAD
PARK GATE SOUTHAMPTON SO31 1BE**

The Committee received the deputations referred to in Minute 5 above.

The Committee's attention was drawn to the Update Report which contained the following information:- *An updated version of the arboriculture report has been submitted by the applicant. This follows works already carried out to provide an electrical mains supply for which a trench was dug between the two oaks tree at the south-eastern boundary of the site.*

The arboriculture report now states at section 7.5 that "new services" shall be connected to the existing in Lower Duncan Road and routed into the site through the new drive way and then connected to the dwelling". It continues by explaining that "A new service must unavoidably be excavated between Trees 1 and 2 for the new permanent electrical services".

The case officer and Council's Principal Tree Officer have visited the site following the installation of the electrical services connection. Whilst it is considered to be poor practice and potentially harmful to the condition of the protected trees to excavate in such close proximity in this instance there does not appear to be any evidence of harm caused to the root system of the oak trees. The confirmation provided in the applicant's arboriculture report that other services will be taken through the northern section of the site away from these trees is welcomed.

Upon being proposed and seconded, the officer recommendation to grant planning permission, was voted on and CARRIED.
(Voting: 9 in favour; 0 against)

RESOLVED that, subject to the conditions in the report, PLANNING PERMISSION be granted.

(4) P/16/0530/FP - 85 NORTH WALLINGTON FAREHAM PO16 8TJ

The Committee received the deputation referred to in Minute 5 above.

The Committee's attention was drawn to the Update Report which contained the following information:- *One further objection to the amended plans has been received raising no additional issues.*

A motion was proposed and seconded to defer the decision of the application until a site visit had been conducted, and was voted on and declared LOST.
(Voting: 4 in favour; 5 against)

Upon being proposed and seconded, the officer recommendation to grant planning permission, was voted on and CARRIED.
(Voting: 5 in favour; 3 against; 1 abstention)

RESOLVED that, subject to the conditions in the report, PLANNING PERMISSION be granted.

(5) Planning Appeals

The Committee noted the information in the report.

(6) UPDATE REPORT

The Updated Report was tabled at the meeting and considered with the relevant agenda item.

(The meeting started at 2.30 pm
and ended at 4.02 pm).

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date: 17 August 2016

Report of: Director of Planning and Regulation

Subject: PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS

SUMMARY

This report recommends action on various planning applications and miscellaneous items

RECOMMENDATION

The recommendations are detailed individually at the end of the report on each planning application.

AGENDA

Items relating to development in all wards will be heard from 2.30pm at Civic Offices, Civic Way, Fareham PO16 7AZ.

ZONE 1 - WESTERN WARDS

Park Gate
Titchfield
Sarisbury
Locks Heath
Warsash
Titchfield Common

Reference

Item No

P/16/0295/FP
PARK GATE

4-14 BOTLEY ROAD PARK GATE FAREHAM SO31 1AJ
DEMOLITION OF THE EXISTING BUILDINGS AND THE
ERECTION OF 46 SHELTERED APARTMENTS FOR THE
ELDERLY (USE CLASS C3) INCLUDING COMMUNAL
FACILITIES, ACCESS, CAR PARKING AND LANDSCAPING

1
PERMISSION

P/16/0638/FP
WARSASH

66 GREENAWAY LANE WARSASH SOUTHAMPTON SO31 9HS
RAISE ROOF HEIGHT OF DWELLING TO TWO STOREY, TWO
STOREY/SINGLE STOREY EXTENSIONS TO FRONT SIDE AND
REAR ELEVATIONS, REPLACEMENT DETACHED DOUBLE
CARPORT AND RELOCATE VEHICULAR ACCESS

2
PERMISSION

P/16/0672/FP
PARK GATE

266 BROOK LANE SARISBURY GREEN SO31 7DR
FRONT AND SIDE EXTENSION OF EXISTING CONVERTED
DOUBLE GARAGE TO FORM LIVING ACCOMODATION,
ERECTION OF DOUBLE GARAGE IN FRONT GARDEN AND
BRICK PILLARS TO EACH SIDE OF DRIVEWAY ENTRANCE.

3
PERMISSION

Agenda Item 6(1)

P/16/0295/FP

PARK GATE

CHURCHILL RETIREMENT
LIVING LIMITED

AGENT: PURE TOWN PLANNING

DEMOLITION OF THE EXISTING BUILDINGS AND THE ERECTION OF 46 SHELTERED APARTMENTS FOR THE ELDERLY (USE CLASS C3) INCLUDING COMMUNAL FACILITIES, ACCESS, CAR PARKING AND LANDSCAPING

4-14 BOTLEY ROAD PARK GATE FAREHAM SO31 1AJ

Report By

Richard Wright - direct dial 01329 824758

Site Description

The application site is approximately 0.37 hectares in area and comprises land currently divided into six residential properties along the north-eastern side of Botley Road (nos. 4, 6, 8, 10, 12 & 14 Botley Road).

The existing two-storey houses are set back from the back edge of the highway by 9 - 12 metres in a staggered formation and are typically set at a lower level with the gradient of the land dropping from south-west (front) to north-east (rear). The significant difference in levels through the site is evident from Badgers Copse (to the north-east) which is set at a far lower level with the north-eastern boundary of the site being retained by a high level wall. Along this boundary are several tree preservation order (TPO) protected trees.

The adjoining site to the north west (16 Botley Road) is vacant but with an extant planning permission having already been implemented to redevelop the site with thirteen flats and five houses to be constructed (FBC reference P/03/1439/FP). The adjacent site to the south-east meanwhile comprises a mixed retail/residential building, the ground floor retail element being vacant, and a dilapidated building to the rear.

The site is located approximately 150 metres from the services and amenities of Park Gate Local Centre, as designated through the adopted local plan proposals map, and the public car park at the junction with Botley Road and Middle Road. Botley Road is served by the First Bus route 28/28A.

Description of Proposal

Planning permission is sought for the demolition of the existing houses and ancillary outbuildings and for the construction of a single building comprising 46 sheltered apartments for older persons (Use Class C3). The proposals also include communal facilities, car parking, communal garden and other landscaped areas.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 - Development in Western Wards and Whiteley

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

CS18 - Provision of Affordable Housing

Approved SPG/SPD

RCCPS - Residential Car and Cycle Parking Standards Supplementary Planning Document,

Development Sites and Policies

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

DSP42 - New Housing for Older People

Relevant Planning History

The following planning history is relevant:

P/07/0258/FP - Demolition of five dwellings and erection of 38 sheltered apartments for the elderly, lodge managers accommodation, access parking and landscaping.

REFUSED - 25/04/2007

APPEAL DISMISSED - 18/02/2008

Representations

Seven letters of objection have been received raising the following planning considerations:

- Inadequate parking provision
- Increase in traffic and associated congestion as a result
- Noise and disruption during construction
- Pavements are inadequate/narrow to accommodate pedestrians/mobility scooters
- Overlooking/impact on 2 Botley Road

Consultations

INTERNAL

Contaminated Land - The site is adjacent to land currently and/or previously used as a petrol station, fibreglass factory and vehicle repairs and an area of land potentially impacted by a historic petrol spill at 2/2a Botley Road (no objection subject to conditions).

Trees - The scheme looks viable provided it is undertaken in strict accordance with the arboricultural report and method statement produced by Barrell Tree Consultancy ref 6421-AA2-MW February 2016.

Ecology - A condition should be added to require the applicant to incorporate features into the development that would contribute to biodiversity; The development will affect bats, although there is confidence that the survey work and proposed mitigation is acceptable and no additional concerns are raised. No further reptile survey work is needed and it is appropriate that site clearance is carried out according to the methods in the ECOSA report

(no objection subject to conditions).

Highways - With regard to the level of parking proposed, the two sets of evidence and appeal decisions provided by the applicant are compelling. It would appear the Churchill model may differ from other similar providers and that the provision of 0.39 car parking spaces per 1-2 bedroom apartment will be sufficient. Although not particularly close to the site, it is acknowledged that there are several off-site locations where visitors could park clear of the parking restrictions on Botley Road, etc. The Park Gate centre, with food retail and other local services, would provide for the essential need of residents and reduce the need for reliance on the car.

EXTERNAL

Lead Local Flood Authority (Hampshire County Council) - The proposals for surface water drainage meet the current standards/best practice in relation to surface water drainage although it is disappointing not to see some above ground SuDS such as ponds or swales.

Southern Water - The exact position of a surface water sewer crossing the site must be determined by the applicant before the layout of the proposed development is finalised; Southern Water cannot accommodate the needs of this application without the development providing additional local infrastructure (recommended condition).

Planning Considerations - Key Issues

a) Planning history

In 2007 planning permission was refused for the erection of 38 sheltered apartments at this same site (with the exception that this earlier proposal did not include the land at 14 Botley Road) - FBC reference P/07/0258/FP. The reasons for refusal related to the bulk, design and scale of the building proposed, the lack of on-site affordable housing provision, the conflict with vehicles accessing the petrol station on the opposite side of the road, and inadequate capacity in the foul and surface water drainage network.

An appeal was lodged and a public inquiry held in late 2007/early 2008 (PINS ref APP/A1720/A/07/2048246). The drainage issue was addressed prior to the inquiry beginning and in making his decision the Inspector found that "the proposal would not have an adverse impact on the character and appearance of the area and that adequate arrangements have been put in place to ensure that adequate provision would be made for affordable housing". The appeal was dismissed but only in relation to the adverse impact on highways safety, the Inspector remarking that the width of the access road was simply too narrow and as a result vehicles wishing to enter the site may have to wait on Botley Road before being able to enter potentially holding up traffic.

b) Principle of development and Local Plan Part 2 Policy DSP42

The site lies within the urban area where there is a presumption in favour of the redevelopment of previously developed land for housing purposes. More specifically there is support for new housing for older persons in Policy DSP42 of the adopted Fareham Borough Local Plan Part 2 provided, in relation to five main issues, it can:

- i. offer easy access to community facilities, services and frequent public transport;

The application site is conveniently located and relatively accessible in that it is near to Park

Gate Local Centre with its various services and amenities whilst a main bus route travels along Botley Road immediately by the site and Swanwick Railway Station is a short journey away.

ii. be well-integrated with the wider neighbourhood;

Park Gate features a mixture of housing types including apartments in large buildings notably around the Local Centre including along Botley Road. Sarisbury Gate (Dove Gardens), a development of sheltered housing units located on the opposite side of Botley Road very close by, was described by the Inspector in the 2008 appeal decision as "a substantial 2 1/2 storey block of apartments which has a main elevation clearly visible from Botley Road". He continued to say that "the character and appearance of the area derives to a significant extent from the mixed character of uses and building heights" (para 6). With that in mind it is considered that the 2 1/2 - 3 storey apartment building now proposed at the application site would sit comfortably within the general context described by the Inspector and the streetscene of Botley Road. The articulation in the front elevation through the use of varying roof and facade materials and the introduction of bay windows ensures the building is well designed and would not feel bulky or over dominant.

The Inspector also commented on the relationship between the application site and the houses located to the rear (north-east) in Badgers Copse saying "the appeal site is located at a level some distance above this road" and stating that "notwithstanding the existing vegetation that runs along the boundary [including tree preservation order protected trees] the proposed development would be visible from Badgers Copse". However he noted that there would be a decent separation distance between those nearby houses such that "the proposal would be compatible with its context". Similarly, it is felt that the proposal now under consideration is acceptable in terms of the relationship between the land to the rear and the corresponding rear facing elevation of the building which, due to the level changes through the site would appear at a four storey scale.

One letter of objection raised concerns over the impact on the adjacent property at 2 Botley Road. Whilst the first floor of the frontage building is understood to be in residential use there would be no harm to the level of light, outlook or privacy in that accommodation as a result of the development. The land to the rear of the frontage building is overgrown and does not appear to be in use as private garden at present. Similarly, a dilapidated building to the rear is not currently occupied. Notwithstanding, the revised drawings submitted by the applicant show the nearest windows in the south-east elevation of the proposed building to be obscure glazed to avoid any overlooking of 2 Botley Road now or in the future.

iii. provide sufficient car parking for visitors and residents;

Please see the below paragraph discussing this particular issue.

iv. where appropriate, provide choice of tenures;

The submitted Planning Statement explains that the applicant, Churchill Retirement Living specialize in the provision of purpose built apartments for the elderly and have similar new developments throughout England. The accommodation is specifically designed to meet the needs of independent retired people and apartments are sold as leasehold properties whilst managed by a separate management company. The building includes an "owners lounge" and benefits from a lodge manager being on site for the security and safety of residents. It is not considered appropriate in this instance to seek a mixture of tenures

given that residents of these apartments are intended to be owner-occupiers who have access to a wider range of communal areas and services common to other sheltered schemes.

v. should be designed to be accessible and adaptable with particular regard given to the principles of Lifetime Homes.

The design approach of the proposed scheme is set out in the submitted Design & Access Statement. Whilst the statement doesn't confirm adherence to the principles of Lifetime Homes clear rationale is given through the description of features such as a buggy store for mobility scooters and level access for pedestrians and bins on collection days. In this respect therefore there is no concern over the accessibility of the development or the ability for it to be adapted to meet future needs if further adaptation should be required.

c) Outdoor amenity and landscaped space

The Council's adopted Design Guidance SPD explains that "a garden of 25m² will normally be sufficient for most one or two bedroom flats. Where it is not possible to provide each flat with its own private garden, a communal garden will be acceptable". The proposal is to provide a communal amenity space to the rear of the building which in terms of area is approximately equivalent to 25m² per each of the 46 apartment units. The proposals show a tiered amenity space with retaining walls and steps owing to the steep gradient of the site.

Despite the gradient of the site and the overshadowing caused by the building itself, the amenity space is of sufficiently high quality to meet the needs of the residents.

The building is set back from the roadside of Botley Road by a reasonable distance so as to allow space for planting and landscaping. A timber enclosure is proposed to surround and screen the electricity sub-station from view. Railings and brick piers are proposed along the frontage of the site at the back edge of the footpath. The proposed planting, timber screening and boundary treatment to the front of the building is acceptable and would make a positive contribution to the appearance and character of the streetscene.

d) Highway safety and parking provision

The sole issue leading to the previous appeal in 2008 being dismissed related to the position of the proposed access being opposite that of the existing petrol station and the inadequate width of the access road into the site. This current proposal differs in that the proposed access point onto Botley Road is further along due to the property at 14 Botley Road now being incorporated into the development site and no longer immediately opposite the petrol station. The access road is also now sufficiently wide enough (6.0 metres wide over the first 14 metres) to allow two way vehicular movements meaning there would be no need to vehicles to wait on the highway before being able to enter the site.

The issue of parking provision has been raised by a number of residents in objection to the application as well as representatives of the owners of the nearby public house The Talisman located on Bridge Road.

The proposal includes the provision of 18 car parking spaces located to the rear of the apartment building and accessed via a ramped entrance between the building and the adjacent development at 16 Botley Road. The provision of 18 car parking spaces for 46 apartments is equivalent to 0.39 of a parking space per unit.

The Council's adopted Residential Car & Cycle Parking Standards SPD sets out the expectation that, when unallocated parking spaces are proposed to serve a development, 0.75 of a parking space should be provided per 1-bedroom unit and 1.25 of a parking space should be provided per 2-bedroom unit. The proposal is to construct 32 1-bedroom and 14 2-bedroom apartments which, in order to accord with the SPD parking standards, would require 42 parking spaces to be provided.

The SPD refers to circumstances whereby a lesser provision of parking space would be found acceptable. It states: "Residential development that provides less than the standards set out in this document will only be considered acceptable in areas of high accessibility or for specific types of residential development that create a lower demand for parking. Such proposals must be accompanied by suitable and detailed evidence and must not have an adverse impact on the surrounding area" (Key requirement 2, page 3).

The application is supported by a detailed Transport Statement which sets out the applicant's case that a reduced amount of parking space to serve the development is appropriate given the lower demand generated specifically by sheltered accommodation of this kind. Following discussions with Officers, the applicant has submitted additional parking evidence drawing on the company's experience in constructing numerous sheltered housing schemes across the country and profiling the typical resident of an apartment by Churchill Retirement Living (CRL). The submission explains that the apartments are sold with a lease containing an age restriction which ensures that only people of 60 years or over, or those of that age with a spouse or partner of at least 55, can live in the development. The typical resident however is on average 80 years old and levels of car ownership are low. The submission also compares the proposal with others in the wider Fareham, Southampton, Portsmouth and Waterlooville area demonstrating that, in comparison with other CRL developments, the level of parking provision proposed at Park Gate is consistent with the normal approach taken for this kind of development.

The Council's Highways Officer has commented on the evidence supplied and concluded that it is "compelling". Based on the information provided and the relative accessibility of the location of the development, Officers consider that a reduced level of parking provision is acceptable in this instance and that the applicant has satisfied the relevant key requirement of the adopted parking SPD.

e) Affordable housing

The application is accompanied by an Affordable Housing Viability Appraisal. The Council has obtained an independent appraisal also in this respect which confers with the applicant's view that an affordable housing contribution would not be viable.

The report obtained by the Council explains that the purchase price of the site, which comprises six existing houses, is high given that the developer would ordinarily be expected to pay a premium above the open market value to incentivise the landowners to sell. The report also agrees with the applicant that it would not be appropriate to mix both affordable and sheltered housing units in the same block but sees no reason why a separate block could not be provided to address this issue. Notwithstanding, the conclusion reached is that the applicant's main appraisal inputs are reasonable and it has been demonstrated that the development cannot absorb the greater cost of providing on-site affordable housing or an equivalent financial contribution and still remain viable.

f) Ecology

Detailed advice has been provided by the Council's ecologist in respect of two potential impacts on protected species - bats and reptiles.

It is considered that, provided site clearance is carried out in accordance with the methods stated in the report prepared by ECOSA on behalf of the applicant, no further survey work or justification is required with regards the likely impact on reptiles.

A Phase 2 Bat Assessment has been provided by the applicant. The survey work identifies that the site supports a roost for individual male or non-breeding female common pipistrelle bats. The development will therefore result in the loss of this low-status roost.

Although bats are a European protected species (EPS), planning permission can be granted unless:

- the development is likely to result in a breach of the EU directive underpinning the Habitat Regulations, and;
- it is unlikely to be granted an EPS licence from Natural England to allow the development to proceed under a derogation from the law.

In this instance a suitable strategy is provided by the applicant's ecologist to ensure impacts to bats/bat roosts are addressed and the killing/injury of bats avoided. Whilst the development will result in the breach of the EU Directive, it is likely to be licensed by Natural England. Officers consider the proposal is able to meet the three derogation tests set out in the Habitat Regulations in that the redevelopment of the site for housing purposes is a clear reason of overriding public interest (regulation 53(2)(e)), such redevelopment inevitably entails removal of the existing buildings on the site (regulation 53(9)(a)), and the Council's ecologist is satisfied that there would be no detriment to the maintenance of the favourable conservation status of the bat population (regulation 53(9)(b)).

The applicant has agreed to provide a financial contribution in order to offset the "in combination" effects of residential development on recreational visits to the designated coastline of the Solent to addressing the requirements of Policy DSP15 of the adopted Fareham Borough Local Plan Part 2. This contribution would be provided following a resolution to grant planning permission and before that permission was granted.

Conclusion

The proposal accords with the relevant policies of the adopted Fareham Borough Core Strategy and Local Plan Part 2.

Officers find the application acceptable in that it would provide additional housing on previously developed land within the urban area in a sustainable and accessible location without harming the character or appearance of the locality. Sufficient car parking provision is proposed along with adequate outdoor amenity space to meet the needs of future residents. The applicant has demonstrated that in this instance the provision of affordable housing on the site or in the form of a commuted sum would not be viable. It has also been demonstrated that the impacts on protected species are known and acceptable. There are no other material planning considerations of such weight to suggest that planning permission should be withheld.

Recommendation

Subject to the applicant making a commuted payment secured under section 111 of the Local Government Act 1972 towards the Solent Recreation Mitigation Strategy (SRMS) of

£176 per residential unit;

PERMISSION subject to the following conditions:

1. The development shall begin before the expiry of a period of three years from the date of this decision.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development shall be carried out in accordance with the following approved documents:

- a) Location plan - drawing no. 10083PG- PLOC
- b) Site plan (roof layout) - drawing no. 10083PG - P01 rev C
- c) Landscaping strategy plan - drawing no. 176-LS-001 A
- d) Lower Ground Floor Plan - drawing no. 10083PG - P02
- e) Ground Floor Plan - drawing no. 10083PG - P03
- f) First Floor Plan - drawing no. 10083PG - P04
- g) Second Floor Plan - drawing no. 10083PG - P05
- h) Roof Plan - drawing no. 10083PG - P06
- i) Elevations - Sheet 1 - drawing no. 10083PG - P07 rev A
- j) Elevations - Sheet 2 - drawing no. 10083PG - P08
- k) Elevations - Sheet 3 - drawing no. 10083PG - P09 rev A
- l) Sections - drawing no. 10083PG PA13
- m) Preliminary Ecological Appraisal - ECOSA February 2016
- n) Phase 2 Bat Assessment - ECOSA June 2016
- o) Arboricultural Assessment & Method Statement - Barrell Tree Consultancy 03 February 2016
- p) Tree Protection Plan - Barrell Plan Ref 6421-BT5
- q) Desk Study Report - Geo-Environmental 18 December 2015
- r) Drainage Strategy Report - Peter Brett February 2016

REASON: To avoid any doubt over what has been permitted.

3. No development shall take place until a drainage strategy detailing the proposed means of foul and surface water disposal and an implementation timetable has been submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. The development shall be carried out in accordance with the approved scheme and timetable.

REASON: To ensure the satisfactory means of disposal for foul and surface water.

4. No development shall take place until a scheme of biodiversity enhancements has been submitted to and approved by the local planning authority in writing. The scheme may include for example the erection of bird boxes, use of bat bricks or specialist access tiles and extensive use of native species in landscaping schemes. The development shall be carried out in accordance with the approved scheme.

REASON: To secure biodiversity enhancements through the development.

5. No development shall take place until the local planning authority have approved details of how provision is to be made on site for the parking and turning of operatives vehicles and the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the permitted development. The details shall also include the routing of construction vehicles visiting the site. The areas and facilities

approved in pursuance to this condition shall be made available before construction works commence on site (other than construction of the site access) and shall thereafter be kept available at all times during the construction period, unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of highway safety; in order to secure the health and wellbeing of the trees and vegetation which are to be retained at the site; and to ensure that the living conditions of the occupiers of nearby residential properties are maintained during the construction period.

6. No development shall take place until details of internal finished floor levels and external ground levels of the development hereby permitted have been submitted to and approved the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development; to protect the living conditions of neighbours.

7. No development shall take place above damp proof course/slab level until details of all external materials to be used in the construction of the apartments hereby permitted, have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

8. No hard surfacing shall be laid in relation to the apartments until details of the materials and finished colour of all hard surfaced areas have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

9. Within six months of the commencement of the development a detailed landscaping scheme identifying all existing trees, shrubs and hedges to be retained together with the species, planting sizes, planting distances, density, numbers and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed, shall be submitted to and approved by the local planning authority in writing.

REASON: To secure the satisfactory appearance of the development.

10. The landscaping scheme approved pursuant to condition 9 shall be implemented within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local planning authority and shall be maintained in accordance with all agreed schedules. Unless otherwise first agreed in writing, any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure the provision, establishment and maintenance of a standard of landscaping.

11. No development shall take place until an intrusive site investigation has been carried out and an assessment of the risks posed to human health, the building fabric and the wider environment including water resources has been submitted to and approved in writing by the local planning authority.

Where the site investigation and risk assessment reveals a risk to receptors, a strategy of

remedial measures and detailed method statements to address identified risks shall be submitted to and approved by the local planning authority. It shall include the nomination of a competent person to oversee the implementation of the measures.

REASON: To ensure that any contamination of the site is properly taken into account.

12. None of the apartments shall be occupied until the agreed scheme of remedial measures pursuant to condition 11 is fully implemented. Remedial measures shall be verified in writing by an independent person. The verification is required to confirm that the remedial works have been implemented in accordance with the agreed remedial strategy and shall include photographic evidence and as built drawings.

Should contamination be encountered during works that has not been investigated or considered in the agreed scheme of remedial measures; investigation, risk assessment and a detailed remedial method statement shall be submitted to an agreed with the local planning authority. The remediation shall be fully implemented and verified in writing by an independent competent person.

REASON: To ensure that any contamination of the site is properly taken into account.

13. None of the apartments hereby permitted shall be occupied until boundary fencing has been erected around the sub-station in accordance with the approved plans. Fencing around the sub-station shall be retained to the same height at all times thereafter.

REASON: To secure the satisfactory appearance of the development.

14. None of the apartments hereby permitted shall be occupied until car parking spaces have been provided in accordance with the approved plans. These parking spaces shall thereafter be retained and kept available at all times for the use of residents and visitors only on an unallocated basis.

REASON: To ensure adequate parking provision within the site; in the interests of highway safety.

15. No development shall take place until details of signage and temporary advertisements to be displayed at the application site (including the period over which those advertisements will be displayed) have been submitted to and approved by the local planning authority in writing. Except for those signs and advertisements approved pursuant to this condition and notwithstanding the provisions of The Town & Country Planning (Control of Advertisements) (England) Regulations 2007, no signage or advertisements shall be displayed at the application site unless otherwise agreed in writing with the local planning authority.

REASON: To secure the satisfactory appearance of the development; in the interests of highway safety.

16. No materials obtained from site clearance or from construction works shall be burnt on the site.

REASON: To protect the amenities of nearby residents.

17. No work relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised public holidays, unless otherwise first agreed in writing with the Local planning authority.

REASON: To protect the amenities of the occupiers of nearby residential properties; in accordance Policy DSP3 of the Development Sites and Policies Plan.

18. The development shall be carried out in accordance with the measures set out in section 4.4.3 'Maintaining the Favourable Conservation Area Status of the Species at the Site' of the 4-14 Botley Road, Fareham - Phase 2 Bat Assessment (ECOSA, June 2016) unless varied by a European Protected Species (EPS) license issued by Natural England. Thereafter the replacement bat roost shall be permanently maintained and retained in accordance with the approved details.

REASON: To ensure the favourable conservation status of bats.

19. The development shall be carried out in accordance with the measures set out with respect to reptiles in Table 2 of Section 5.4 'Summary of Key Recommendations' of the 4-14 Botley Road, Fareham - Preliminary Ecological Appraisal (ECOSA, February 2016).

REASON: To avoid impacts to reptiles.

20. The development shall be carried out in accordance with the approved arboricultural report and method statement (Barrell Tree Consultancy 03 February 2016 and tree Protection Plan - Barrell Plan Ref 6421-BT5).

REASON: To avoid impacts to protected trees.

21. The windows proposed to be inserted into the south-eastern elevation of the building hereby permitted and marked on the approved elevation drawing (drawing no. 10083PG - P09 rev A) as being obscured glazed shall be glazed with obscure glass and be of a non opening design and construction to a height of 1.7 metres above internal finished floor and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property.

22. The occupation of each of the residential apartments hereby permitted shall be limited to a person of 60 years of age or over, or a widow/widower or partner of such a person, or any resident dependants including those under the age of 60, unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of highway safety.

Notes for information:

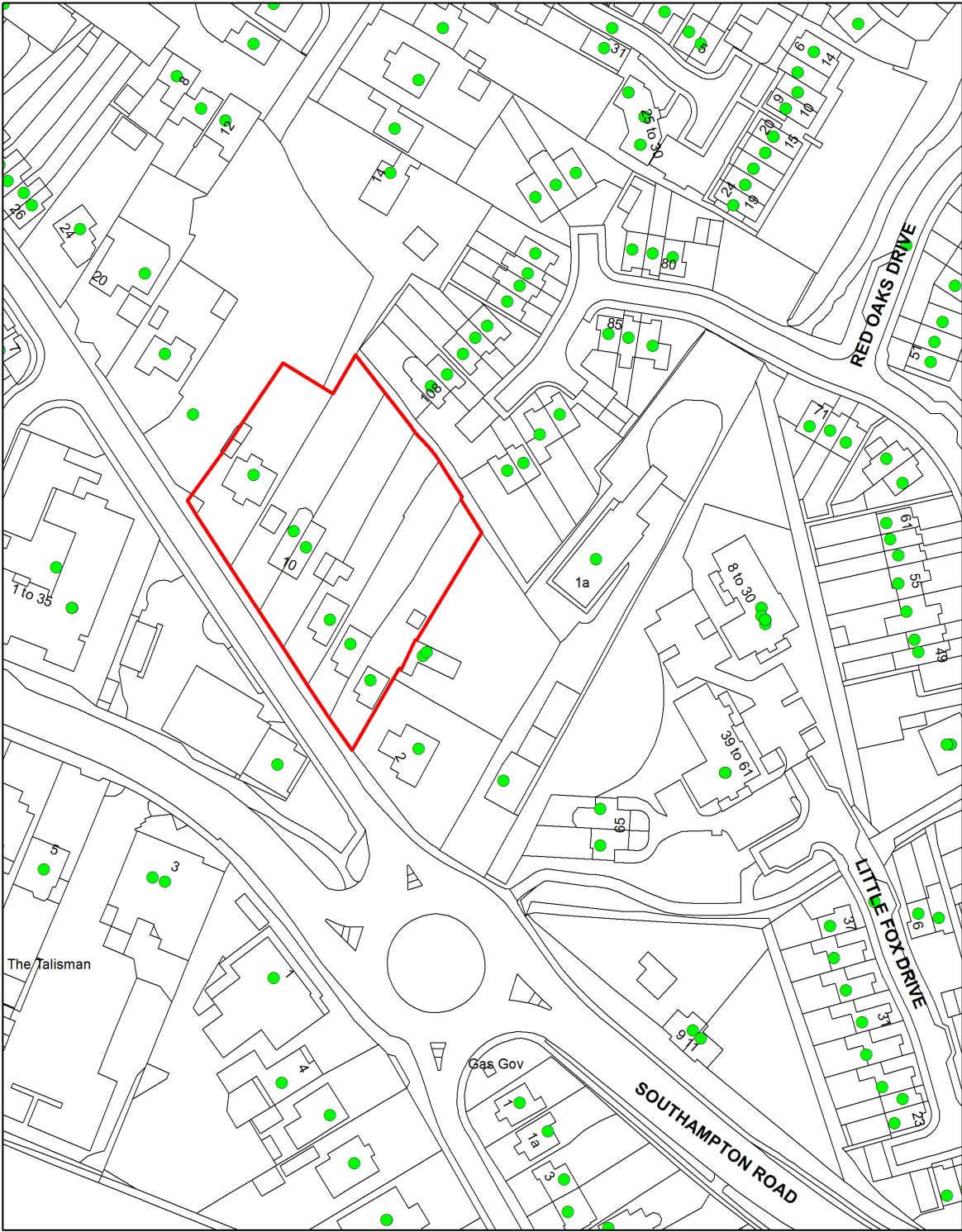
The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel. 0330 303 0119) or visit www.southernwater.co.uk.

Background Papers

P/16/0295/FP

FAREHAM

BOROUGH COUNCIL



4 - 14 Botley Road
1:1250



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Agenda Item 6(2)

P/16/0638/FP

WARSASH

MR WALDEN & MS IRELAND

AGENT: ARCHITECTRESS

RAISE ROOF HEIGHT OF DWELLING TO TWO STOREY, TWO STOREY/SINGLE STOREY EXTENSIONS TO FRONT SIDE AND REAR ELEVATIONS, REPLACEMENT DETACHED DOUBLE CARPORT AND RELOCATE VEHICULAR ACCESS

66 GREENAWAY LANE WARSASH SOUTHAMPTON SO31 9HS

Report By

Susannah Emery - Direct dial 01329 824526

Site Description

The application relates to a detached chalet bungalow which stands to the northern side of Greenaway Lane and is accessed via Brook Lane. The site lies within the countryside and there is a large undeveloped field immediately to the rear and east of the application site.

Description of Proposal

Planning permission is sought to;

- Raise the height of the dwelling by 1.7m to provide additional first and second floor accommodation
- Erect a two storey front extension measuring 1.1 metres in depth by 4.3m in width
- Erect a two storey rear extension measuring 1.2 metres in depth and 4.8m in width
- Erect a single storey extension to the western side of the dwelling measuring 4.2 metres in width and 15.2 metres in depth
- Erect a detached double car port on the frontage to replace an existing detached garage

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS17 - High Quality Design

Development Sites and Policies

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

Relevant Planning History

Pre-application advice (Q/0114/16) was sought in April 2016 regarding a proposal to increase the height of the dwelling to increase the level of first floor accommodation and also introduce accommodation within the roofspace. Minor extensions were sought to the footprint of the dwelling at the front and rear and the replacement of an existing side conservatory with a single storey extension. Officers raised concerns regarding the height and bulk of the resultant dwelling and the subsequent impact on the rural character of the area. Concerns were also raised concerning the erection of a triple car port on the frontage which was not seen to be characteristic with the area.

Representations

Seven letters has been received objecting on the following grounds;

- The dwelling would be too high and too wide for the plot
- Not in keeping with the road
- When No.79 was constructed it was stated by the Council that it must be chalet style and not two storey
- Rural locations have naturally greater distances and spaces between houses
- The dwelling would over shadow garden and primary living space of neighbouring property
- The proposed 'cat slide' roof to the north-west elevation would have the appearance of a 'ski-slope' and would not be sympathetic to the area or neighbouring property
- The location of the car port would be forward of the building line and in close proximity to neighbouring property
- The second floor accommodation should be scaled down
- The dwelling has more bedrooms than is suggested
- Insufficient parking and turning space to enable vehicles to enter highway in forward gear
- There should be more planting provided to boundaries
- Garage would destroy the rural look of the front garden and should be in line with dwelling or to the rear

Two letters of support has also been received

Consultations

INTERNAL

Trees - No objection.

Highways - Whilst there is no highway objection to the principle of the access relocation, there is a concern that the visibility splay to the west is only some 2m by 27m because of the significant overgrowth of the frontage boundary of the adjacent dwelling. Unless the overgrowth can be cleared back to provide a 2m by 49m splay to the west, a highway objection would be raised to the access relocation. Subject to provision of the splay, conditions requiring the provision and maintenance of 2m by 49m visibility splays and suitable construction of the access/reinstatement of the verge at the existing access would be required.

Ecology - The application site contains a brick-built detached house (1950s) with a voluminous steep pitched roof containing potential roost access points such as missing clay tiles. The context of the structure elevates its potential as a roost - adjacent what was recently high value foraging grassland bounded by Priority Habitat woodland. The bat survey information has been reviewed and the further evidence requested which is now sufficient to confirm that bats are not present. No concerns raised.

Planning Considerations - Key Issues

Impact on the Character of the Area

The plans submitted with the pre-application enquiry indicated the dwelling being increased from 6.7 to 9.3 metres in height and the erection of a triple car port on the site frontage. Following the concerns raised by officers the proposal was amended prior to submission of the planning application reducing the height of the dwelling to 8.7m and replacing the triple car port with a double car port to be located closer to the dwelling away from the road frontage.

On receipt of the planning application officers were still concerned about the increased height and massing of the dwelling and this was raised with the applicant's agent. Following

discussions, further amended plans were received reducing the height of the building to 8.4m. The design of the roof over the proposed single storey side extension was amended to remove an unsightly cat slide roof and break up the bulk of the building. The overall appearance of the dwelling was also reviewed introducing a more traditional sash window design and feature bay windows on the front elevation to soften the appearance of the dwelling and reflect the rural character of the area. In officers opinion the amended design and reduced height addressed the concerns raised and the proposal would accord with Policy CS17 of the Core Strategy which states that all development should respond positively and be respectful of the key characteristics of the area.

The height of the dwelling would be comparable to the adjacent property (No.74) which has recently been converted from a bungalow to a two storey dwelling and stands at 8m in height and the dwelling opposite (No.79) which is a recently constructed replacement dwelling with a chalet style design that stands at 8.2m in height. It is not considered that the proposed extensions to the dwelling would have a detrimental impact on the character of the area or the visual amenity of the streetscene.

The proposed car port on the site frontage would be constructed with an oak frame with softwood timber cladding and would be sited close to the dwelling in excess of 10 metres from the road frontage. The design would be appropriate to the area and the car port would not be visually intrusive within the streetscene.

Impact on Living Conditions of Neighbouring Properties

The application dwelling only has one close neighbouring property and that is No.74 to the west. The occupants of the neighbouring property initially raised concerns regarding the proposal and these have been taken into account. The design of the 'cat slide' roof over the single storey extension to the north-west elevation of the dwelling has been amended to reduce bulk and the car port has been relocated to the opposite side of the plot as requested.

A gap of 12m would be retained between the side elevation of the neighbouring property and the proposed single storey side extension with 16m retained between the two storey elements of each property. In light of this level of separation officers do not consider that the proposal would have a detrimental impact on the living conditions of the occupants of the neighbouring property in terms of loss of light or outlook.

Highways

Concerns have been raised that insufficient parking and turning would be provided to serve the dwelling. The dwelling currently has five bedrooms and it is not proposed that the number of bedrooms would be increased albeit there are other rooms which could be used as bedrooms if required (ie playroom, study). The Council's Residential Car & Cycle Parking SPD sets out the car parking provision requirements for a dwelling with 4 bedrooms or more as being three car parking spaces. Garages will not be counted towards car parking provision as they are often not used for the storage of vehicles however car ports will be counted. In this case there would be ample space for the parking and turning of a minimum of three vehicles in accordance with the Council's requirements.

It is proposed that the existing access to the site adjacent to the eastern boundary is blocked up and access to the property is relocated more centrally on the plot. The Council's Highways Engineer has raised concerns regarding visibility to the west as the neighbouring

property has a hedgerow on the frontage which overhangs the front boundary. It is advised that subject to the provision of visibility splays of 2m by 49m no highway objection would be raised. The applicant's have discussed this with their neighbour's who are in agreement to the front hedge being cut back which they have allowed to grow whilst it is establishing itself. A condition would be imposed to ensure that the required visibility splay is provided prior to the commencement of development.

Ecology

The application site is in an area which would typically provide roosting and foraging habitat for bats. The Hampshire Biodiversity Information Centre (HBIC) have no records of bats roosting at the application site or anywhere within close proximity. An internal inspection of the property has been carried out by a suitably qualified ecologist and no presence of bats was found. A number of activity surveys were also undertaken at dusk and dawn and whilst bat activity was witnessed within the vicinity of the site it was concluded that the dwelling on the activity site was not being used for bat roosting. The Local Planning Authority are satisfied that the proposal would not have a significant negative impact on protected species of bats.

Recommendation

PERMISSION; subject to conditions

1. The development shall begin within 3 years of the date of this planning permission.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development shall be carried out in accordance with the following approved documents:

- i) Existing Elevations - drwg No. 21515/04
- ii) Existing Floor Plans - drwg No. 21515/03
- iii) Proposed Site Plan - drwg No. 21515/40A
- iv) Proposed Ground Floor Plan - drwg No. 21515/41A
- v) Proposed First Floor Plan - drwg No. 21515/42A
- vi) Proposed Second Floor Plan - drwg No. 21515/43A
- vii) Proposed Elevations - drwg No. 21515/44B
- viii) Proposed Car Port - drwg No. 21515/45A

REASON: To avoid any doubt over what has been permitted.

3. The development shall be carried out in accordance with the materials schedule received 1 August 2016 unless otherwise agreed in writing with the Local Planning Authority.

REASON: To secure the satisfactory appearance of the development in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

4. The first floor windows proposed to be inserted into the north-west elevation shall be glazed with obscure glass and be of a non opening design and construction to a height of 1.7 metres above internal finished floor and shall thereafter be retained in that condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property.

5. The rooflight windows as shown on the north-west elevation of the dwelling hereby

approved shall be constructed so as to have a sill height of not less than 1.7 metres above internal finished floor level. The window shall thereafter be retained in this condition at all times.

REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property.

6. The dwelling shall not be occupied until the means of vehicular access has been constructed in accordance with the approved plans and the existing access has been blocked up and the grass verge reinstated unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of highway safety; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

7. No development shall commence until visibility splays of 2m X 49m have been provided and cleared of obstruction at the junction of the proposed driveway with Greenaway Lane unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interests of highway safety; in accordance with Policies CS5 and CS17 of the Adopted Fareham Borough Core Strategy.

Background Papers

P/16/0638/FP

FAREHAM
BOROUGH COUNCIL



66 Greenaway Lane
1:1,250



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Agenda Item 6(3)

P/16/0672/FP

MR S C & MRS B A WHITEWOOD

PARK GATE

AGENT: MR S C & MRS B A
WHITEWOOD

FRONT AND SIDE EXTENSION OF EXISTING CONVERTED DOUBLE GARAGE TO FORM LIVING ACCOMMODATION, ERECTION OF DOUBLE GARAGE IN FRONT GARDEN AND BRICK PILLARS TO EACH SIDE OF DRIVEWAY ENTRANCE.

266 BROOK LANE SARISBURY GREEN SO31 7DR

Report By

Arleta Miszewska - Direct dial 01329 824666

Site Description

The application relates to a two storey detached dwelling located on the corner of Brook Lane and Highnam Gardens. The dwelling has the benefit of a mixed use; residential and child minding business, approved in 2007 (P/07/0471/CU and P/08/0184/VC refer).

The dwelling has a large frontage which serves as the main car parking area, since the integral double garage has been converted to living accommodation. The property is accessed from Brook Lane.

Description of Proposal

Planning permission is sought for a number of elements:

- Front and side extension of existing converted double garage to form additional living accommodation,
- Erection of a double garage in front garden, and
- Brick pillars to each side of driveway entrance.

The height of the proposed garage has been reduced to reflect the height of the garage located within the frontage of the adjacent property at no. 268 Brook Lane.

The location of the garage has also been amended and the garage is now proposed to be situated approximately 3 metre away from the front boundary and 1 metre away from the proposed house extension.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Development Sites and Policies

DSP3 - Impact on living conditions

Relevant Planning History

The following planning history is relevant:

P/14/0315/FP

**FRONT BOUNDARY WALL OF 1.46 METRES IN HEIGHT WITH
SCALLOPED UPPER EDGE.**

REFUSE 09/07/2014

P/08/0184/VC VARY COND.2 OF P/07/0471/CU (TO ALLOW USE AS CHILD MINDING BUSINESS FOR 12 CHILDREN UNDER 8 ON A PERMANENT BASIS)

PERMISSION 08/04/2008

P/07/0471/CU CHANGE OF USE TO MIXED RESIDENTIAL & BUSINESS USE (TO ALLOW CHILDMINDING FOR 12 CHILDREN UNDER 8 YEARS OLD)

PERMISSION 15/06/2007

P/04/1246/FP Erection of Rear Conservatory

PERMISSION 13/09/2004

P/03/1528/FP Erection of Two Storey Side Extension

REFUSE 01/12/2003

Representations

Two letters of objection have been received to the original proposal and two objection letters from the same addresses and a petition with 16 signatures have been received in respect of the revised proposal.

Concerns raised are as follows:

- Contravention of restrictive covenants contained in the Land Registry documents;
- Potential for applicants' vehicles to be parked on Highnam Gardens;
- Loss of car parking spaces for business customers during the construction period;
- Proposed garage could be converted into a living space resulting in the need for a further garage;
- Loss of space for parking and turning.

Consultations

INTERNAL

Head of Finance and Resources (Estates) -

The transfer of the former Council land onto 266 Brook Lane does not prevent the erection of a garage and or a garden building, subject to planning permission.

Highways

This is a proposal to extend the existing dwelling on its north side, erect a double garage on the north side of the parking area and provide gate pillars on either side of the entrance.

It is considered there would be sufficient space in the large parking area to park and turn all associated vehicles when the garage is constructed. It is considered there would be sufficient space for some eight cars to be parked, with adequate manoeuvring, in addition to the garage spaces.

The gate pillars will need to be positioned so as not to obstruct 2.4m by 49m visibility splays at the site access.

Planning Considerations - Key Issues

Proposed extensions

The proposed extension of the integral double garage has been designed to be sympathetic to the appearance of the host dwelling, in terms of size, scale, bulk and the use of external materials. No objections in this respect have been received.

As to impact on living conditions of the adjacent neighbours, the extension would be located close to the common boundary with no. 268 Brook Lane. However, this property is set further back within its plot and benefits from a detached garage located within its own frontage, close to the boundary with the application site. This garage would mitigate potential impacts on the living conditions of these neighbours, in particular in terms of loss of light and outlook.

Proposed garage

The proposed garage would resemble the appearance of the garage located at no. 268 Brook Lane and therefore does not raise concerns over impact on the character or appearance of the area. It would also be positioned sufficiently away from the nearest residential property (at 268 Brook Lane) not to afford any detrimental impact on the living conditions enjoyed by the occupiers of that property.

Highway and car parking provision

When the mixed use was granted, a planning condition was imposed to maintain an adequate car parking provision for both residential and commercial use. As such, three car parking spaces were required to be maintained for the residential use and two spaces for the child minding business. The two spaces for the business are also required to be served by a turning area.

Officers are of the opinion that, even with the proposed garage, the frontage can provide eight car parking spaces with an adequate turning area, which exceeds the requirements of the condition imposed on planning permission P/07/0471/CU.

Concerns have also been raised over the potential for displaced parking during the construction phase resulting in cars being parked on Highnam Gardens. It is difficult to control parking on neighbouring roads, however officers suggest imposing a planning condition requiring a parking management plan during the construction period.

Furthermore, concerns have been raised over the potential for the proposed garage to be converted into a living space, resulting in the need for a further garage. The erection of a second garage would require planning permission. If planning permission for such a proposal was received by the local planning authority, then the proposal would be assessed at that time and the neighbours consulted.

Other matters

There are restrictive covenants which run with the land as detailed by the representations however the Council are not able to enforce them. This is essentially a private matter between neighbours. Part of the site has recently been acquired from the Council however covenants associated with this land transaction allow for a garage and or a garden building subject to planning permission.

Recommendation

PERMISSION: Subject to the following conditions -

1. The development shall begin within three years of the date of this planning permission.

REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development shall be carried out in accordance with the following approved documents:

Location plan;

Block plan revised 20 June 2016;

Site plan revised 20 June 2016;

Site layout revised 20 June 2016;

Existing and proposed elevations;

Proposed front elevation;

Proposed side elevation revised 20 June 2016;

Proposed view from 268 Brook Lane revised 20 June 2016.

REASON: To avoid any doubt over what has been permitted.

3. The development hereby permitted shall not be brought into use until the car parking (including garage) and turning areas have been provided within the curtilage of the site in accordance with the approved plans. The parking and turning areas shall thereafter be retained and kept available at all times.

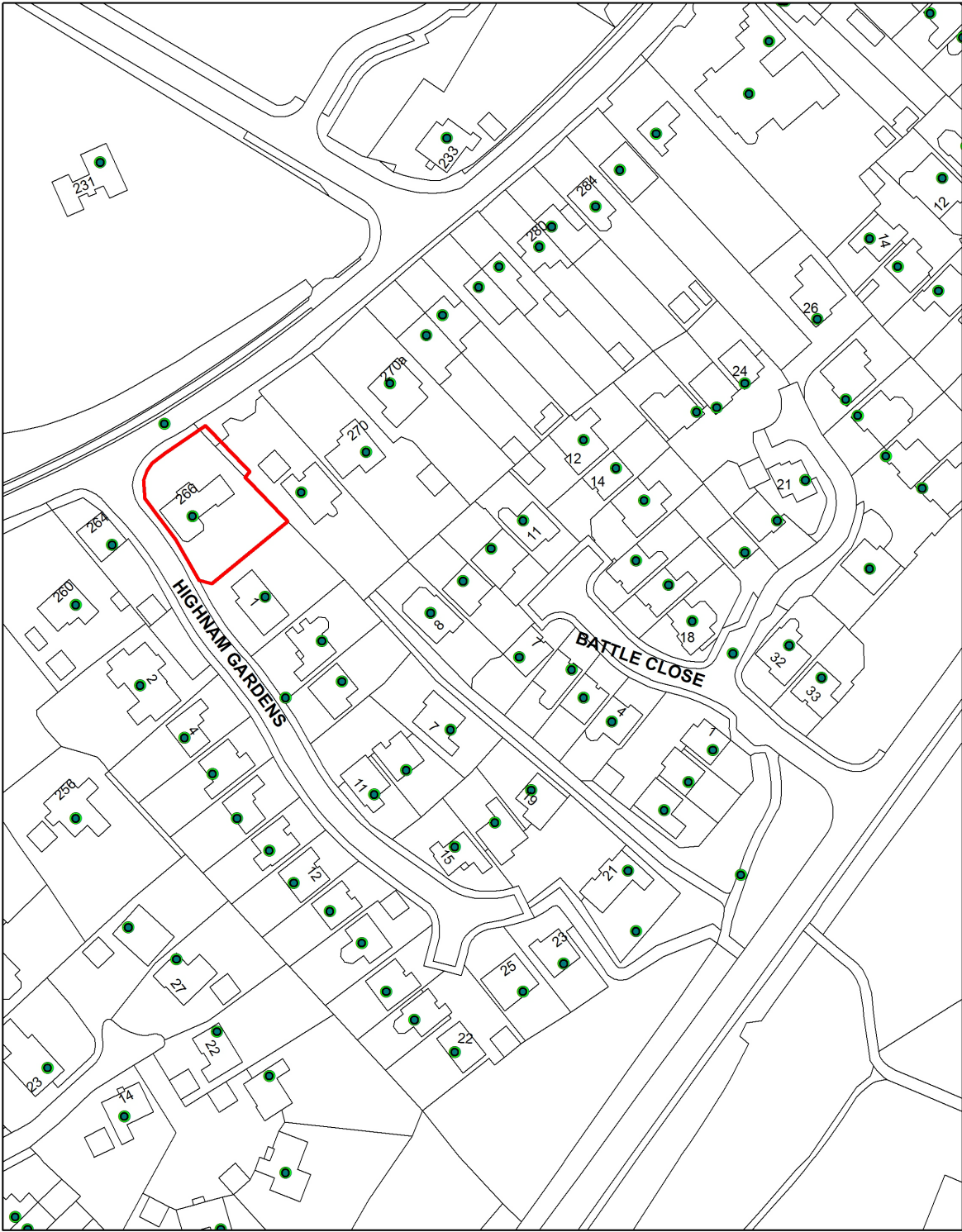
REASON: In the interests of highway safety.

4. No development shall take place until the Local Planning Authority have approved details of how provision is to be made on site for the parking and turning of the applicant's vehicles; customer vehicles and building contractor vehicles during the construction phase. The areas approved in pursuance to this condition shall be made available before construction works commence on site and shall thereafter be kept available at all times during the construction period, unless otherwise agreed in writing with the local planning authority.

REASON: In the interest of highway safety.

FAREHAM

BOROUGH COUNCIL



266 Brook Lane
1:1250



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~~Agenda Annex~~

ZONE 3 - EASTERN WARDS

Portchester West
Hill Head
Stubbington
Portchester East

Reference

Item No

P/16/0142/FP
PORTCHESTER
EAST

MERJEN ENGINEERING, STATION ROAD AND LAND
ADJOINING ON THE CORNER OF STATION ROAD WITH A27
WEST STREET, PORTCHESTER PO16 8BG
SEVENTEEN AGED-PERSONS APARTMENTS IN A 2.0/2.5
STOREY BUILDING INCLUDING AFFORDABLE HOUSING.

4
PERMISSION

Agenda Item 6(4)

P/16/0142/FP

MERJEN ENGINEERING

PORTCHESTER EAST

AGENT: ROBERT TUTTON
TOWN PLANNING CO

SEVENTEEN AGED-PERSONS APARTMENTS IN A 2.0/2.5 STOREY BUILDING INCLUDING AFFORDABLE HOUSING.

MERJEN ENGINEERING, STATION ROAD AND LAND ADJOINING ON THE CORNER OF STATION ROAD WITH A27 WEST STREET, PORTCHESTER PO16 8BG

Report By

Kim Hayler - Direct dial 01329 824815

Site Description

The site lies on the western side of Station Road on its corner with West Street;

The site comprises two distinct differing land uses; the land on the immediate corner is open land managed and owned by the Council. The north eastern corner of the site comprises a flat roofed two/three storey commercial building used for general industrial use (use classes B2) occupied by Merjen Engineering;

The Merjen Engineering building is sited on the boundary with the neighbouring property to the north, known as 'Conifers'. The Merjen Engineering building has a small forecourt fronting Station Road;

The site lies within the urban area of Portchester. Portchester District shopping centre lies to the south on the opposite side of the A27, accessed via an underpass and the railway station is sited just to the north in Station Road;

The immediate area comprises a mixture of property types and sizes; bungalows to the north west in The Leaway, a two storey house to the north in Station Road, bungalows and houses to the east on the other side of Station Road, commercial shop units to the south and two and a half storey development in Garden Court to the east beyond Station Road;

Part of the front of the site lies within Flood Zone 2.

Description of Proposal

Erection of a two and a half storey block of seventeen aged persons apartments (thirteen two bedroom and four one bedroom);

Access would be from Station Road in the north east corner of the site;

Six units would be delivered for affordable housing;

Seventeen parking spaces would be provide to the rear of the apartment building;
A 0.6 metre high flood wall would be constructed around the site frontage screened by a hedgerow.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS11 - Development in Portchester, Stubbington and Hill Head

CS15 - Sustainable Development and Climate Change

CS17 - High Quality Design

Approved SPG/SPD

RCCPS - Residential Car and Cycle Parking Standards Supplementary Planning Document,

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

DSP15 - Recreational Disturbance on the Solent Special Protection Areas

DSP42 - New Housing for Older People

Relevant Planning History

The following planning history is relevant:

<u>P/04/1681/OA</u>	Demolition of 11 The Leaway & Erection of Eighteen One & Two Bed Flats, Car Parking, Access Road and Associated Works (Outline Application)
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REFUSE	13/01/2005
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<u>P/04/1562/OA</u>	Redevelopment of Site by the Erection of Sixteen Two Bedroomed Flats (Outline Application)
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REFUSE	13/01/2005
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Representations

Thirty seven representations received when the application was first submitted objecting on the following grounds:

The proposed building would be visually over dominant and detrimental to the visual amenities of this prominent site;

Over development of the site;

Inadequate parking resulting in further parking in The Leaway;

There are not continuous pavements in this area;

The underpass has to be used to gain access to the cycleway to travel west on the A27;

Access is difficult to Portchester Station;

Pavement under the bridge in Station Road is narrow;

This is a dangerous corner, especially for cyclists;

The bus is difficult to access for elderly residents;

Loss of much appreciated green space;

Advice should be sought from the water company regarding the water main running through/adjacent to the site;

The access is close to the roundabout causing traffic problems in Station Road;
Building is too high;
Risk to pedestrians crossing the entrance to the site;
Loss of privacy;
If permitted the scheme should be limited to over 65's only;
The water main easement should be greater;
The site is in a flood risk zone;
How is the developer sure the scheme is viable;
Unacceptable living conditions for the new occupiers;
The boundary line is incorrect and should be substantially improved;
The proposal is too close to the public house, risking complaints from new occupiers.
Initially the site was identified for 5 dwellings;
Loss of a wildlife haven.

Objection received from The Portchester Society raising the following concerns:

Access to and from the site is unacceptable;
A major utility link would be threatened;
The open space is particularly valuable to local people;
Welborne was supported so that smaller sites would be safeguarded from development;
Over development of the site.

Objection received from Portchester Civic Society raising the following concerns:

The entrance is too close to the roundabout;
Buses and large lorries travelling north have to swing out into southbound ongoing traffic to negotiate the bend;
The building is out of character due to its height;
Inadequate parking.

One representation received supporting the proposal:

A good laid out design which would benefit the local area and cater for the needs of those it is designed for.

Amended plans were received moving the building back into the site on the south western corner by 2 metres; increase in size of the amenity space; reduction in parking spaces from 19 to 17; introduction of flood wall and the introduction of dormer windows to the second floor facing the roundabout.

The amended plans were advertised and the following representations received:

Twenty seven representations received objecting for the following reasons:

The access and additional junction in Station Road will add to traffic problems;
Entrance is too close to the roundabout; with existing traffic speeds it will be dangerous;
The development will increase the need for visitor parking - The Leaway and The Crossway is already congested;
Noise nuisance to neighbours from access and parking areas;
Loss of privacy;
Height is out of context with the area;
Loss of more green space;

The site is unsuitable for elderly persons housing;
Stressful location for anyone to live;
Elderly persons travelling on mobility scooter down Station Road do not need another road to cross;
The scheme will result in vehicles parking in The Leaway;
Boundary lines between the development site and adjacent properties is not correct;
Turning facilities for the refuse truck and emergency vehicles is tight;
Not enough parking - there has been a reduction;
Reversing of the refuse vehicle is dangerous for residents;
The age restriction should be 65, not 55;
The development is cramped and over developed;
Over looking and loss of privacy;
The location of the bin store will cause noise and smells;
There is no need in the area for this type of housing;
Residential properties on this site could put the future of the Red Lion PH at risk;
Local residents are being forced out of their homes as a result of the planning application;
Extra pressure on local doctors.

Objection from The Portchester Society raising the following concerns:

The site is not suitable for this type of housing proposed;
Access to and from the site would be dangerous;
Loss of one of the last open spaces in Portchester;
Welborne was supported so that smaller sites were not developed.

Consultations

INTERNAL CONSULTTEES

Highways - No objection subject to conditions.

Ecology - No objection subject to an informative.

Trees - A high quality tree planting and landscaping scheme should have accompanied this application seeking to mitigate the loss of existing trees and enhance the proposed scheme through a robust planting scheme.

Refuse collection - No objection.

Environmental Health (noise) - no objection.

Environmental Health (contamination) - no objection subject to conditions.

EXTERNAL CONSULTTEES

Hampshire County Council (Lead Flood Authority) - No objection subject to conditions.

Portsmouth Water Company - There is a 20 inch (0.51 metre) diameter strategic water main running along the southern side of the site. The Water Company are satisfied with the minimum clearance of 3 metres from the water main to the proposed building.

Southern Water Services - no objection subject to a condition and informative.

Environment Agency - No objection.

Planning Considerations - Key Issues

- Principle of development
- Design and character of the area
- Highways
- Affordable housing
- Living conditions of neighbouring residential properties
- Other matters

Principle of development

The site lies within the urban area where the redevelopment of previously developed land for housing purposes is supported by Policies CS2 and CS6 of the adopted Fareham Borough Core Strategy.

The site is also allocated for around 15 older persons units (site H20) under Policy DSP42 (New Housing for Older Persons) within the Local Plan Part 2.

Design and character of the area

Housing site H20 states any development on the site should be, at most, three storeys in height and should reflect the built form of surrounding development as far as possible. The proposed building has been designed with the highest part at the junction of West Street and Station Road, stepping down to two storeys with reduced eaves on the northern and western ends.

Amenity space is provided within the site for the residents of the units. This amenity area would be sited towards the western end of the site extending across its entire depth. The Council's Design Guidance normally seeks 25 m² of amenity space for each apartment. In this case 17 apartments would require 425 m². The proposed amenity space would meet this requirement.

Officers consider that in terms of residential development design expectations the proposal complies with Policy CS17 of the adopted Fareham borough Core Strategy and the Fareham Borough Design Guidance (excluding Welborne) Supplementary Planning Document.

Affordable housing

The scheme is required to provide 40% of the units under the requirements of Policy CS18 for affordable housing, which equates to 6.8 units. There is a need for one bedroom accommodation in Portchester therefore four one bedroom and two, two bedroom units are offered for affordable housing. An offsite contribution is being offered through a Section 106 planning obligation for the remaining 0.8 of a unit.

The proposals are considered satisfactory and comply with Policy CS18 of the adopted Fareham Borough Core Strategy.

Highways

The proposed development would be accessed by a new drive sited in the north eastern

corner of the site onto Station Road.

A material consideration in this case is that currently there is an unrestricted B2 (General Industrial) Use on the site. Merjen Engineering was formed in 1978 and established at Station Road in 1987. The Company is an engineering sub-contractor. The building has a small forecourt fronting Station Road, however all deliveries to and from the business are carried out from the adjacent highway. The proposal would generate a much reduced amount of commercial activity on the adjacent highway which is seen as a benefit in highway safety terms.

The scheme has been designed to enable a refuse vehicle to reverse into the site entrance, collect the refuse and leave the site in a forward gear. Furthermore the internal layout has been designed to accommodate delivery vehicles and a fire engine.

Pedestrian access to the site has been designed in a safe manner, including an entrance directly from the highway at the south eastern corner into the site.

Seventeen car parking spaces would be provided. The Council's Residential Car Parking SPD states that a development of this size for unrestricted occupancy would generate a need for 19 spaces. The Residential Car Parking SPD states that a lower level of parking would be acceptable in areas of high accessibility or for a specific type of residential development that creates a lower demand for parking. In this case there are highway restrictions in the locality, the site is within a sustainable location and the occupancy restricted to older persons only. Officers are satisfied that seventeen spaces are sufficient to serve the apartments.

The ground floor of the proposed building would include a cycle and electric buggy storage facilities.

The development proposals are therefore considered to comply with Policy CS5 of the Fareham Borough Core Strategy and the Council's Residential Car and Cycle Parking Standards SPD.

Living conditions of neighbouring residential properties

Three bungalows in The Leaway back onto the site. The distance between the proposed first floor windows and the windows in the nearest property, 11 The Leaway is approximately 23 metres at an oblique angle. The proposed building would be sited 20 metres from the northern boundary and 11 metres from the western boundary. The scale of the building on its western end is reduced to two storey with reduced eaves in order to respect the outlook currently enjoyed by the neighbours in The Leaway.

The parking and turning area is proposed away from the western boundary by some 8.5 metres and from the northern boundary by 3.5 metres. Officers consider in light of these distances the neighbouring properties would not be disturbed by vehicles parking and turning within the site.

The proposed bin storage enclosure would be sited adjacent to the northern boundary; however a two metre high wall would be retained along this boundary with the neighbouring property, 'Conifers' as a result of demolishing the former Merjen building. Furthermore the southern aspect from the rear windows and garden of this property would be much improved once the Merjen Engineering building is demolished as currently it sits directly on

the boundary with the neighbouring property towering over its rear garden. The proposed building would be sited 14 metres from the rear garden boundary of 'Conifers'.

Officers are satisfied that the proposal would not materially harm the amenities of existing local residents in relation to light, outlook and privacy in accordance with Policy DSP3 of the Local Plan Part 2: Development Sites and policies Plan.

Other Matters

The application site is in close proximity of internationally designated habitats. The Solent Recreation Mitigation Strategy indicates that any increase in residential development would be likely to have a significant impact on the nature conservation interests of the designated sites.

The applicant has agreed to enter into a planning obligation to secure a financial contribution to offset the 'in combination' effects of residential development on recreational visits to the designated coastline of the Solent (addressing the requirements of Policy DSP15).

It is inevitable that a number of trees would be felled in order to accommodate the proposed building, however their loss would be mitigated through a robust landscaping scheme secured through a planning condition.

Conclusion

The site is presently allocated for older persons housing and will deliver six much needed affordable dwellings.

The proposal is considered acceptable in parking and highway safety terms.

Officers acknowledge the concerns raised by interested parties however the report sets out above how the development of the site would be undertaken to ensure the living conditions of local residents are safeguarded.

Recommendation

Subject to the applicant/owner first entering into a planning obligation under Section 106 of the Town and Country Planning Act 1990 on terms drafted by the Solicitor to the Council to secure:

(a) A financial contribution towards the off-site provision of 0.8 of a unit of affordable housing;

(b) A financial contribution towards the Solent Recreation Mitigation Project (SRMP).

PERMISSION: subject to the following conditions:

1. The development hereby permitted shall be begun before the expiry of three years from the date of this permission.

REASON: To comply Section 91 of the Town and Country Planning Act 1990.

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

L01 rev B - Location plan
1778-15-02-01 Site survey
01 rev H - Site plan
02 rev C - Ground floor layout
03 rev C - First floor layout
04 rev C - Second floor layout
05 rev C - Roof layout
06 rev C - Elevations
07 rev C - Elevations
08 rev C - Street scenes/sections
09 rev E - Bin store

Reason: To secure the satisfactory appearance of the development.

3. No development shall take place until details of the measures to be taken to prevent spoil and mud being deposited on the public highway by vehicles leaving the site during the construction works have been submitted to and approved by the local planning authority in writing. The approved measures shall be fully implemented upon the commencement of development and shall be retained for the duration of construction of the development.

REASON: In the interests of highway safety and the amenity of the area.

4. No development shall take place until the Local Planning Authority have approved details of how provision is to be made on site for the parking and turning of operatives vehicles and the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the permitted development. The details shall also include the routing of construction vehicles visiting the site. The areas and facilities approved in pursuance to this condition shall be made available before construction works commence on site (other than construction of the site access) and shall thereafter be kept available at all times during the construction period, unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of highway safety; in order to secure the health and wellbeing of the trees and vegetation which are to be retained at the site; and to ensure that the residential amenities of the occupiers of nearby residential properties is maintained during the construction period.

5. No development shall commence on site until details of sewage and surface water drainage works to serve the development hereby permitted have been submitted to and approved in writing by the local planning authority. None of the dwellings shall be occupied until the drainage works have been completed in accordance with the approved details.

REASON: In order to ensure adequate drainage is provided to serve the permitted development.

6. Units 4, 6, 7, 9, 10 and 14 shall be provided for affordable housing. No development shall take place until the following details have been submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) The timing of the construction of the affordable housing;
- (ii) The tenure mix of the affordable housing;
- (iii) The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
- (iv) The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy

criteria shall be enforced.

The affordable housing should be undertaken in accordance with the approved details unless otherwise first agreed in writing with the local planning authority.

Provided that should any of the following events occur then the arrangements made pursuant to the requirement contained in sub paragraph (iii) to ensure that the housing provided pursuant to this condition is affordable for subsequent occupiers will cease to have effect with respect to that specific plot(s):

(a) if the affordable housing unit is transferred to the tenant thereof under the Right to Buy provisions of the Housing Act 1985 or the Right to Acquire provisions of the Housing Act 1996 (or any subsequent legislation amended or replacing the same);

(b) if in respect of an affordable housing unit held under a shared ownership lease the lessee has staircased to a 100% share in the unit;

(c) if any mortgagee or chargee of the affordable housing unit has exercised a power of sale;

(d) if the affordable housing unit is purchased under a shared equity scheme with an RSL and the unit is then sold by its original purchasers.

REASON: In order to secure the provision of affordable housing within the site

7. No development shall take place above damp proof course dpc/slab level until details of all external materials to be used in the construction of the apartments hereby permitted, have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

8. No hard surfacing shall be laid in relation to the apartments until details of the materials and finished colour of all hard surfaced areas have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development.

9. Within six months of the commencement of the apartments a detailed landscaping scheme identifying all existing trees, shrubs and hedges to be retained together with the species, planting sizes, planting distances, density, numbers and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed, has been submitted to and approved by the local planning authority in writing.

REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality.

10. The approved landscaping scheme, shall be implemented within the first planting season following the commencement of the development or as otherwise agreed in writing with the Local planning authority and shall be maintained in accordance with all agreed schedules. Unless otherwise first agreed in writing, any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure the provision, establishment and maintenance of a standard of

landscaping.

11. The occupation of each of the residential apartments hereby permitted shall be limited to a person of 65 years of age or over, or a widow/widower or partner of such a person, or any resident dependants including those under the age of 65, unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of highway safety.

12. None of the apartments hereby approved shall be occupied unless the bin/cycle storage areas have made available in accordance with the approved plans. The designated areas shall thereafter be kept available and retained at all times for the purpose of bin and cycle storage.

REASON: In the interests of visual amenity; in order to facilitate alternatives to the motorcar.

13. The apartments shall not be brought into use until car parking spaces have been provided in accordance with the approved plans. These parking spaces shall thereafter be retained on an unallocated basis and kept available at all times.

REASON: To ensure adequate parking provision within the site; in the interests of highway safety.

14. The development shall be carried out in accordance with the approved levels unless otherwise agreed in writing with the Local Planning Authority.

REASON: To safeguard the appearance of the area and to protect the amenities of nearby residential properties.

15. A desk study investigation and site walkover of the site shall be carried out investigating the current and former uses of the site and adjoining land and the potential for contamination, with information on the environmental setting including known geology and hydrogeology. The study should develop a conceptual model and identify potential contaminant, pathway and receptor linages.

Should the study reveal a potential for contamination, an intrusive site investigation and an assessment of the risks posed to human health, the building fabric and the wider environment including water resources should be carried out. The site investigation shall be submitted to and approved in writing by the Local Planning Authority.

Where the site investigation and risk assessment reveals a risk to receptors, a strategy of remedial measures and detailed method statements to address identified risks shall be submitted to and approved by the local planning authority. It shall include the nomination of a competent person to oversee the implementation of the measures.

REASON: To ensure that any contamination of the site is properly taken into account.

16. None of the apartments shall be occupied until the agreed scheme of remedial measures is fully implemented. Remedial measures shall be verified in writing by an independent person. The verification is required to confirm that the remedial works have been implemented in accordance with the agreed remedial strategy and shall include photographic evidence and as built drawings.

Should contamination be encountered during works that has not been investigated or considered in the agreed scheme of remedial measures; investigation, risk assessment and a detailed remedial method statement shall be submitted to an agreed with the local

planning authority. The remediation shall be fully implemented and verified in writing by an independent competent person.

REASON: To ensure that any contamination of the site is properly taken into account.

17. No materials obtained from site clearance or from construction works shall be burnt on the site.

REASON: To protect the amenities of nearby residents.

18. No work relating to the construction of any of the development hereby permitted (Including works of demolition or preparation prior to operations) shall take place before the hours of 0800 or after 1800 Monday to Friday, before the hours of 0800 or after 1300 Saturdays or at all on Sundays or recognised public holidays, unless otherwise first agreed in writing with the Local planning authority.

REASON: To protect the amenities of the occupiers of nearby residential properties; in accordance Policy DSP3 of the Development Sites and Policies Plan.

Notes for information:

(a) A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hants, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

(b) In relation to condition 5 (surface water drainage) the following information will be required at the detailed design stage:

- Infiltration tests to BRE 365;
- Detailed calculations for the surface water drainage system including the pervious pavements and drainage network;
- Information on the potential overland flow from the systems if the capacity of the system is exceeded.

(c) Birds nests, when occupied or being built, receive legal protection under the Wildlife and Countryside Act 1981 (as amended). It is highly advisable to undertake clearance of potential bird nesting habitat (such as hedges, scrub, trees, suitable outbuildings etc.) outside the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. If there is absolutely no alternative to doing the work in during this period then a thorough, careful and quiet examination of the affected area must be carried out before clearance starts. If occupied nests are present then work must stop in that area, a suitable (approximately 5m) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.

Bats and their roosts receive strict legal protection under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010 (as amended). All work must stop immediately if bats, or evidence of bat presence (e.g. droppings, bat carcasses or insect remains), are encountered at any point during this development. Should this occur, further advice should be sought from Natural England and/or a professional ecologist.

(c) The desk study should be in accordance with British Standards Institute BS 10175:

2011 Investigation of Potentially Contaminated Sites - Code of Practice and should be carried out by or under the supervision of a suitably qualified competent person. This person should be a chartered member of an appropriate professional body and have experience in investigating contaminated sites.

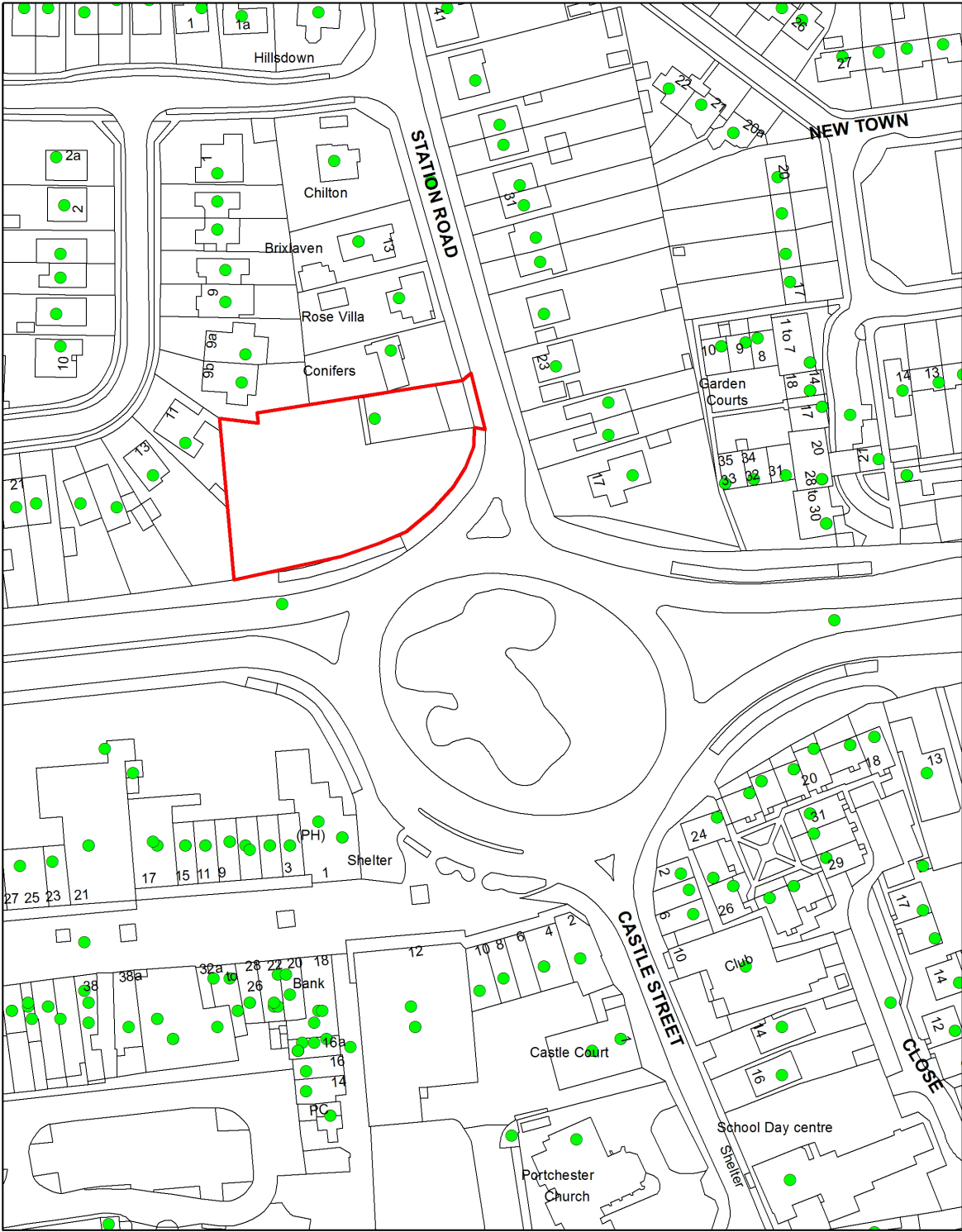
Please note that commercial property searches available over the internet are not considered to be sufficiently detailed enough to constitute a desk study in the context of the above condition. These desk studies do not formulate a conceptual model for the site neither do they qualitatively risk assess the site.

Background Papers

See above.

FAREHAM

BOROUGH COUNCIL



Merjen Engineering Station Road
1:1,250



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Agenda Item 6(5)

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

CURRENT

P/15/0267/FP

Appellant: MR STEVE AND JO HAMMOND
Site: Carron Row Farm 15 Segensworth Road Titchfield Fareham PO15 5DZ
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 23 May 2016
Reason for Appeal: CHANGE OF USE LISTED BARN TO 5 BEDROOM DWELLING, FORMATION OF ACCESS AND GARDEN CURTILAGE, DEMOLITION OF SINGLE STOREY BUILDING, DEMOLITION OF THE TOILET BLOCK, DEMOLITION OF THE SINGLE STOREY FISHERMANS HUT AND REPLACEMENT WITH 3 BEDROOM DWELLING, FORMATION OF ACCESS AND GARDEN CURTILAGE FOR NEW DWELLING, FORMATION OF CAR PARKING FOR ANGLERS, ERECTION OF HERITAGE INTERPRETATION SIGN

P/15/0947/FP

Appellant: Mr M Southcott
Site: Land To The Rear Of 20 Church Road Warsash Fareham SO31 9GD
Decision Maker: Committee
Recommendation: APPROVE
Council's Decision: REFUSE
Date Lodged: 02 June 2016
Reason for Appeal: Four 4 bedroom detached houses, garage & car ports, parking and new access off Sandycroft.

P/15/1055/FP

Appellant: Mr Patrick Reilly
Site: Land At New Road Swanwick SO31 7HE
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 20 July 2016
Reason for Appeal: The erection of a detached 5 no. bedroom house provided with a detached double garage, car parking, turning and an earth bund to the front of the site.

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

CURRENT

P/15/1273/FP

Appellant: Mr Malcolm Wallace
Site: Rivendell Hook Park Road Warsash Fareham SO31 9HA
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 06 July 2016
Reason for Appeal: TWO STOREY FRONT EXTENSION, TWO STOREY SIDE EXTENSION, SINGLE STOREY REAR EXTENSION, REAR CAR PORT, TWO STOREY ANNEXE TO REAR INCORPORATING AN INTEGRAL GARAGE AND CAR PORT AND NEW VEHICULAR ACCESS FROM SOLENT DRIVE.

P/16/0257/TO

Appellant: Mr Steven Skittrall
Site: Windy Arbor 154 Stubbington Lane Fareham PO14 2NQ
Decision Maker: Officers Delegated Powers
Recommendation: PART APPROVE
Council's Decision: PART APPROVE
Date Lodged: 22 June 2016
Reason for Appeal: ONE HORSE CHESTNUT: FELL, ONE HORSE CHESTNUT: REDUCE CROWN BY SELECTIVELY RETRENCHING THE UPPER BRANCHES AND REDUCE REMAINING BRANCHES BACK TO PREVIOUS PRUNING POINTS CIRCA 2-3 METRES, ONE HORSE CHESTNUT: REDUCE TO PREVIOUS PRUNING POINTS CIRCA 2-3 METRES. THE TREES ARE PROTECTED BY TPO 132.

P/16/0378/FP

Appellant: MR STEVE SALTER
Site: 30 Johns Road Fareham Hampshire PO16 0SA
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 01 June 2016
Reason for Appeal: DORMER WINDOW TO FRONT ELEVATION

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

CURRENT

P/16/0478/FP

Appellant: MRS ANNA SKETCHLEY
Site: 38 South Street Titchfield Fareham PO14 4DJ
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 27 July 2016
Reason for Appeal: REAR CONSERVATORY

P/16/0479/LB

Appellant: MRS ANNA SKETCHLEY
Site: 38 South Street Titchfield Fareham PO14 4DJ
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 27 July 2016
Reason for Appeal: REAR CONSERVATORY

DECISIONS

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

DECISIONS

P/15/0786/VC

Appellant: Titchfield Festival Theatre
Site: The Tithe Barn Mill Lane Titchfield Fareham PO15 5RB
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 09 February 2016
Reason for Appeal: Remove CONDITION 2 allowing outside of barn to be used; vary CONDITION 8 to allow removable/temporary structures under 9m x 9m within the grounds of the barn to be erected for up to 72 hours; remove CONDITION 13 requiring need for visibility splays; remove CONDITION 16 allowing unrestricted number of weddings subject to recorded amplified music (DJs) or non amplified acoustic music (bands) & installation of a noise limiter; vary CONDITION 17 to allow garden benches & tables to be left in the grounds on a permanent basis.
Decision: PART ALLOWED
Decision Date: 27 June 2016

P/15/1225/FP

Appellant: Mr Simon Pascoe
Site: 5 Highlands Road Fareham PO16 7XJ
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 18 March 2016
Reason for Appeal: Single storey rear/side extension
Decision: ALLOWED
Decision Date: 27 July 2016

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

DECISIONS

P/16/0035/FP

Appellant: MR PHILIP NIELD
Site: 37a Titchfield Park Road Fareham
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 09 May 2016
Reason for Appeal: DETACHED GARAGE
Decision: DISMISSED
Decision Date: 03 August 2016

P/16/0160/TO

Appellant: MR KURT BROWN
Site: 24 Newtown Road Warsash Southampton Hampshire SO31 9FZ
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 11 May 2016
Reason for Appeal: MONKEY PUZZLE TREE PROTECTED BY TPO 716: CROWN LIFT TO BALANCE AND ACHIEVE 2 METRE GROUND CLEARANCE
Decision: DISMISSED
Decision Date: 21 July 2016

PLANNING APPEALS

The following list details the current situation regarding new and outstanding planning appeals and decisions.

DECISIONS

P/16/0191/TO

Appellant:	J N TREE CARE
Site:	11 Bartlett Close Fareham Hampshire PO15 6BQ
Decision Maker:	Officers Delegated Powers
Recommendation:	PART APPROVE
Council's Decision:	PART APPROVE
Date Lodged:	22 June 2016
Reason for Appeal:	TREES PROTECTED BY TPO 10 - (T1) OAK: CROWN REDUCE BY 1.5-2 METRES MAX WOUND 75MM; (T2) ASH: REMOVE OR REDUCE CANOPY BY 2.5 METRES TO SUITABLE GROWTH POINTS UP TO 75-100MM; (T3) OAK: REDUCE OVER-EXTENDED CANOPY BY 2.5-3 METRES; (T4) OAK: REDUCE OVER-EXTENDED CANOPY BY 0.5-1 METRE MAX WOUND 75MM
Decision:	DISMISSED
Decision Date:	20 July 2016