

AGENDA
PLANNING COMMITTEE

Date: Wednesday, 12 October 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 - 9)

To confirm as a correct record the minutes of the Planning Committee meeting held on 14 September 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 10)

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/16/0421/FP - DRIFT HOUSE BROOK AVENUE WARSASH SOUTHAMPTON SO31 9HN (Pages 12 - 23)**

ZONE 2 - FAREHAM

ZONE 3 - EASTERN WARDS

- (2) **P/14/0033/FP - LAND AT WINDMILL GROVE PORTCHESTER PO16 9HT (Pages 26 - 38)**

- (3) **P/16/0661/D3 - LAND OFF SPITFIRE WAY DAEDALUS EAST FAREHAM (Pages 39 - 49)**

- (4) **P/16/0966/FP - THE OSBORNE VIEW 67 HILL HEAD ROAD FAREHAM PO14 3JP (Pages 50 - 58)**

- (5) **P/16/0967/AD - THE OSBORNE VIEW 67 HILL HEAD ROAD FAREHAM PO14 3JP (Pages 59 - 63)**

- (6) **Planning Appeals (Pages 64 - 69)**

P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
4 October 2016

**For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
Tel:01329 236100
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FAREHAM

BOROUGH COUNCIL

Minutes of the Planning Committee

(to be confirmed at the next meeting)

Date: Wednesday, 14 September 2016

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

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

**Also
Present:**



1. APOLOGIES FOR ABSENCE

There were no apologies of absence.

2. MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the Planning Committee meeting held on 17 August 2016 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

4. DECLARATIONS OF INTEREST

In accordance with the Standing Orders and the Council's Code of Conduct, Councillor J E Butts declared a non-pecuniary interest in item 6 (3) – 15 Buchan Avenue.

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	Minute Application No/Page No
ZONE 1 – 2.30pm				
Mr D Fairall		19 ST JOHNS ROAD LOCKS HEATH FAREHAM SO31 6NE – DEMOLITION OF EXISTING SINGLE STOREY 3 BED DWELLING AND ERECTION OF 2NO TWO-STOREY 3 BED DWELLINGS AND ONE NO SINGLE STOREY 3 BED DWELLING	Opposing	6 (1) P/16/0517/FP Pg 9
Mr C Bevis (Agent)		-Ditto-	Supporting	-Ditto-
Mr K Fifield	Ms Andrea Brooks Mr James Moir	15 BUCHAN AVENUE WHITELEY FAREHAM PO15 7EU – TWO STOREY SIDE AND REAR EXTENSION	Opposing	6 (3) P/16/0798/FP Pg 24

Mr R Tutton (Agent)		-Ditto-	Supporting	-Ditto-
Mr C Standen		AUBERON HOOK LANE WARSASH SOUTHAMPTON SO31 9HH – RAISE HEIGHT OF ROOF TO PROVIDE FIRST FLOOR ACCOMMODATION	Supporting	6 (4) P/16/0857/FP Pg 29
ZONE 2 – 3.30pm				
ZONE 3 – 4.15pm				
Mr R Tutton (Agent)		MEON VIEW FARM OLD STREET FAREHAM PO14 3HQ – OUTLINE PLANNING PERMISSION WITH ACCESS & LAYOUT TO BE APPROVED FOR FOUR DETACHED FOUR- BEDROOMED CHALET-STYLE DWELLINGS, FOLLOWING DEMOLITION OF AGRICULTURAL BUILDINGS, REMOVAL TELECOMMUNICATIO N MAST & CESSATION OF THE EXISTING COMMERICAL VEHICLE STORAGE USE.	Supporting	6 (8) P/16/0873/OA Pg 53

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/16/0517/FP - 19 ST JOHNS ROAD LOCKS HEATH FAREHAM SO31 6NE**

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

The Committee received a verbal update on this item. Their attention was drawn to the second paragraph of page 12 of the report. Members were informed that the sentence stating that there is a separation distance of 7 metres should read 6.4 metres.

Members suggested that an additional condition be imposed to remove Permitted Development Rights for extensions, roof alterations and outbuildings from the bungalow at the back of the proposed development to protect the living conditions of 1 the Brackens. Members also requested that a condition be imposed requiring the driveway serving the same bungalow to be hardsurfaced in a material which did not cause a noise nuisance to neighbours.

Upon being proposed and seconded the officer recommendation to grant planning permission, subject to the conditions in the report and the additional condition removing permitted development rights to the proposed bungalow, was voted on and CARRIED.

(Voting: 9 in favour; 0 against)

RESOLVED that, subject to the conditions in the report and additional conditions to remove permitted development rights to the bungalow, in a material which won't cause a noise nuisance to neighbours, PLANNING PERMISSION be granted.

(2) P/16/0691/FP - 293B TITCHFIELD ROAD STUBBINGTON FAREHAM PO14 3ER

The Committee's attention was drawn to the Update Report which contained the following information:- *The recommendation to grant planning permission is made subject to the following conditions:*

1. The development hereby permitted shall be completed before the expiry of a period of three years from the date of this decision notice.

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 hereby permitted shall be carried out in accordance with the following drawings:

a) Location Plan

b) Site Plan

c) Proposal plan – drawing no. 1322-521

d) Proposal Elevations – drawing no. 1322-521

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

3. No development shall take place until details of the roof tiles and timber cladding to be used in the construction of the development hereby approved have been submitted to and approved by the local planning authority in writing.

REASON: To ensure the development is of a high quality design and appearance.

4. Within one month of the dwelling hereby permitted first being occupied no more than two caravans, as defined in the Caravan Sites and Control of

Development Act 1960 and the Caravan Sites Act 1968, shall be stationed on the site at any time. No static caravan shall be stationed on the site at any time.

REASON: In the interest of the character and appearance of the area.

5. No commercial activities shall take place on the land, including the storage of materials.

REASON: To protect the living conditions of neighbours.

Upon being proposed and seconded the officer recommendation to grant planning permission, subject to the conditions in the update report, was voted on and CARRIED.

(Voting: 8 in favour; 0 against; 1 abstention)

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

(3) P/16/0798/FP - 15 BUCHAN AVENUE WHITELEY FAREHAM PO15 7EU

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

Councillor J E Butts declared a non-pecuniary interest in this item as he lives near to the application site and he has had close dealings with the residents of the road in regards to the application. He left the room for the remainder of the meeting and took no part in the discussion or vote.

The Committee's attention was drawn to the Update Report which contained the following information:- *This application has been called onto the Planning Committee by Councillor Butts due to the particular circumstances of this application and concerns raised by local residents.*

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

(Voting: 6 in favour; 1 against; 1 abstention)

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

(4) P/16/0857-FP - AUBERON HOOK LANE WARSASH SOUTHAMPTON SO31 9HH

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

The Committee requested that an additional condition be included to retain the hedgerow at the front of the property.

Upon being proposed and seconded the officer recommendation to grant planning permission, subject to the conditions in the report and the additional condition to retain the hedgerow at the front of the property, was voted on and CARRIED.

(Voting: 9 in favour; 0 against)

RESOLVED that, subject to the conditions in the report and the additional condition to retain the hedgerow at the front of the property, PLANNING PERMISSION be granted.

(5) P/16/0876/TO - UNIT 2 216 BARNES LANE SARISBURY GREEN SOUTHAMPTON SO31 7BG

The Committee's attention was drawn to the Update Report which contained the following information:- *As set out within the Officers report, six weeks' notice was given to Fareham Borough Council that the applicant intended to carry out works to other trees not covered by a Tree Preservation Order.*

As the six weeks' notice expired before the date of this Committee, an urgent decision was made in consultation with the Planning Chairman, in accordance with the Planning Committee's schedule of delegation. The decision made was that no objection should be raised to the works proposed to the trees not subject to a tree preservation order.

The Head of Development Management addressed the Committee on this item to inform them that he had been delivered a letter at the start of the meeting in regards to this item. As there had not been time prior to the meeting for Officers and Members to be made aware of the comments in this letter, the Head of Development Management read the comments in the letter to the Committee.

Upon being proposed and seconded the officer recommendation to grant consent for the proposed tree works to one oak tree and the felling of one robinia tree, subject to the conditions in the report, was voted on and CARRIED.

(Voting: 8 in favour; 0 against; 1 abstention)

RESOLVED that, subject to the conditions in the report, CONSENT be granted for works to one oak tree and the felling of one robinia tree.

(6) P/16/0596/FP - 59-61A FAIRFIELD AVENUE - LAND TO REAR - FAREHAM PO14 1EH

The Committee's attention was drawn to the Update Report which contained the following information:- *One further letter has been received commenting on the amended plans as follows;*

-Whilst the height of the dwelling has been lowered it has been moved closer to the boundary and will therefore cause a greater degree of shading.

-Privacy of the garden will be comprised by the lowering of the boundary wall required to secure adequate visibility.

- Vehicle movements along the service road would pass within 1m of the main living space.

Amended planning condition 2 to substitute the following amended plans;

-Proposed Site Plan – Rev D

-Proposed Elevations & Floor Plans – Rev B

-Street Elevation – Rev A

Additional condition;

Notwithstanding the provisions of Classes A, B, C, D and E of schedule 2, Article 3, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions, outbuildings, or roof alterations (including the insertion of additional windows or dormer windows) shall be carried out or erected within the curtilage of the dwelling hereby permitted unless first agreed in writing with the local planning authority following the submission of a planning application.

REASON: In the interests of the visual amenity of the area and the amenities of adjoining occupiers; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy and Policy DSP3 of the Fareham Borough Local Plan Part 2: Development Sites & Policies.

The Committee received a verbal update from the Officer regarding this application regarding the site plan that has been submitted with this application. He informed members that in accordance with the advice from the Highways Officer the site plan should show a 2 x 2 metre pedestrian visibility splay, however the site plan submitted shows a visibility splay in excess of this which would require boundary treatment around the private gardens of the new dwelling and 61 Fairfield Avenue to be lowered. The Officer suggested that planning permission be granted subject to the submission of a revised site plan showing the incorporation of a 2 x 2 metre pedestrian visibility splay which would allow the boundary treatment around those private gardens to remain at a higher level.

Upon being proposed and seconded the officer recommendation to grant planning permission, subject to:-

- (i). the conditions in the report;
 - (ii). the additional condition in the Update Report; and
 - (iii). the submission of a revised site plan showing a 2 x 2 metre pedestrian visibility splay prior to permission being granted,
- was voted on and CARRIED.
(Voting: 9 in favour; 0 against)

RESOLVED that, subject to:-

- (i). the conditions in the report;
 - (ii). the additional condition in the Update Report; and
 - (iii). The submission of a revised site plan showing a 2 x 2 metre pedestrian visibility splay prior to permission being granted,
- PLANNING PERMISSION be granted.

(7) P/16/0887/TO - 11 BARTLETT CLOSE FAREHAM PO15 6BQ

Upon being proposed and seconded the officer recommendation to refuse tree works was voted on and CARRIED.
(Voting: 8 in favour; 1 against)

RESOLVED that the proposed tree works be REFUSED.

Reason for Refusal

On the basis of the information submitted with the application, the proposed reduction of the Ash tree is considered to be unnecessary. Furthermore the works would be harmful to the health, natural form and appearance of this tree which has not been reduced before, and in turn would be detrimental to the tree's amenity value and its contribution to the character of the area.

(8) P/16/0873/OA - MEON VIEW FARM OLD STREET FAREHAM PO14 3HQ

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

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

(Voting: 9 in favour; 0 against)

RESOLVED that OUTLINE PLANNING PERMISSION be REFUSED.

Reason for Refusal

The development is contrary to Policies CS2, CS6, CS11, CS14 and CS22 of the Adopted Fareham Borough Core Strategy 2011 and Policies DSP6 and DSP15 of the adopted Local Plan Part 2: Development Sites and Policies Plan and is unacceptable in that:

- (i). The proposal represents residential development outside the defined urban settlement boundary, within the countryside, for which there is no justification or overriding need;
- (ii). The erection of four dwellings within this location would significantly affect the integrity of the Meon Strategic Gap;
- (iii). The erection of four dwellings within this location, along with the works associated with them, would 'urbanise' the appearance of this countryside site and would result in development behind the existing established road frontage. The change to the character of the site and the introduction of residential development to the rear of the frontage properties would materially harm the character of this countryside location;
- (iv). In the absence of a financial contribution or a legal agreement to secure such, the proposal would fail to provide satisfactory mitigation of the 'in combination' effects that the proposed increase in residential units on the site would cause through increased recreational disturbance on the Solent Coastal Special Protection Areas.

(9) Planning Appeals

The Committee noted the information in the report.

(10) UPDATE REPORT

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

7. TREE PRESERVATION ORDERS

The Committee considered the confirmation of the following Fareham Tree Preservation Order(s), which had been made under delegated powers and to which no formal objection had been received.

Fareham Tree Preservation Order No 644 (2016) – Laurelli, Crossways, Brambles, Goderich and Camrose Holly Hill Lane, Sarisbury.

Ordered served on 27 May 2016 for which there were no objections.

RESOLVED that Fareham Tree Preservation Order No 644 be confirmed, with the following modification; the removal of T6 silver birch.

Fareham Tree Preservation Order No 709 (2016) – September Lodge, Holly Hill Lane.

Order served on 27 May 2016 for which there were no objections.

RESOLVED that Fareham Tree Preservation Order No 709 be confirmed and made as served.

Fareham Tree Preservation Order No 710 (2016) – Foxlease, Holly Hill Lane, Sarisbury.

Order served on 27 May 2016 for which there were no objections.

RESOLVED that Fareham Tree Preservation Order No 710 be confirmed and made as served.

(The meeting started at 2.30 pm
and ended at 4.54 pm).

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date: 12 October 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/16/0421/FP
WARSASH

DRIFT HOUSE BROOK AVENUE WARSASH SOUTHAMPTON
HAMPSHIRE SO31 9HN
DEMOLITION OF EXISTING DWELLING & ERECTION OF
REPLACEMENT DWELLING

1
PERMISSION

Agenda Item 6(1)

P/16/0421/FP

WARSASH

MR S HEATHORN

AGENT: M2 ARCHITECTURE

DEMOLITION OF EXISTING DWELLING & ERECTION OF REPLACEMENT DWELLING
DRIFT HOUSE BROOK AVENUE WARSASH SOUTHAMPTON HAMPSHIRE SO31 9HN

Report By

Susannah Emery - Direct dial 01329 824526

Site Description

This application relates to a site to the west side of Brook Avenue which lies on the banks of the River Hamble. The site is located within the countryside and abuts an area which has international recognition and protection for its biodiversity value. The adjoining land to the rear forms part of the Solent and Southampton Water Special Protection Area (SPA) and Solent Maritime Special Area of Conservation (SAC) designated at international level; the Solent and Southampton Water Ramsar site designated at a national level; and the Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI).

There is currently a detached two storey dwelling on the site which sits to the northern side of the plot. The dwelling occupies an extensive plot with a rear garden measuring in excess of 140m in length. An outdoor swimming pool and detached garage stood to the south side of the dwelling although the swimming pool has recently been demolished. The site has recently been cleared in preparation for development with the majority of landscaping removed from the site and the boundaries with neighbouring properties. A front boundary laurel hedge measuring approx. 3 metres in height has been retained along Brook Avenue. The levels on site slope gradually downhill from east to west with the site survey plan provided with the application showing the difference in levels to be approximately 9 metres from the road to a point towards the end of the rear garden.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS17 - High Quality Design

CS20 - Infrastructure and Development Contributions

Development Sites and Policies

DSP3 - Impact on living conditions

DSP6 - New residential development outside of the defined urban settlement boundaries

DSP13 - Nature Conservation

Relevant Planning History

The following planning history is relevant:

<u>P/01/0427/FP</u>	Replacement Dwelling, Swimming Pool, Conversion/Extension of Existing Double Garage to Form Staff Annexe and New Double Garage.
	PERMISSION
	07/12/2001

Representations

Sixteen letters were received in response to the original plans objecting on the following grounds;

- The house would dominate and have an adverse impact on the landscape
- View from public footpath adversely affected and will take decades to recover
- The design, layout and appearance of the dwelling is out of character with the area
- Excessive size, out of proportion to other houses along the waterfront
- The dwelling would extend across almost the entire plot
- Little architectural merit
- Institutional appearance of dwelling
- Detrimental to the character of the Lower Hamble Valley as set out in the Fareham Borough Landscape Assessment (1996)
- Extensive hard surfacing and raised terrace to rear of dwelling
- Dwelling should not extend further to the rear than neighbouring properties
- Insufficient space retained to replace the landscaping along the boundaries to screen the dwelling
- Detailed landscaping scheme required including extensive replacement planting to boundaries
- Overbearing impact on neighbouring properties detrimental to outlook and privacy
- Front wing would have overbearing impact on patio to front of Hamble's Edge
- Impact on protected species, birds and internationally protected sites
- Concerns over demolition of swimming pool and subsequent release of chlorinated water, burning on site and destructive clearance of trees/garden prior to planning permission being submitted
- Impact on water table
- There is no demonstrated need for such a large dwelling
- Loss of garden land
- Felling of boundary trees on common boundary may not have been within the ownership of Drift House
- Excessive car parking provision
- Extensive area of hardsurfacing to front of the property should be constructed of permeable material
- Use of Brook Avenue by construction traffic would be detrimental to highway safety
- There has been no commitment to repair any damage caused to Brook Avenue during construction
- Setting a precedent for destruction of other houses to build larger ones
- Contrary to local plan policies CS4, CS14, CS17, DSP6, DSP15
- Ecology report gives inadequate consideration to all protected species and does not provide Phase II bat surveys
- Insufficient information to determine impact of proposal on designated sites

- Japanese Knotweed present on the site

Fifteen letters were received in response to the amended plans with the following additional comments being received;

- Amendments are insignificant
- Size disproportionate to neighbouring properties
- Footprint of dwelling not adequately reduced and dwelling would sit too close to boundaries
- Ridge height would be above the existing dwelling
- Dominant and overbearing intrusion on the landscape
- Unsympathetic destruction of the environment has already occurred in the pursuit of profit with no consideration given to neighbouring properties
- Landscaping matters not addressed and those trees lost should be reinstated
- The removal of the 'wings' and replacement with a detached garage is a better solution but this would sit too close to boundary and adjacent annexe
- Rear elevation remains too bland
- Use of Brook Avenue by construction traffic and reinstatement of any damage
- Loss of view & property value
- Badgers, bats and slow worms are seen regularly in the area
- Japanese Knotweed report should be extended to include adjoining properties
- Impact on the SSSI needs to be considered more carefully
- There is confusion between the planting recommendations of the ecology report and the landscaping scheme
- Permitted development rights should be removed from the site

Consultations

EXTERNAL

Environment Agency - The Environment Agency has assessed this application as having a low environmental risk and raises no objection.

Natural England - The application site is within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). The application site is in close proximity to the Solent and Southampton Water Special Protection Area (SPA) and Solent Maritime Special Area of Conservation (SAC) which are European sites. The sites are also listed as Solent and Southampton Water Ramsar site and also notified at a national level as Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI).

With regards to the SPA/RAMSAR/Solent Maritime SAC site it is advised that that the proposal is unlikely to have a significant effect on any European site, and can therefore be screened out from any requirement for further assessment. A condition is recommended to prevent percussive piling or works with heavy machinery to be undertaken during the bird overwintering period (October to March inclusive).

This application is in close proximity to Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on this site. A condition is recommended to ensure that all contractors on site are aware of the boundary of the SSSI

and are advised that any storage or encroachment on to the site, without consultation with Natural England, would be considered an offence.

INTERNAL

Highways - No highway objection is raised to this application, subject to a southward visibility splay of 2m by 30m being provided at the proposed access and the gates being set back a minimum of 5m from Brook Avenue.

Environmental Health (Contaminated Land)- A Japanese knotweed management plan is required and works shall be carried out in accordance with the approved plan.

Trees - The proposed landscaping around the dwelling, terrace and front garden is acceptable in arboricultural terms and will enhance the development. The majority of the rear garden should have planting that reflects the character of the area and ecology designations adjacent to the site. Therefore, native species should be used and some additional planting provided to fortify the north and south boundaries to mitigate what was removed.

Ecology - Further information has previously been requested to provide assurance of avoidance of effects to the European designated sites and also characterisation of the identified bat roost as required prior to consent. Information including Phase 2 Bat surveys, landscape plans (replacing recently removed mature trees with native species and providing a large area of unimproved meadow seeding), Japanese knotweed management plan and further ecologist's recommendations with respect to a planting scheme are provided. These have been reviewed. A detailed botanical assessment of the site has not been provided and is requested below to provide necessary information to ensure avoidance of effects on the designated sites.

Modifications to proposals are to be submitted to and approved by the Council in respect of Japanese knotweed management, limitation of herbicide, limitation of fertilizers, constraint of topsoil application and the distance of any meadow feature from extant wetland grassland typifying the Hamble estuary transitional zone, requirement for submission of modified landscape planting and management plan, bat and reptile mitigation strategy, construction environment management plan setting out timing and duration, schedule of works with lead time to obtain necessary licence/s, and avoidance measures (e.g. sPA birds), toolbox talks, pollution prevention measures, encroachment prevention, map of habitats and site set-out.

Planning Considerations - Key Issues

a) Principle of Development

The site is located within the countryside where the principle of the erection of a replacement dwelling is considered acceptable in accordance with Policy DSP6 of the adopted Fareham Borough Local Plan Part 2: Development Sites and Policies subject to an assessment of the impacts. Policy CS14 of the adopted Fareham Borough Core Strategy relates to development outside of the settlements and states that built development on land outside of the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. In coastal locations, development should not have an adverse impact on the special character of the coast when viewed from the land or water.

Planning permission was granted in 2001 under officers delegated powers for the erection of a large two storey replacement dwelling on the application site with a width of 21.7 metres and height of approximately 10 metres. Whilst the permitted dwelling would not have extended as close to the southern boundary as is now proposed it was a substantial property with a two storey bulk similar to the dwelling now proposed with the addition of second floor accommodation within the roofspace.

b) Character/Appearance of the Area

The dwelling proposed on the application site would sit amidst a row of seven substantial dwellings which occupy a prominent position to the western side of Brook Avenue on the banks of the River Hamble. The rear elevation of the dwellings can be seen from the opposite side of the Hamble as well as on the river itself and from along the public footpath which runs along the eastern bank. There is typically ample vegetation along the boundaries between the plots which obscures and softens the appearance of the dwellings to differing extents. The existing dwelling on the site is dated and has no particular architectural merit.

The appearance of the dwelling from the waterfront and from the opposite side of the river has been of particular concern to Officers and it was considered that the proposal as originally submitted was excessive in terms of its scale and bulk and would have been visually intrusive and out of keeping with neighbouring properties. Officers have negotiated significant amendments to the proposal since it was originally submitted which included reducing the width of the two storey bulk of the dwelling from 30m in width to 20.8m in width. The distance between the proposed dwelling and the north and south boundaries has been increased to reduce the expansion of the dwelling across the plot. The depth of the property has also been reduced in part and the extensive terrace to the rear of the dwelling has been reduced in size with the outdoor swimming pool removed. When measured from the rear elevation the ridge height of the dwelling would be 12 metres which is 0.5 metre higher than the existing dwelling. The length of the highest part of the ridge line has been reduced since the originally submitted proposal from 9.4 metres to 3.4 metres with the remaining sections of the roof line to either side lowered to reduce the bulk of the roof. Front projecting wings to either side of the dwelling containing a double garage with first floor accommodation above have been replaced by a triple detached garage to be sited forward of the dwelling close to the southern boundary.

The proposed dwelling has been designed so that the main two storey bulk of the dwelling would be centrally positioned within the plot with a reduced height wing to either side with first floor accommodation within the roofspace. The second floor accommodation previously proposed within the roofspace and the proposed front and rear dormers have been removed. The amended plans introduced a front and rear facing central gable feature to the design of the dwelling and the increased articulation of the front and rear elevations gives added visual interest to prevent the formation of expansive and bland elevations. The main two storey bulk of the dwelling would measure 20.8m in width which having been significantly reduced would now be comparable to the two storey width of other properties along this section of Brook Avenue such as Strawberry Hill, Fenmead and Hamble's Edge.

The generous spacing between the dwellings along Brook Avenue are important in contributing to the character of the area. The proposed dwelling would not span the entire width of the plot, as has been suggested, and there would be approx. 4m between the proposed dwelling and the northern site boundary and 4.2m to the southern boundary. As the neighbouring properties are also set in from the party boundary there would be 11.6m

between the proposed dwelling and the nearest part of Fenmead to the north and 5.3 metres to Hamble's Edge to the south. The spacing between the proposed dwelling and Fenmead at ground floor level would be much the same at ground floor level as at present and the separation at first floor level would actually be increased by 5 metres. There is much variation in the separation distances between the dwellings along Brook Avenue at present but single storey additions and outbuildings are commonly sited close to the boundaries increasing the spread of the dwellings across the plots.

The sylvan nature of the landscape is part of the character of this stretch of coastline and the recent clearance of the ground and boundary planting on the application site has given it a stark appearance and left the site more exposed when viewed from the waterfront. The retention of the existing landscaping would have been beneficial in assimilating the proposed dwelling into its setting and whilst the loss of the planting is extremely unfortunate no consent from the Council was required to do so. A detailed landscaping scheme has been submitted which includes for the planting of mature trees along the south and north site boundaries. The tree planting would be denser closer to the dwelling to re-establish the boundary with the neighbouring properties becoming more sporadic closer the waterfront. Evergreen shrubs would also be planted along the southern boundary close to the dwelling to restore privacy to Hamble's Edge. The replacement trees would be planted at a mature age with a planting height of 4-5 metres. The centre of the site would be planted with six native wild cherry trees and ornamental planting would be carried out to the front and rear of the dwelling. A native wildflower meadow is proposed to be planted at the western end of the site adjacent to the waterfront in accordance with the Ecology Report to increase the biodiversity in the area. The hedgerow on the Brook Avenue frontage would be retained and due to the sloping levels on site the detached garage and chalet style wings to the dwelling would be less visible from the road therefore giving a greater sense of separation between neighbouring properties.

In summary whilst the proposed dwelling is undoubtedly large it is the opinion of Officers that the site is of sufficient size to accommodate a dwelling of this scale and the proposed dwelling would be in keeping with existing development along Brook Avenue. The proposed rear elevation 'streetscene' drawing demonstrates that the proposed dwelling would not be of excessive height in comparison to neighbouring properties and due to the separation distance between dwellings it is not considered that the height increase would be overly appreciable to those on the public footpath. It is considered that the separation distances between neighbouring properties would be respectful of the more spacious nature of the area.

c) Living Conditions of Neighbouring Residential Properties

In light of the separation distances between the neighbouring properties and the proposed dwelling it is not considered that the proposal would have a material detrimental impact on the living conditions of the occupants of the neighbouring properties in terms of loss of light or outlook. There are no habitable rooms within the side elevations of the neighbouring properties which would be adversely affected.

There are no first floor windows proposed within the side elevations of the proposed dwelling which would face towards the neighbouring properties. The proposed dwelling would not project significantly further to the front or rear of the neighbouring properties and the rear balconies would be enclosed by the building itself to prevent overlooking to the north and south.

The proposed garage would sit immediately to the north of the detached staff accommodation on the frontage of Hamble's Edge with a separation distance of 2.8metres. It is not considered that the location of the garage would have any adverse impact on the living conditions of the occupant(s) of the staff accommodation which has its primary outlook facing south and west.

The loss of views over and across the site towards the river from a property to the eastern side of Brook Avenue and the subsequent loss of property value is not a material planning consideration.

d) Ecology/Trees

The applicant has provided supporting ecological appraisals in the form of a Phase 1 Ecology Survey and Phase 2 Bat Surveys. Other submitted documents contain information relevant to consideration of the ecological impacts of the development, such as the landscaping specification and management proposals and the Japanese Knotweed Management Plan. Advice has been obtained from Natural England and Hampshire County Council ecology group. Taking into account the advice received Officers consider that there would be no basis to withhold consent on ecological grounds subject to a number of related conditions being imposed on any permission granted.

Under Regulations 61 and 62 of the Habitats Regulations there is a requirement for the Local Planning Authority to consider the impacts of the proposal on the European designated site and to undertake a Habitats Regulations Assessment. It is concluded that whilst the proposal is not necessary for the management of the European site the proposal is unlikely to have a significant effect on any European site, and can therefore be screened out from any requirement for further assessment. It is considered that the application sufficiently demonstrates that the adjacent designated site would be protected in accordance with Policy DSP13 (Nature Conservation) of the adopted Fareham Borough Local Plan Part 2.

The submitted bat surveys confirm that the main house is a brown long-eared bat roost. No bats were seen during the Phase 2 surveys so that the applicant's consultant is confident that no maternity roost is present and that large numbers of bats do not regularly use the site. However, the County's ecologist advises that "it is difficult to conclude that the house is not an occasional or transitional roost for small numbers of (or individual) long-eared bats (and potentially other species)".

The work has the potential to kill/injure bats and therefore will result in a breach of the EU directive underpinning the Habitat Regulations. When assessing an application where an offence under the Regulations is triggered the local planning authority must give consideration to three derogation tests and only grant planning permission if it is considered that Natural England would not be unlikely to grant an EPS license for the works.

An EPS license (from Natural England) can only be granted if the development proposal is able to meet three tests:

"1. the consented operation must be for 'preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment'; (Regulation 53(2)(e))"

"2. there must be 'no satisfactory alternative' (Regulation 53(9)(a)); and"

"3. the action authorised 'will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range' (Regulation 53(9)(b))".

Officers consider that the socio-economic benefits of improving the Borough's housing stock meets the first of these tests. Whilst it would be possible to extend the existing house rather than demolish it, in practice the impacts on the existing bat roost from doing so may be little different to its destruction meaning that there would be no satisfactory alternative. The County ecologist has concluded that, on the basis of the information currently available, provided the first two derogation tests can be met, the development is not unlikely to be licensed by Natural England.

e) Highways

The site makes ample provision for on-site car parking in accordance with the Council's Residential Car & Cycle Parking SPD. Whilst there would be a large area of hard-surfacing to the front of the dwelling this is commensurate to the dwelling itself and would be finished with permeable block paving to prevent excessive run-off. The re-location of the access to the property is considered acceptable and would have no adverse impact on highway safety. The access gates to the dwelling have been re-positioned to ensure that there would be 5m between the gates and the edge of the highway to enable a vehicle to pull off the road and the visibility splay requested by the Council's Highways Engineer has been demonstrated. There are no highways concerns.

f) Japanese Knotweed

Concerns have been raised regarding the presence of Japanese Knotweed on the application site. Japanese Knotweed is a non-native invasive species of plant which has been found to be present on the application site and also adjacent land. Japanese Knotweed invades natural habitats and out-competes the native plants and wildlife and the vigorous growth can also damage buildings and hard surfaces. The disruption of the soil on the application site could encourage growth of the plants and this matter is a material planning consideration. A site management plan has been submitted with the planning application which details how it is intended to eradicate the Japanese Knotweed from the application site using one of the various approved methods. It is not known where the Japanese Knotweed has originated from and whilst the management plan includes for the treatment of plants located off-site within close proximity to the boundary with herbicides this land is outside of the control of the applicant so the local planning authority is unable to ensure that treatment of the plants off-site is carried out. Officers are of the view that it would be in the best interests of the relevant land owners to agree a comprehensive program of remedial works to prevent any cross contamination re-occurring in future.

Conclusion

In summary, Officers consider the proposal would have no materially harmful effect on the character or appearance of the site or surrounding area or on the living conditions of neighbours. There are no concerns with regards the impact of the development on highway safety. Satisfactory information has been provided to conclude that there would be no harmful effects on protected species or their habitat or the adjacent designated sites. The development can be carried out so as to avoid the spread of Japanese Knotweed known to be present on the site. There are no other material planning issues to suggest that planning

permission should be withheld.

The proposal has been carefully considered and found to be in accordance with the relevant policies of the adopted local plan, namely Policies CS2, CS4, CS5, CS6, CS14, CS15, CS17 & CS20 of the adopted Fareham Borough Core Strategy and Policies DSP3, DSP6, DSP13 & DSP15 of the adopted Fareham Borough Local Plan Part 2: Development Sites and Policies.

Recommendation

PERMISSION; subject to the following conditions;

1. The development shall begin within 3 years from the date of this decision notice.

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) Site Survey - drwg No. 303

ii) Location Plan - drwg No. 101 Rev A

iii) Proposed Site Plan - drwg No. 200 Rev J

iv) Proposed Elevations and Floor Plans - drwg No. 301 Rev C

v) Garage Elevations & Floor Plans - drwg No. 302

vi) Phase 1 Ecology Report - February 2016

vii) Phase 2 Survey Report & Update

viii) Japanese Knotweed Management Plan - Remediation Report June 2016

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

3. No development shall take place until details of the external facing and roofing materials to be used in the construction of the dwelling 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 unless otherwise agreed with the local planning authority in writing.

REASON: To secure the satisfactory appearance of the development in accordance.

4. No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwelling is first occupied or in accordance with a timetable agreed in writing with the local planning authority and shall thereafter be retained at all times unless otherwise agreed with the local planning in writing.

REASON: In the interests of residential amenity; in the interests of the character and appearance of the area.

5. Notwithstanding the provisions of Classes B and C of Schedule 2, Article 3, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no roof alterations (including the insertion of additional windows or dormer windows) shall be carried out to the roof of the dwelling hereby permitted unless first agreed in writing with the local planning authority following the submission of a planning application.

REASON: In the interests of the visual amenity of the area.

6. No development shall take place until a detailed landscaping and replacement tree planting scheme has been submitted to and approved by the local planning authority in writing. The scheme shall include a specification of the use of native plant species in accordance with the approved ecological report. The approved 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 the agreed schedule. 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; in the interests of nature conservation.

7. The dwelling hereby permitted shall not be occupied until the means of vehicular access has been constructed in accordance with the approved plans.

REASON: In the interests of highway safety.

8. 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 living conditions of the occupiers of nearby residential properties.

9. 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.

10. The development shall be carried out in accordance with the approved Japanese Knotweed Management Plan with regards to the treatment of Japanese Knotweed on the application site. A record shall be kept of the remedial works undertaken during the construction phase of the dwelling and for the length of any long term chemical treatment program undertaken and this report shall be made available to the Local Planning Authority on request.

REASON: To prevent the spread of Japanese Knotweed known to be present on the site; In the interests of nature conservation.

11. Development shall cease on site if, during any stage of the works, unexpected ground conditions or materials which suggest potential contamination are encountered, unless other agreed in writing with the local planning authority. Works shall not recommence before an investigation and risk assessment of the identified material/grounds conditions has been undertaken and details of the findings along with a detailed remedial scheme, if required, has been submitted to and approved in writing by the local planning authority. The remediation scheme shall be fully implemented and shall be validated in writing by an independent competent person as agreed with the local planning authority prior to the occupation of the dwelling hereby permitted.

REASON: To ensure any potential contamination found during construction is properly taken into account and remediated where required.

12. No development shall take place until a Construction Environmental Management Strategy (CEMS) including the following details has been submitted to and approved by the local planning authority in writing:

- a) how provision is to be made on site for the parking and turning of operatives vehicles;
- b) the areas to be used for safe storage of machinery, silt, fuel and other potential contaminations and measures to prevent contamination due to spillage;
- c) the storage of building materials, excavated materials and huts associated with the implementation of the development;
- d) how boundaries of sensitive habitat will be clearly marked and risk pathways and avoidance measures identified;

The development shall be carried out in accordance with the approved details unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of residential amenity; in the interests of nature conservation.

13. No percussive piling or works with heavy machinery (i.e. plant resulting in a noise level in excess of 69dbAmax - measured at the sensitive receptor) to be undertaken during the bird overwintering period (i.e. October to March inclusive) unless otherwise agreed in writing with the local planning authority.

REASON: In the interests of nature conservation.

14. The development shall be carried out in accordance with the Phase II Bat Survey and Report Update (David Leach, August 2016) including provision of the ecological enhancements set out in para 5.2 unless otherwise agreed by the local planning authority in writing.

REASON: In the interests of nature conservations and to enhance biodiversity.

Notes for Information

The applicant is advised that should storage or encroachment within the Lee-on-the-Solent to Itchen Estuary SSSI be found to occur, without prior consultation with Natural England, as a result of the proposals during or after the works, this will be considered an offence under Section 28 of the Wildlife and Countryside Act 1981 (as amended) whereby the applicant may be liable on summary conviction to a maximum fine of £20,000 or on conviction on indictment to an unlimited fine.

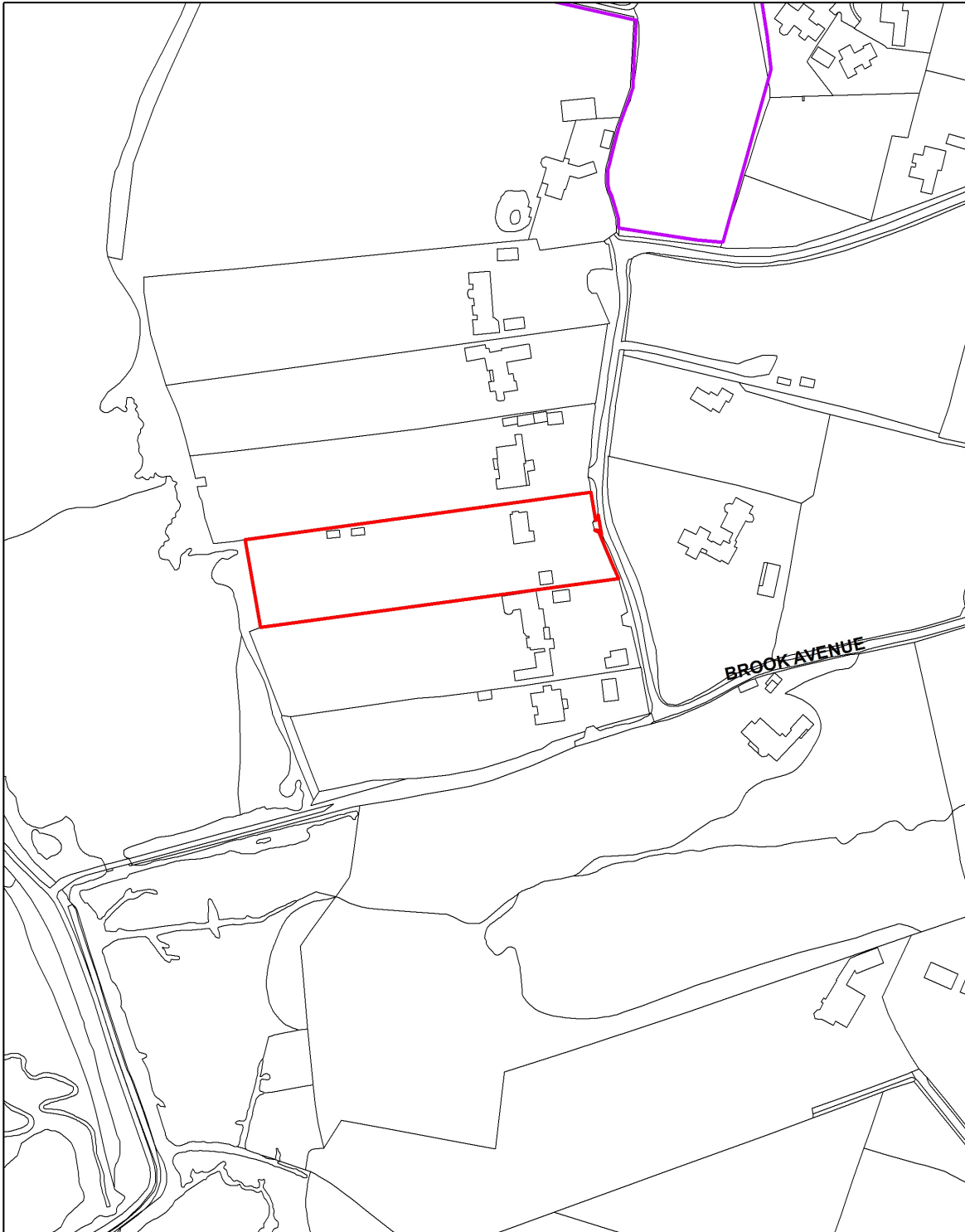
All contractors working on site should be made aware of the above and should be provided with a map that clearly shows the boundaries of the Lee-on-the-Solent to Itchen Estuary SSSI in relation to the development site.

Background Papers

P/16/0421/FP

FAREHAM

BOROUGH COUNCIL



Drift House
Brook Avenue
Scale 1:2500



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Agenda Annex

ZONE 3 - EASTERN WARDS

Portchester West
 Hill Head
 Stubbington
 Portchester East

Reference

Item No

<p>P/14/0033/FP PORTCHESTER EAST</p>	<p>LAND AT WINDMILL GROVE PORTCHESTER PO16 9HT ERECTION OF 24 RESIDENTIAL DWELLINGS WITH ASSOCIATED WORKS, ACCESS, PARKING, LANDSCAPING AND OPEN SPACE, FOLLOWING DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES (REVISED APPLICATION)</p>	<p>2 PERMISSION</p>
<p>P/16/0661/D3 STUBBINGTON</p>	<p>LAND OFF SPITFIRE WAY DAEDALUS EAST FAREHAM DEVELOPMENT OF SIX NEW TERRACED AIRCRAFT HANGARS WITH ASSOCIATED CAR PARKING AND LANDSCAPING, FOR BUSINESS / LIGHT INDUSTRY USE. THE BUILDING WILL PREDOMINANTLY BE USED FOR AIRCRAFT STORAGE, MAINTENANCE AND REPAIR. THE DEVELOPMENT INCLUDES A NEW ACCESS ROAD TAKEN FROM THE HAMMERHEAD OF THE RECENTLY CONSTRUCTED ACCESS ROAD, SPITFIRE WAY.</p>	<p>3 PERMISSION</p>
<p>P/16/0966/FP HILL HEAD</p>	<p>THE OSBORNE VIEW 67 HILL HEAD ROAD HILL HEAD FAREHAM PO14 3JP EXTENSION TO BASEMENT, EXTERNAL BUILDING ALTERATIONS INCLUDING NEW STAIRCASE AND REPLACEMENT CONSERVATORY, REPLACEMENT WINDOWS AND DOORS, AND IMPROVEMENTS TO EXTERNAL LANDSCAPING</p>	<p>4 PERMISSION</p>
<p>P/16/0967/AD HILL HEAD</p>	<p>THE OSBORNE VIEW 67 HILL HEAD ROAD HILL HEAD FAREHAM PO14 3JP REPLACEMENT SIGNAGE AND ADDITIONAL SIGNAGE AT THE OSBORNE VIEW</p>	<p>5 CONSENT</p>

Agenda Item 6(2)

P/14/0033/FP

PORTCHESTER EAST

CROSS STONE URBAN
REGENERATION

AGENT: SIMON COOPER
ASSOCIATES LIMITED

ERECTION OF 24 RESIDENTIAL DWELLINGS WITH ASSOCIATED WORKS, ACCESS, PARKING, LANDSCAPING AND OPEN SPACE, FOLLOWING DEMOLITION OF EXISTING BUILDINGS AND STRUCTURES (REVISED APPLICATION)

LAND AT WINDMILL GROVE PORTCHESTER PO16 9HT

Report By

Richard Wright - direct dial 01329 824758

Introduction

This application was originally submitted in January 2014 by Barratt Homes for the erection of twenty-five dwellings on this site. Following initial discussions with Officers the applicant decided not to pursue the proposal. The owner of the land, Cross Stone Urban Regeneration, subsequently obtained Barratt Homes' agreement to continue talking with the Council as to how to address the various planning issues. The scheme has since been amended several times including a reduction in the number of proposed dwellings on the site to twenty-four.

Site Description

The application site comprises a parcel of land approximately 0.8 hectares in size located on the southern side of Windmill Grove close to its western end junction with Wicor Mill Lane.

Two large disused industrial buildings dominate the site covering a large majority of its northern section. The buildings on the site have been used for a succession of industrial and warehouse distribution uses throughout their lifetime. The buildings are set back from the roadside of Windmill Grove with a large concrete hardsurfaced frontage. The concrete apron surrounds the two buildings extending within around 32 metres from the site's southern boundary. The southern edge of the concrete apron marks the extent of the urban settlement boundary. Between the concrete hard surface and the wire mesh fence delineating the southern boundary is an area of rough and overgrown grassland falling outside of the defined urban settlement area.

Beyond the southern boundary is an unmade footpath which links the Council owned land to the west (south of Cador Drive) and the east (Harbour View Open Space), and beyond that the foreshore of Portsmouth Harbour. The harbour is part of a national and international designated site for nature conservation - the Portsmouth Harbour Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI).

Description of Proposal

Permission is sought for the demolition of the existing buildings and the construction of twenty-four dwellings (comprising six 2-bed bungalows, one 3-bed bungalow and seventeen 3-bed houses).

The proposed housing comprises a mixture of single storey scale dwellings to the northern part of the site and two storey houses within the site's middle section. An access road would be constructed into the site's northern edge from Windmill Grove providing vehicular

and pedestrian access to the houses. Each dwelling would be provided with space to park two vehicles with a mixture of on-plot and off-plot allocated spaces proposed.

The land on which the houses would be constructed is proposed to be raised by approximately 1.2 - 1.6 metres. Sectional drawings have been provided showing the extent of the raising of the land starting in the northern part of the site where the new access road from Windmill Grove would be ramped and falling away again through the rear gardens of the southernmost properties.

The southern end of the site would be left as publicly accessible open space forming an area spanning the width of the site by approximately 25 metres from the rear gardens of the new houses to the existing route of the coastal footpath.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS2 - Housing Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

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

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

Relevant Planning History

The following planning history is relevant:

P/12/0460/OA

CHANGE OF USE FROM INDUSTRIAL B2 USE TO C3 RESIDENTIAL USE, DEMOLITION OF EXISTING WORKSHOPS AND ERECTION OF 3 ONE-BED FLATS, 9 TWO-BED FLATS & 20 THREE-BED HOUSES WITH 51 PARKING SPACES.

WITHDRAWN

12/09/2012

Representations

This application was originally publicised and comments from third parties invited back in January 2014. Another consultation period was undertaken in 2015 following revisions to

the proposed scheme. A number of representations were received in response raising various planning issues.

Because of the significant length of time taken in discussing further revisions to the proposal with the landowner it was not until March 2016 that another consultation exercise was carried out. At that point all persons who had previously commented on the application were invited to do so once again as well as letters being sent to all other addresses previously notified of the original proposal. A final re-consultation period was undertaken in September 2016.

In total, nineteen residents have commented on the application during these consultation periods with some residents commenting more than once. Many of the representations contain a mixture of positive and negative comments.

Positive comments have included:

- The derelict buildings are an eyesore and redevelopment is welcomed
- Revised scheme is far better than that proposed previously
- Good quality open space, landscaping, cycle and bin storage provision
- Will help the Council deliver its housing need

Negative comments have included:

- Concern over surface water drainage and excess run-off after heavy rainfall
- Concern over erosion of coastal footpath and need to protect the land with a sea wall
- Rather than raise the level of the land the developer should contribute to sea defences
- Houses on the raised land would appear out of character
- Concern over residents of new houses using open space as private land
- Impact of open space on Portsmouth Harbour nature conservation designations
- Assurances sought over on-site parking space being sufficient
- Site is not large enough for the size of the proposal
- Land is contaminated and not suitable for residential development or as open space
- Traffic congestion
- Consideration needs to be given to the active blast area from the MOD at Bedenham
- Additional pressure on local schools and doctors' surgeries
- Overlooking and loss of privacy

Consultations

The following summarises the consultation advice received in relation to the most recent revised proposals in March 2016 unless otherwise stated:

INTERNAL

Highways:

- Where a shared surface is to be provided this should be a 6m wide single surface incorporating a utility corridor.

Refuse & Recycling:

- The waste arrangements are acceptable from a collection point of view, although some of the plots appear to have a long way to pull their bins from their rear gardens. This will

encourage bins to be left out all the time, leading to complaints of reduced visual amenity. An alternative solution of purpose-built bin stores constructed in the front gardens could be considered.

Ecology:

- Further information requested in respect to protected species (bats and reptiles) have now been satisfactorily provided.
- A contribution towards the Solent Recreational Mitigation Strategy (SRMS) is required and will address concerns over the 'in combination' contribution to increases in Solent-wide recreational pressure from development.
- Concerns over potential impacts that may be more specific to this development that are not captured by the SMRS mechanism. The anticipated reduction in pressure on use of the coastal footpath may not be quite so marked.
- Biodiversity enhancements in the form of a bat loft / bat access tiles, sensitive lighting and planting to enhance foraging.

Trees:

- No objection.

Contaminated Land:

- No objection subject to a condition that takes account of the need for a desk study investigation, intrusive site investigation and strategy of remedial measures along with implementation and validation of those measures / unexpected contamination.

Open Spaces Manager:

- No objection.

Environmental Health:

- March 2015 comments: No adverse comments in respect of this application providing the applicants carry out the recommendations specified by the noise consultants, 24 Acoustics, in their report dated 8th January 2014, relating to acoustic fencing, double glazing and acoustic trickle vents to the properties affected by noise from Portchester Engineering and the Pumping Station.

EXTERNAL

Natural England:

- No objection with conditions [no percussive piling or works with heavy machinery to be undertaken during the bird overwintering period - Oct to March inclusive]

Eastern Solent Coastal Partnership (ESCP):

- The flood mitigation proposed for the site includes raising site levels above the predicted extreme flood level for the year 2115 and demonstrates that access to the site will be possible during an extreme flood event.
- At present there is no formal sea wall at this location and the coastal boundary is formed

by a low ad-hoc natural bank with rubble on the foreshore. We understand that the ownership of the parcel of land across which a footpath runs on the seaward side of the boundary fence to this site is unclear and does not form part of the application site. There is a risk, however, that with future coastal erosion that the coast will roll back to the development boundary and could become a liability for the property owners. It is recommended that consideration is given as to how this might be managed in future to ensure that owners of the land are aware of their responsibilities.

- The River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy covers this section of Fareham Borough's coastline and recommends how to take forward potential schemes in the Fareham area. This has identified a need for a flood and coastal erosion risk management scheme for the local area to this site including Cadour Drive, Harbour View and Alton Grove in Portchester.

- This site could offer an opportunity to reduce future flood risk to both the proposed development and existing community by contributing to a community wide scheme to reduce flood and erosion risks. The wider scheme for this area is likely to include the construction of a sea wall revetment option with raised embankments or landscaping providing defence height. Any contributions could be financial or a possible commitment to work 'in-kind' by constructing part of the defence across the development site.

Environment Agency (EA):

- No objections to the proposed amendments; previous responses remain valid.
- Suggested conditions [finished floor levels/road levels; land contamination; no infiltration of surface water drainage into the ground; no piling or foundation designs using penetrative methods].

Southern Water:

- No objection.

Ministry of Defence (MoD):

- No objection.

Hampshire Constabulary:

- Comments made on lack of natural surveillance to rear of plots 10 - 19, footpath access from Wicor Mill Lane and need for appropriate level of lighting.

Planning Considerations - Key Issues

a) Principle of development

This site comprises previously developed land within the defined urban settlement boundary, with the exception of the rough grassland at its southern end. Support for the redevelopment and reuse of brownfield sites within the urban area for housing development is given through Policies CS2 & CS6 of the adopted Fareham Borough Core Strategy. The majority of the proposed development, including all of the proposed dwellings, falls within that part of the site which lies within the urban area and enjoys the support of those local plan policies.

The rear gardens of plots 10 - 19 would however encroach marginally outside of that boundary with the proposed public open space beyond it. Policy DSP6 of the adopted

Fareham Borough Local Plan Part 2: Development Sites and Policies sets out circumstances in which the use of land outside of the defined urban settlement boundary as residential garden would be permitted, namely where;

- i) It is in keeping with the character, scale and appearance of the surrounding area; and
- ii) It will not detract from the existing landscape;
- iii) It respects views into and out of the site.

Officers consider the proposal meets these three tests. The removal of the two large industrial buildings would enhance the appearance of the surrounding area and the spread of these rear gardens beyond the urban boundary would be a limited incursion into the open space in the southern part of the site. The majority of this rough grassland would remain open and undeveloped and the overall appearance of the landscape would not be harmed. Permitted development rights to construct outbuildings in these rear gardens could be removed by condition. This would enable the local planning authority to retain control over any such structures and prevent development which it feels would be harmful to the character and appearance of the area in the future. Views into the site would be enhanced and views from the site towards the harbour improved.

There are no in principle objections to the redevelopment of this site for housing purposes as proposed. Many of the responses received to the public consultation have expressed a wish to see the existing unsightly buildings demolished. There have also been numerous incidences of vandalism and anti-social behaviour at the site in recent years often requiring the involvement of the emergency services and the Council's Environmental Health team. The redevelopment of the site is therefore generally welcomed by most parties.

b) Design, scale and layout

The proposed twenty-four dwellings would be laid out in a J-shape configuration making good use of the available space on the site to provide the private garden space, parking and landscaped frontages. The overall density of the proposed development would be approximately 38 dwellings per hectare (dph) not including the area of public open space at the southern end of the site. This is considered to be an efficient use of the land available and a density of development in keeping with that of the surrounding area of Windmill Grove, Kilwich Way, Cadour Drive and other nearby streets which is typically found to be between 31 - 35 dph.

The layout has been carefully considered to ensure properties have good quality private landscaped frontages and allocated or on-plot parking spaces conveniently located. Bin storage and collection points have been revised to take account of the comments provided by Officers.

Rear garden areas to plots in the northern half of the site are considered acceptable. Some plots have gardens less than 11 metres in length; however where this is proposed this is compensated by the fact that the plots are wide and therefore provide sufficient private amenity space is provided for future residents.

Rear gardens to plots 10 - 19 in the southern half of the site back on to the proposed area of public open space. These gardens are all 8 metres long which is below the 11 metre garden length normally sought through this Council's adopted Design Guidance SPD. Notwithstanding, these gardens lie adjacent to an area of open space and would benefit from views across the nearby harbour with a southerly aspect. Officers consider that this

arrangement strikes an acceptable balance between providing useable private garden space and limiting the extent of the development further southwards outside of the defined urban boundary.

The application proposes to raise the site by between 1.2 - 1.6 metres on which the dwellings would be constructed. The implications of the raised site levels for mitigating flood risk are discussed later in this report. Officers do not consider that raising the level of the site would have a harmful visual impact on the surrounding area. The applicant's revised proposal includes housing with single storey height roof eaves in the northern section of the site (plots 1 - 4 & 22 - 24) where it would be most visible from Windmill Grove.

Towards the middle of the site the height of housing increases to two storey scale. This arrangement would ensure that the northern part of the site, which is arguably most sensitive to an increase in a rise in site level, would not appear at odds with the scale of development along Windmill Grove. The two storey houses would not be excessively tall so as to appear out of keeping with the general pattern of housing development in the surrounding area.

c) Parking provision

The proposal provides two allocated parking spaces per dwelling either on plot or, in the majority of other cases, conveniently located nearby. This is sufficient space to meet the required standards set out in the Council's adopted Residential Car & Cycle Parking Standards SPD.

In addition to these allocated spaces two visitor parking bays are proposed at the end of the J-shaped cul-de-sac. However, following discussions with Officers, the applicant has proposed using a 'shared surface' throughout the development with a width of 6 metres for use by vehicles, cycles and pedestrians. This allows for sections of the street to be used for on-street parking by several additional vehicles without any obstruction to the movement of traffic through the development. The designated visitor parking bays and on-street spaces should be sufficient to cater for the demand generated by visitors to the new houses.

d) Public open space

The land at the southern most part of the site is to be turned to an area of public open space. It is not intended for this area to be adopted by Fareham Borough Council and will instead be retained in private ownership. Details of the body responsible for the ongoing management of the public open space and its maintenance will be the subject of a section 106 legal agreement between the applicant and the Council. The section 106 agreement will also require access by members of the public to be maintained in perpetuity. It is suggested in the Officer recommendation below that, were Members minded to grant planning permission, details of how the public open space would be landscaped could be secured through the imposition of a condition requiring a landscaping scheme covering not only this area but the rest of the site also. Similarly, the suggested condition relating to site investigations and remedial measures to address suspected land contamination would apply to this area of public open space.

The public open space would abut the site's southern boundary close to, but not immediately adjacent, the harbour foreshore. The issue of coastal erosion has been identified through the consultation response received from the Eastern Solent Coastal Partnership (ESCP), the combined coastal management service for Fareham, Gosport, Havant and Portsmouth councils. Their comments explain that, "At present there is no

formal sea wall at this location and the coastal boundary is formed by a low ad-hoc natural bank with rubble on the foreshore. We understand that the ownership of the parcel of land across which a footpath runs on the seaward side of the boundary fence to this site is unclear and does not form part of the application site. There is a risk, however, that with future coastal erosion that the coast will roll back to the development boundary and could become a liability for the property owners. It is recommended that consideration is given as to how this might be managed in future to ensure that owners of the land are aware of their responsibilities".

The section 106 agreement would look to secure measures to manage the on-going risks of coastal erosion, and associated land contamination exposed through the receding coastline, in respect of the public open space area. The measures secured would include a boundary fence to be erected along the southern end of the public open space to prevent direct access onto the foreshore. Because the natural erosion of the coastline will eventually completely erode the coastal footpath the s106 agreement would also require details of how the footpath would periodically be re-routed further inland to maintain the link through the site by members of the public from east to west.

e) Flood risk

Policy CS15 of the adopted Fareham Borough Core Strategy seeks to avoid unacceptable levels of flood risk in new development. Expert advice has been sought on the proposed development from the Environment Agency and the ESCP on the issue of flood risk.

The Environment Agency have commented several times on this application following various revisions. Most recently Officers from the agency have confirmed that the advice previously given on flood risk still stands and their position has not changed. In 2012 the agency's commented on the earlier application (ref P/12/0460/OA) by saying that:

"Although the site is currently located in Flood Zone 2, when the effects of climate change and sea level rise are considered the whole of the site will move into Flood Zone 3 by the year 2055. Without any form of mitigation the development would therefore be at a high probability of flooding over it's lifetime (100 years).

"To mitigate the future increase in risk the FRA [flood risk assessment provided by the applicant] proposes that all residential finished floor levels [FFL's] be set no lower than 4.6m AOD [above Ordnance Datum], this would provide a freeboard of 300mm above the 1 in 200 year, 2115 tide level (4.3mAOD). The proposed FFL's will also be above the 2115, 1 in 1000 year tide level (4.5mAOD) which is considered necessary to demonstrate the availability of safe refuge. Providing internal road access at 4.3mAOD is likely to allow for the movement of people within the site under the design flood conditions".

In line with that advice and the submitted FRA, which was further revised in 2014, finished floor levels to all the proposed dwellings are now proposed at 4.6mAOD as required and the road consistently above 4.3mAOD adjacent the houses. The agency have stated no objection to the proposal subject to a condition requiring those finished floor and internal road levels be achieved along with a number of other conditions relating to avoiding groundwater contamination.

The consultation response from the ESCP agrees with this assessment by stating "The flood mitigation proposed for the site includes raising site levels above the predicted extreme flood level for the year 2115 and demonstrates that access to the site will be

possible during an extreme flood event."

The applicant's proposed approach to addressing flood risk at the site is therefore considered to be satisfactory. Notwithstanding, this approach has been objected to by a number of local residents concerned over the implications.

Some residents worry that raising the site level will place surrounding land at greater risk of flooding in the future. However because the risk of flooding in this area is from the sea (tidal) as opposed to rivers (fluvial) there would be no effect. Officers have asked the Environment Agency to comment on this particular concern and they have responded to explain that "raised site levels should not increase the risk of tidal flooding in the nearby area. Land raising in the tidal flood plain is not an issue, we do not normally require compensation in coastal locations as the volume of flood plain displaced by the development will be transferred to the sea".

Several homeowners have queried how surface water run-off from the site might affect their properties. Whilst details of surface water drainage have not been provided by the applicant these would be secured through a planning condition. Doing so would ensure that the proposal complies with Policy DSP2 of the adopted Fareham Borough Local Plan Part 2 which expects development to provide for the satisfactory disposal of surface and waste water.

Many of the objections received have expressed a wish to see the applicant fund the construction of a sea defence wall instead of raising the levels of the site. Doing so could potentially assist in addressing the flood and erosion risk along this area of coast the benefits of which would extend to existing houses in the neighbourhood as well as those on the application site should necessary funding also be secured for a wider scheme. The comments received from the ESCP stress that because of the wider benefit this would be a preferable approach:

"This site could offer an opportunity to reduce flood risk in the future to both the proposed development and existing community by contributing to a community wide scheme to reduce flood and erosion risks. The wider scheme for this area is likely to include the construction of a sea wall revetment option with raised embankments or landscaping providing defence height. Any contributions could be financial or a possible commitment to work 'in-kind' by constructing part of the defence across the development site."

Despite the fact that the applicant has proposed a satisfactory means of addressing flood risk on the application site, given the strength of feeling about this issue Officers have discussed with colleagues from the ESCP the practical implications of adopting the more strategic approach of building a sea defence wall instead of raising the land levels.

This alternative approach would require the developer to construct a sea defence wall directly southwards of the application site. The cost of constructing such a wall is unknown. However, this in itself would not provide any real means of flood defence in the long term since flood waters would simply outflank it, although it would provide erosion risk protection. In addition there would need to be sea defences constructed along the coast to the west and east of this location.

The ESCP have undertaken detailed feasibility work with regards constructing and improving sea defences along the whole of the stretch of coastline from Alton Grove (to the east of the application site) to Cadour Drive (to the west where the existing sea wall is in

need of ongoing maintenance). This is because to address flood risk in the longer term the entire frontage would need to be protected to avoid outflanking of individual sections of defences given that flood risk is predicted to increase over time as sea levels rise. They estimate the cost of the works identified in the feasibility study would be in the region of £3million and because of the limited risk at present to properties in this area it would not receive grant funding from central government. This would entail contributions from other funding sources of around £2.5 million. Whilst not all of this stretch of coast would need to be defended by a sea wall in order to mitigate the flood risk on the application site a significant portion would still need to be constructed incurring substantial expense. With that in mind, even if the applicant was so minded, there would not be sufficient surplus funds from the site's redevelopment to facilitate the construction of sea defences instead of raising the land on the application site.

Notwithstanding the work done by Officers and the ESCP in exploring alternative flood risk mitigation, the applicant's proposal remains to raise the level of the site. The Council is therefore obliged to determine this current application as submitted and in that respect the flood risk mitigation offered is considered acceptable and to accord with Policy CS15 of the adopted Core Strategy. It would not be reasonable for the Council to withhold granting planning permission to try and impose a preference for an alternative scheme on the site. Neither would it be possible to require the applicant to make a financial contribution towards a scheme of flood defences given that a suitable solution to mitigate flood risk is already proposed. Paragraph 004 of the government's Planning Practice Guidance section on planning obligations advises that "Planning obligations should not be sought where they are clearly not necessary to make the development acceptable in planning terms".

f) Ecology

The applicant has provided updated ecology surveys specifically in regards to bats and reptiles which are considered satisfactory to demonstrate that there would be no harm to protected species or their habitat in this regard. There would be no damage or destruction of biodiversity interests within the Portsmouth Harbour SSSI

The applicant has agreed to a planning obligation secured through a section 106 agreement requiring a financial contribution towards the Solent Recreation Mitigation Strategy (SRMS) in order to offset the 'in combination' effects of the dwellings creating increased recreational pressure on the Portsmouth Harbour SPA (a European designated site). The location of the development is also likely to create specific pressure, as opposed to 'in combination' effects, on the SPA by virtue of the link provided by the public open space from the new houses to the foreshore. This carries with it the risk that dog-walkers and other recreational visitors to the shore would disturb over-wintering birds that are known to use this area in significant numbers. Notwithstanding, the proposed southern boundary fence as referred to in paragraph d) above would act as a means of preventing direct access on to the foreshore from the public open space whilst the rerouted footpath would direct visitors inland instead of onto the beach. On that basis it is unlikely there would be a significant effect on any European designated site.

g) Affordable housing provision

Following a court of appeal decision in May this year (*West Berks DC/Reading DC v SoS CLG*), the government reissued advice regarding the so called 'vacant building credit' (Planning Practice Guidance, para 021 on Planning Obligations). The advice is an important material planning consideration to be taken into account. It states that:

"National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace."

In this instance the gross floorspace of the proposed housing is 2,099 square metres, this is less than the existing buildings already on the site which have a combined floorspace of 3,457 square metres. Taking into account the above advice from government on the vacant building credit, the development would not be liable for any affordable housing contribution either in the form of on-site units or an off-site financial contribution since there would be no overall increase in floorspace.

Conclusion

The existing buildings on the site are unsightly and are known to be the subject of ongoing complaints of vandalism and anti-social behaviour. The area of the site to be developed lies in the main within the urban area where the principle of redevelopment of so called brownfield land for housing purposes is supported by local and national planning policy. The incursion of the rear gardens of some plots beyond the urban boundary would not harm the character or appearance of the countryside or coastline.

Officers consider the proposed design, layout and arrangements for car parking, bin and cycle storage to be acceptable. There is a satisfactory proposal to mitigate the risk of flooding to the development and the proposal has been assessed in light of the information provided on ecology matters to the satisfaction of Officers.

The proposal is considered acceptable having regard to Policies CS2, CS4, CS5, CS6, CS11, CS15 & CS17 of the adopted Fareham Borough Core Strategy and Policies DSP2, DSP3, DSP13 & DSP15 of the adopted Fareham Borough Local Plan Part 2.

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 Solent Recreational Mitigation Project (SRMP);
- b) Submission of a Public Open Space Management Plan (including details of ongoing management, maintenance, coastal erosion and land contamination management measures);

PERMISSION subject to the following conditions:

1. Time for implementation;
2. List of approved drawings and documents;
3. External materials including hard surfaced areas;
4. Landscaping scheme;
5. External lighting;
6. External and internal levels;
7. Details of screened bin stores to plots 11, 14, 15 & 18;
8. Details of cycle store sheds for all plots;
9. Boundary treatment (including privacy screening along western boundary adjacent to

- nos. 76, 78, 88 & 90 Wicor Mill Lane where required);
10. Details of sound attenuation measures (including but not exclusively dwellings at plots 20 to 24);
 11. Surface water drainage system;
 12. Land contamination;
 13. Groundwater contamination;
 14. Details of retaining walls;
 15. Biodiversity enhancements (including bat loft / access tiles, sensitive lighting and planting selections to enhance foraging);
 16. Construction Traffic Management Plan;
 17. Site Setup Plan (including measures to prevent mud on road);
 18. Land contamination - validation post-completion;
 19. Parking spaces provided and thereafter retained for those plots as allocated on approved site plan
 20. Visitor parking spaces provided and thereafter retained and not conveyed to any individual property
 21. In accordance with reptile mitigation strategy;
 22. Internal finished floor levels no lower than 4.6m above Ordnance Datum (AOD); Levels of internal access roads no lower than 4.3m AOD;
 23. No percussive piling or works with heavy machinery (Oct - March);
 24. No piling or any other foundation designs using penetrative methods;
 25. Hours of working;
 26. No burning on site;
 27. Remove permitted development rights for extensions, roof additions and alterations (front and side facing roof planes of all properties, plus rear roof planes of Plots 10 to 19 inclusive), outbuildings, hard surfacing in front gardens;
 28. Obscure glaze and fix shut windows in side elevations of Plots 3, 4, 20, 21, 22 & 23.

Full wording of the above conditions will follow in an update to this report.

Notes for Information

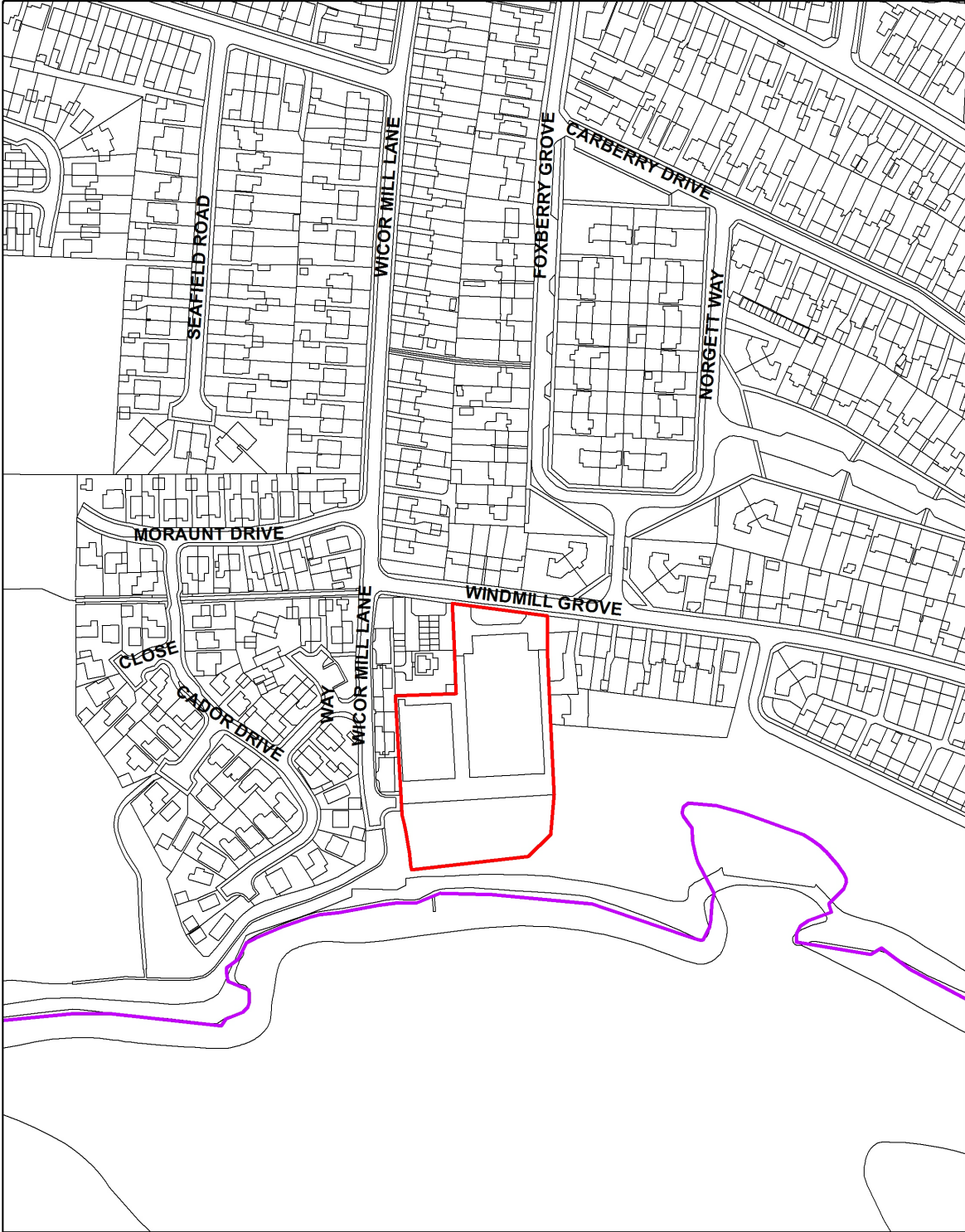
The applicant is advised to contact Southern Water concerning making a formal application to connect to the public sewerage system.

Background Papers

P/14/0033/FP

FAREHAM

BOROUGH COUNCIL



Land at Windmill Grove
Scale 1:2500



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Agenda Item 6(3)

P/16/0661/D3

STUBBINGTON

FAREHAM BOROUGH COUNCIL

AGENT: BOYLE AND SUMMERS
LTD

DEVELOPMENT OF SIX NEW TERRACED AIRCRAFT HANGARS WITH ASSOCIATED CAR PARKING AND LANDSCAPING, FOR BUSINESS / LIGHT INDUSTRY USE. THE BUILDING WILL PREDOMINANTLY BE USED FOR AIRCRAFT STORAGE, MAINTENANCE AND REPAIR. THE DEVELOPMENT INCLUDES A NEW ACCESS ROAD TAKEN FROM THE HAMMERHEAD OF THE RECENTLY CONSTRUCTED ACCESS ROAD, SPITFIRE WAY.

LAND OFF SPITFIRE WAY DAEDALUS EAST FAREHAM

Report By

Mark Wyatt. Direct Dial (01329) 824704.

Introduction

This application is presented to the planning committee given that the proposal is a major application made by the Council on Council owned land. The application is made in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992. The Regulations set out that "...an application for planning permission by an interested planning authority to develop any land of that authority...shall be determined by that authority".

Site Description

The application site is, excluding the road access, broadly rectangular in shape. The site is located at the end of the newly constructed Hangars East road infrastructure off the turning head of the southern most of the two roads, now known as Spitfire Way. The site is on the airside part of the Daedalus airfield and is primarily laid to grass between the disused second runway (17/35) and a taxiway on its eastern side.

Description of Proposal

The application seeks full planning permission for a terrace of six new hangars. The hangars would be serviced from an extension to Spitfire Way off the western end of the road, crossing the existing taxiway and onto the grassed area on the east side of the second runway. This second runway is now only used as a taxiway. The new hangars are to be sited on the western side of the application site with the airside access essentially onto the second runway, which is to be retained for aircraft parking and as a taxiway to the main active runway. To the rear of the hangars will be the extended Spitfire Way providing non-airside access with parking and landside hangar access.

The Hangars are designed as a terrace of six each measuring 18m x 35m in footprint with an eaves height of 7m (to allow a for a minimum six metre door clearance). The airside doors would have a clear opening of 20m. Each hangar is to have a curved roof measuring 9.2m in maximum height.

The terrace of hangars are to be finished in a profiled aluminium cladding system with colour grading from lighter to darker along the length of the terrace from south to north. On the east side (land side) of the terrace the application includes an area for corporate signage.

Policies

The following guidance and policies apply to this application:

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

Approved Fareham Borough Core Strategy

CS1 - Employment Provision
CS5 - Transport Strategy and Infrastructure
CS6 - The Development Strategy
CS11 - Development in Portchester, Stubbington and Hill Head
CS12 - Daedalus Airfield Strategic Development Allocation
CS14 - Development Outside Settlements
CS15 - Sustainable Development and Climate Change
CS16 - Natural Resources and Renewable Energy
CS17 - High Quality Design

Development Sites and Policies

DSP1 - Sustainable Development
DSP2 - Environmental Impact
DSP3 - Impact on living conditions
DSP9 - Economic Development Outside of the Defined Urban Settlement Boundaries

Relevant Planning History

The following planning history is relevant:

<u>P/11/0436/OA</u>	USE OF AIRFIELD FOR EMPLOYMENT BASED DEVELOPMENT (UP TO 50202 SQ.M OF FLOOR SPACE) IN NEW AND EXISTING BUILDINGS (USE CLASSES B1, B2 & B8) WITH INCREMENTAL DEMOLITION TOGETHER WITH CLUBHOUSE (CLASS D2) VEHICLE ACCESS, ALLOTMENTS, OPEN SPACE AND LANDSCAPING.
	APPROVE 20/12/2013
<u>P/13/1122/PA</u>	PROPOSED DEMOLITION OF BUILDINGS (INCLUDING HANGARS A THROUGH TO O INCLUDING ALL FREESTANDING PROPERTIES AND THE MARTSU BUILDING)
	PRIOR APPR NOT 10/02/2014 REQRD
<u>P/14/0221/FP</u>	PLANNING APPLICATION FOR ERECTION OF TWO TERRACES OF HANGARS WITHIN CLASS B2 AND CLASS B8, TOILET BLOCK, CAR PARKING AND ASSOCIATED WORKS
	APPROVE 04/07/2014

Representations

None

Consultations

INTERNAL CONSULTATIONS:

Environmental Health (Contamination): No objection subject to conditions

Highways: No objection subject to only ancillary office space being provided provided for each unit and no more than 50% of the total floor area should be given over to B1(b) uses.

Daedalus Airport Manager: Comment - I am content with the closure of runway 17/35 for future development

Planning Considerations - Key Issues

The key issues for consideration in the determination of this application are:

- Principle for development
- Landscape and Strategic gap
- Quality of Design
- Runway 17/35
- Effect on Residential Properties
- Highways and traffic
- Other matters
- The Planning Balance

THE PRINCIPLE OF DEVELOPMENT:

The current application sets out that the proposed terrace of six hangars will "...result in a consolidation of existing floor space by grouping hangars in a defined area of the airfield". Four of the six hangars are to be occupied by existing airfield tenants being relocated from the older hangars to be removed. One is likely to be used solely for aircraft storage. The final hangar's use is yet to be determined but could be used by a new airfield occupant and depending on the use, could employ up to ten people.

The application site is upon land subject to Policy CS12 (Daedalus Airfield Strategic Development Allocation) of the adopted Core Strategy. Whilst within the Daedalus Airfield, the site is outside of the employment allocation at Hangars East as shown on the Proposals Map. The site is therefore subject to the requirements of CS14 (Development Outside Settlements). The whole of the Daedalus Airfield is located within a Strategic Gap to which policy CS22 applies.

One of the key aims of policy CS12 is that development should not "...adversely affect the existing or future potential aviation operation of the airfield". In addition development is encouraged "that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield. Policy CS12 further sets out that the delivery of high quality development will include the "...reorganisation and consolidation of existing and new floorspace, including the phased removal of some existing built structures to create an efficient arrangement of buildings and associated activities sympathetic to the landscape and strategic gap whilst having regard to the specific space and operational requirements of aviation related employment uses".

Members will be aware that in its capacity as a landowner this Council has adopted a Vision

and Outline Strategy for Daedalus. The Vision and Outline Strategy is not part of the Council's adopted development plan nor an adopted planning document. It does however set out how the broader development of Daedalus could be brought forward. The Vision document suggests the extension of Daedalus East to accommodate the area occupied currently by runway 17/35. The activity envisaged within Daedalus East includes an aviation cluster, comprising small/medium sized hangarage for general aviation and commercial aviation businesses to locate.

In the opinion of Officers the proposal fulfils the strategic aims of Policy CS12 as it delivers development which is entirely appropriate for this airfield and strategic employment location.

Whilst within the 'umbrella' of Policy CS12, the site itself is outside (albeit immediately adjoining) the employment allocation at Daedalus. The supporting statement submitted with the application details that the proposal is inline with policy CS14 in so far as the proposal does not have an adverse impact upon the existing character of the coast or countryside. The application does not make the case that this is required infrastructure and it is clearly not agriculture or forestry development.

The application details that this particular site was selected in order to achieve an improved division between the airside and non-airside activities at the site. The application details four options for the hangars which were considered by the applicant. The options were restricted to sites which provided suitable taxiway and apron access. These requirements would be difficult to achieve within the existing employment allocations given the proposed laying out of serviced plots.

Furthermore, the hangars proposed will have a not insubstantial land take and to provide this type of structure within the allocated employment zones would result in the reduction of space available for the delivery of employment as envisaged by policy CS12 and the outline permission P/11/0436/OA. As well as the land take for the hangars, the proposal would generate a far less intensive level of activity than perhaps the units within the employment areas would such that the two types of use have purposefully been kept separate by the applicant. Whilst separate, the buildings are proposed adjacent to the Daedalus East employment area and will read as an extension to the cluster of buildings at Daedalus East.

In the opinion of Officers the erection of the hangars and associated infrastructure outside the defined employment allocation are arguably contrary to the objectives of Policy CS14. Any breach of this policy needs to be 'weighed up' against the positive benefits arising from the proposal. Officers have judged that the development is entirely appropriate at the site, and the applicant has explained why a site has been chosen outside, albeit immediately adjacent, the employment allocation. This choice of site has been chosen for both operational reasons and to ensure that the employment generating opportunities within the allocated areas are not prejudiced.

Having carefully balanced these issues, Officers consider that the benefits arising from siting the hangars in this location, outweigh any harm which may be caused to policy CS14. The issues relating to the visual and physical effects on the strategic gap are explored in the next section.

LANDSCAPE AND STRATEGIC GAP:

The Daedalus landscape is that of an active airfield and growing employment site. Whilst within the "countryside" for the purposes of policy CS14, the site is heavily influenced by its

military history and as such the airfield does not form a tract of undeveloped countryside in the same way that other parts of the Strategic Gap do. It already contains sporadic built development and has a distinct character of its own. The proposed site is directly adjacent to the allocated Hangars East employment area and the outline planning permission has established that some buildings of substantial size could be accommodated adjacent to the application site.

The open areas between the runways are the greatest contributors to the Strategic Gap and the sense of openness at Daedalus. The proposal, whilst sitting adjacent to the second runway, does not stray into the open space between the runways. Furthermore, on the basis that there will be the removal of some of the old hangars around the airfield and a consolidated area of hangar space adjacent to the evolving employment area, the proposal is not considered to result in harm to the landscape which is already heavily influenced by the nature of the activities on the site and the urban influences from the settlements around the airfield.

Strategic Gaps are established planning tools designed, primarily, to define and maintain the separate identity of settlements. Policy CS22 states that:

"Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements."

The gap designation is not a countryside protection or landscape designation, its primary purpose is to maintain the 'separate identity' of settlements and to prevent their individual character and sense of place.

Existing development within the airfield blurs the settlement edges of Stubbington and Lee-on-the-Solent, meaning that there is not a strong boundary between the settlement and the Strategic Gap in most instances. As described above, the open areas between the runways are the greatest contributors to the Strategic Gap. Whilst the proposed hangars may physically reduce the area of the gap it does not visually diminish the gap due to its siting adjacent to the hangars east employment area and the limited public views of the site. The proposed hangars are not considered to result in a form of development that would cause the coalescence of settlements which would affect the integrity of the gap. As such the proposal is considered acceptable under the terms of policy CS22.

QUALITY OF DESIGN:

Policy CS17 seeks to secure high quality design that responds positively to the key characteristics of the area being respectful of landscape, scale, form and spaciousness. In this case the architecture of the hangars is simple and functional. The barreled roof design reflects the curved roof form of many of the older hangars on the airfield and the roof of the MCA building. The palette of materials will also be simple with the composite paneling proposed to reflect the materials used already in developments on Hangars East. The Design and access statement submitted in support of the application sets out that "The arrangement of the coloured profiled aluminum panels clearly defines each individual hangar but allows the building to be read as one. The elevational treatment creates visual interest and reflects the high quality of the aircrafts in holds. The undulating roof form helps express the linearity of the building, while clearly defining each individual unit". The proposed design solution is considered to be acceptable on the airfield at Daedalus.

RUNWAY 17/35:

Condition 11 of the outline planning permission for Daedalus (P/11/0436/OA) sets out the following:

11) The two existing aircraft runways at the site (05/23 & 17/35) shall be retained at all times

and shall not be removed or built upon unless this has first been agreed in writing with the Local Planning Authority following the submission of an appropriate planning application.

REASON: To ensure that the site retains the essential features to retain and strengthen the aviation employment clusters in accordance with Policy CS12 of the Fareham Borough Core Strategy.

This application will effectively result in the second runway (17/35) no longer be capable of use as a runway. The runway is currently not actively used as a runway. It is more commonly used as a taxiway to access the main runway (05/23).

The application submits that the proposal will result in the permanent closure of the runway 17/35. The application sets out that there are no clear operational reasons why the runway should remain open. In certain wind conditions some aircraft are unable to use the main runway. However the application details that the number of days in a year when this happens is insufficient to justify the maintenance costs in keeping the runway open. Furthermore, only the northern section of the runway can be seen from the control tower with the southern section being obscured by the MCA complex.

Whilst not an adopted planning document, the Council has consulted (in 2015) on the "vision" for Daedalus. This document clearly refers to the provision of new modular hangars early on in the Council's ownership of the site and the area identified as "Hangars East" for further growth and development includes the runway 17/35.

It is clear from the Airport Website that the airfield is operating with only the one main runway. There is information for visitors to the airport about the fact that runway 17/35 is now referred to as the Echo Taxiway along with technical operating instructions for the use of the former runway. There is no policy requirement in CS12 which requires the retention of both runways at Daedalus and the airport manager has confirmed he is content with the runway closure. Given the relative infrequency with which 17/35 is used and the safety issues of not being wholly visible from the control tower the permanent closure of the runway 17/35 is accepted.

EFFECT UPON RESIDENTIAL PROPERTIES:

The location of the proposed hangars are to the eastern side of the airfield such that there is a significant distance between the hangars and the nearest residential dwellings. Even if maintenance of aircraft is undertaken or a B2 (General Industry) use takes place, it is unlikely to give rise to significant effects to surrounding residential properties.

HIGHWAYS AND TRAFFIC:

The application is supported with a transport assessment. As set out above, four of the six hangars are to accommodate existing airport users such that there is no likely change in existing highway access to the site from these users.

The fifth hangar is likely to be used for the storage of aircraft. This, the application submits, is likely to result in some limited off peak traffic, especially at the weekends when leisure flights take place.

The sixth hangar would potentially be for a new occupant at Daedalus in a mixed use unit including B1 and B8. The application has shown that when taking all six hangars into account there would be a likely 11 extra car movements in the AM peak (eight into the site and three out) and nine in the PM Peak (two in and seven out).

The Transport Statement sets out that the application sets out that there is ample capacity at the Broom Way/Spitfire Way junction to accommodate the development. There is no highway objection to the proposal.

OTHER MATTERS:

The application is accompanied by a Written Scheme of Archaeological Investigation prepared by Wessex Archaeology. This sets out that the development will be monitored during the development for any significant archaeology and any finds recorded. This can be secured by planning condition.

The applicant has undertaken to provide a ground conditions report. This sets out that there is no likely significant contaminated land, however the water table is high and the geology does not favour infiltration methods of drainage. Surface water, therefore, should be appropriately managed. The application sets out that the attenuation tank associated with the Spitfire Way construction will service the development, however this is on slightly higher ground than the site and some distance away such that a detailed drainage strategy will be necessary and can be secured by planning condition.

The applicant has undertaken a non-intrusive and an intrusive survey considering Unexploded Ordnance (UXO). The intrusive survey investigated any anomalies identified in the non-intrusive survey. No UXO was encountered in either survey.

A walk over radiation survey accompanies the application. This recommends that part of the site should be the subject of a further controlled investigation and samples taken for assessment. This additional work can be secured by planning condition along with any necessary mitigation factors.

THE PLANNING BALANCE:

Despite being new development in the countryside in conflict with policy CS14, the applicant makes the case that the tests in policy CS12 are met. It is considered that given the proposed demolition of the older, outdated hangars on the airfield and the siting of the proposed terrace, just outside of the Daedalus East employment area, that the proposed development would not cause unacceptable harm to the openness of the airfield or to the general aviation interests at Daedalus. In addition the fact that the hangars will not take up the area of the site specifically identified for employment generating uses weighs in favour of the scheme. The proposed hangars would help achieve the objectives for strengthening the airport function at Daedalus as required by policy CS12. To further strengthen this conclusion paragraph 31 of the NPPF advises that Local Authorities should, working with other stakeholders, develop strategies for the provision of viable infrastructure necessary to support sustainable development including the growth of airports. Appropriate hangarage will inevitably assist in this growth. As such when weighed in the balance the proposal is

considered acceptable by Officers subject to conditions.

Recommendation

PERMISSION subject to conditions:

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

Reason: To comply with the procedures set out in the Town and Country Planning (Development Management Procedure) Order 2010 and Section 92 of the Town and Country Planning Act 1990.

2) The development is to be carried out in accordance with the finally amended and approved plans as follows:

- 16034-P01 Proposed Site Location Plan
- 16034-P02 Proposed Site Layout Plan
- 16034-P03 Ground Floor - GA Plan
- 16034-P04 Roof Plan
- 16034-P05 East Elevation
- 16034-P06 West Elevation
- 16034-P07 North & South Elevations

Reason: In the interests of an appropriate and comprehensive development in accordance with Policy CS12 of the Adopted Fareham Borough Core Strategy.

3) No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall provide for:

- parking for site vehicles and contractors;
- the management and coordination of deliveries of plant and materials and the disposing of waste resulting from demolition and or construction activities so as to avoid undue interference with the operation of the public highway, particularly during the Monday to Friday AM peak (08.00 to 09.00) and PM peak (16.30 to 18.00) periods.
- areas for loading and unloading;
- areas for the storage of plant and materials;
- security hoarding position and any public viewing platforms (if necessary);
- site office location;
- construction lighting details;
- wheel washing facilities;
- dust and dirt control measures;
- a scheme for the recycling of construction waste; and
- vegetation clearance details

The development shall be carried out in accordance with the approved details.

Reason: To ensure that the construction period does not have a detrimental impact upon the environment or highway safety in accordance with Policies CS5, CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

4) No development shall take place until further radiological investigation of the three areas identified in section 4 of Radman Associates "Daedalus Airfield, Non-Intrusive Radiological Survey Report" Baqus/DAJJM RP1 - 29 February 2016 has been undertaken and the results submitted to and approved in writing by the Local Planning Authority. This investigation should be an intrusive trial pit investigation, results should be assessed to establish any risks to human health. Where required, a detailed remedial method statement shall be submitted to and agreed in writing by the Local Planning Authority before

development starts on site. Prior to the first occupation of the proposed building the remediation measures shall be fully implemented and evidence (including drawings as built and photographs as necessary) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development is constructed and operates in a safe manner in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

5) Details of all external materials to be used in the construction of the building hereby permitted shall be submitted to and approved by the local planning authority in writing prior to their installation on the building. The development shall be carried out in accordance with the approved details.

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

6) Details of the proposed means of foul and surface water sewerage disposal shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development is constructed and operates in a sustainable manner in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

7) Details of any external lighting, including location, design and luminance levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The installation of any lighting shall take place in accordance with these approved details.

Reason: In the interest of the local amenities in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

8) The building shall not be occupied until space has been laid out and provided for the parking and manoeuvring of vehicles in accordance with the approved plan. The parking and manoeuvring areas shall thereafter be retained for such purposes at all times.

Reason: In the interests of highway safety in accordance with Policy CS5 of the Adopted Fareham Borough Core Strategy.

9) The building hereby approved shall not be brought into use until there is a direct connection from it, less the final carriageway and footway surfacing, to an existing highway. The final carriageway and footway surfacing shall be commenced within three months and completed within six months from the date upon which first occupation is commenced of the building for which permission is hereby granted. The roads and footways shall be laid out and made up in accordance with the approved specification, programme and details.

REASON: To ensure that the roads and footways are constructed in a satisfactory manner; in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

10) Development shall be carried out in accordance with the recommendations of sections 6.8 (Discovery Strategy) and 6.9 (Importation of Materials) of the Ashdown Site Investigation Ltd "Combined Geotechnical and Ground Contamination Risk Assessment", Report No. R16-11515 - August 2016 submitted in support of the application.

Reason: To ensure the development is constructed and operates in a safe manner in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

11) Should contamination be encountered during works that has not been investigated or

considered previously, all work should cease and an investigation, risk assessment and a detailed remedial method statement shall be submitted to and agreed in writing by the Local Planning Authority before works recommence. The remediation shall be fully implemented in accordance with the approved details. A report verifying that the remedial actions have been implemented in accordance with the agreed remedial method statement(s) and including soil analysis results, groundwater analysis results, photographic evidence and drawings/ plans where appropriate shall be submitted to the Local Planning Authority prior to the first occupation of the building.

Reason: To ensure the development is constructed and operates in a safe manner in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

12) Prior to the first occupation of the building hereby permitted a Ordnance Clearance Certificate shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development is constructed and operates in a safe manner in accordance with Policies CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

13) The development shall be undertaken in accordance with chapter 4 of the "Written Scheme of Investigation for Archaeological Watching Brief" prepared by Wessex Archaeology (ref: 89356.01) submitted in support of the application.

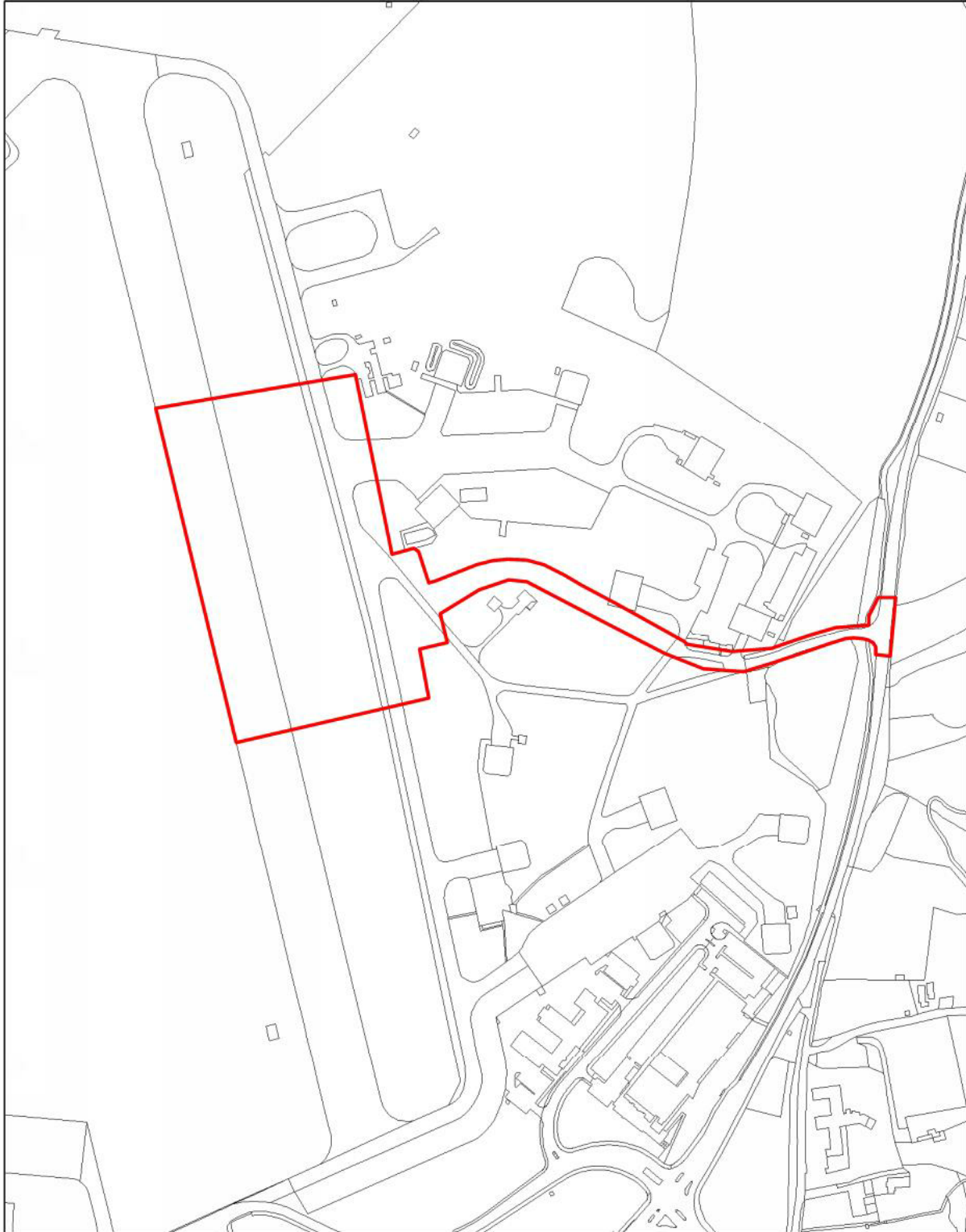
Reason: To ensure that the construction period does not have a detrimental impact upon the historic environment.

Background Papers

See "relevant planning history" section above.

FAREHAM

BOROUGH COUNCIL



Land at Spitfire Way
Scale 1: 4000



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Agenda Item 6(4)

P/16/0966/FP

HALL & WOODHOUSE LTD

HILL HEAD

AGENT: PHILIPS SURVEYORS
LLP

EXTENSION TO BASEMENT, EXTERNAL BUILDING ALTERATIONS INCLUDING NEW STAIRCASE AND REPLACEMENT CONSERVATORY, REPLACEMENT WINDOWS AND DOORS, AND IMPROVEMENTS TO EXTERNAL LANDSCAPING

THE OSBORNE VIEW 67 HILL HEAD ROAD HILL HEAD FAREHAM PO14 3JP

Report By

Peter Kneen - Direct dial 01329 824363

Site Description

The application site is located on the southern side of Hill Head Road, within the defined urban settlement of Hill Head/Stubbington. The property comprises a long established public house/restaurant and is a popular destination with the wider community due to its views across the Solent to the Isle of Wight. The area is largely residential although the immediate site is surrounded by other commercial premises to the northern side of Hill Head Road. To the northern side of Hill Head Road also lies the large surface car parking for the public house, which comprises 79 car parking spaces.

The existing building, comprises a part single storey and part two storey element at road level, although there are a further two floors (mid floor and basement) down to the garden level which is level with the beach. The public house/restaurant is set over the ground floor level, mid-floor level and within the garden, with the basement level comprising a managers flat, toilets and storage. The first floor level comprises existing staff accommodation.

Description of Proposal

This application seeks to extend the existing managers flat at basement level by 5m to provide sufficient space for the existing manager and his family. Additionally, a new staircase and alterations to the conservatory at mid-floor level will provide a new means of accessing the garden. Other works include a 2.7m extension onto the garden deck, a 9sqm extension to the existing bin storage area, fencing to the garden and the general external renovation of the building, including replacement cladding and new windows.

The application represents the re-submission of an earlier refused planning application which included a mid-floor outdoor terrace situated above the roof of the proposed extended managers flat. This has now been excluded from the proposal, with only a small landing area being retained, which includes a 1.8m high obscure glazed screen to the west elevation to prevent overlooking to the neighbouring properties. The landing area would include planters, which are conditioned to be retained for the lifetime of its use to prevent the landing area being used for seating. The scheme does not now include increased tables and chairs for the garden area. The re-cladding of the beach wall and low level lighting does not require planning permission and are not therefore a material consideration for the determination of the planning application.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS17 - High Quality Design

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

Relevant Planning History

The following planning history is relevant:

P/03/1935/FP Demolish Conservatory & External Alterations & Provision of Decking at Ground Floor, Demolish Garages in Car Park
PERMITTED 18/02/2004

P/10/1002/FP External Landscaping Improvements including Timber Boardwalks, Timber Decking, Small Beach Hut Style Cabins
REFUSED 07/02/2011

P/10/1118/FP Installation of Panoramic Window to Mid Floor Dining Room, New Fire Exit & Side Window Arrangement, Metal Fire Escape Stair Landing and Flight Extension at Side to Accommodate Above.
PERMITTED 31/01/2011

P/15/1256/FP Basement extension, new external cladding, replacement windows, alterations to rear garden including new fencing and enlargement of bin store.
REFUSED 24/03/2016

P/16/0967/AD Replacement signage and additional signage at The Osborne View -
See following report on the agenda.

Representations

Six respondents have objected to the proposed development. Whilst many letters highlighted that the visual improvements to the building were welcomed, the key matters of concern raised were:

- Increased noise and loss of privacy in the garden;
- Flood risk of the extended Managers flat; and,
- Overlooking from the re-sited staircase.

Additionally, most responders objected to the provision of lighting in the garden. However, this is not a planning matter requiring consent and is therefore not a material consideration in this application.

Hill Head Residents' Association also commented, raising concern regarding the illumination together with comments on the impact on car parking from increased numbers of dining covers. They did not object to the principle of the modernisation and upgrading of the building.

Consultations

EXTERNAL

Natural England -

Natural England raised no objection to the previous scheme and this proposal represents a scaled back version of the original. Their response stated: Solent and Southampton Water SPA/Ramsar: No objection. Lee-on-the-Solent to Itchen Estuary SSSI: No objection subject to Informative regarding storage, access or encroachment within the SSSI and notification to contractors regarding its location.

Hampshire County Council Archaeology -

Hampshire Archaeology raised no objection to the previous scheme, stating: Some area of archaeological potential, however the small scale of the works means it would be unlikely for any unrecorded archaeological features to be uncovered. No objection.

INTERNAL

Environmental Health (Pollution) -

The proposed plans take into account previous comments made by Environmental Health. Environmental Health welcomes the extension of the bin store by 9sqm and the infill to the hardstanding. This is likely to improve waste and pest management.

To the rear of the public house the reduction in the size of the decked area to the mid floor is also welcomed, so is the proposed boundary fence to the eastern and western boundary. This is likely to reduce noise impact from the public house.

Environmental Health do not wish to object to the application.

Highways -

On the understanding that no additional bar/eating areas, inside or outside, are being proposed, no highway objection is raised to this application.

Ecology -

The bat survey provided with the application demonstrates that there was no evidence of roosting bats, and the exposed location of the site would further reduce the risk of roosting bats on the site. No objection.

Planning Considerations - Key Issues

The following matters represent the key material planning considerations which would need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- Changes since the earlier 2015 planning application;
- Amenity of neighbouring occupiers;
- Visual amenity;
- Highway safety and car parking;
- Nature Conservation.

Changes since the earlier 2015 planning application

An application was recently refused planning permission (P/15/1256/FP) in March 2016 for a similar proposal for general modernisation of the property. That scheme also included an enlargement of the managers flat, but it also included a mid-floor terrace created over the flat roof of the managers flat, which would have provide customers an outdoor elevated seating area. However, due to the proximity of the terrace to the neighbouring properties, it was considered that seating at this elevated position of result in increased noise and disturbance on the living conditions of those adjoining properties. The additional seating was also a concern that it would place additional pressure on the already busy car park.

The application was refused for the following reason:

'The proposed development, by reason of the provision of the raised decked area to the rear of the property would result in an unacceptable level of overlooking and loss of privacy for the occupiers of the adjoining residential properties. The terrace would increase noise disturbance and place additional pressure on car parking resulting in a significant adverse impact on the residential amenities of the surrounding area. The proposal is therefore contrary to policy CS17 of the Fareham Core Strategy 2011, policies DSP2 and DSP3 of the Local Plan Part 2: Development Site and Policies 2015, and Fareham Borough Non-Residential Parking Standards Supplementary Planning Document 2015.'

This revised application has resulted in the removal of the mid-floor terrace, which has been reduced down to a small landing. Planters will be placed on the landing to prevent it being used for seating and only limited to a passageway to the stairs leading to the garden. In addition, no additional exterior tables and chairs are proposed, ensuring the number of covers on the site is not increased.

Amenity of neighbouring occupiers:

The current application was submitted following pre-application discussions regarding a way forward for the scheme to address the Council's concerns of the original application. The key issues of concern were the increased covers and the resultant impact on car parking requirements and the issue with noise and disturbance from the outside seating at the mid-floor. These aspects have been removed and therefore, subject to the condition preventing the use of the landing area for seating and the provision of fixed planters, it is considered that the level of impact from the proposed works on the amenity of neighbouring occupiers would not be significantly different that from the existing situation.

Several neighbours have raised concerns regarding overlooking from the re-sited staircase, although it would be sited over 12m from the boundary with 69 Hill Head Road (to the west), and 15.5m from the boundary with 65 Hill Head Road (to the east). Whilst the Osborne View is not a residential property, the distances accord with the advice on levels of separation set out in the Council's adopted design guide.

In terms of the garden terrace extension (which would increase in depth by 2.5m), the provision of additional screen fencing to the east and west boundaries of the garden with 'hit and miss' fencing would ensure a long term means of protecting the amenity of occupiers of both the users of the communal garden for the Coastguard Cottages and the neighbours to the east. The fencing would be at staggered heights along its length to ensure that views of the Solent from the main public house and from the neighbours properties would be maintained as much as possible.

It is therefore considered that the proposed extension to the managers flat and other alterations would not result in a detrimental impact on the living conditions of neighbouring occupiers.

Visual Amenity:

The current appearance and maintenance of the building externally is relatively poor at present, largely a result of the impact on the building owing to its harsh maritime environment. The proposed external works would see the rendered and timber weatherboarding replaced with two tone synthetic (timber effect) weatherboarding, with the existing plinth clad in bricks. Additionally, all the windows would be replaced with new aluminium windows, and rainwater goods replaced with cast iron effect guttering and rainwater goods.

On the rear elevation, the balustrades for the proposed and existing decked areas will be replaced with stainless steel balustrades and glazed panels, which would match those on the proposed external staircase. It is considered that the proposed works would result in a significant visual improvement in the appearance of the building where viewed from both the street scene (along Hill Head Road), and when viewed along the beach.

Highway Safety and Car Parking:

As stated above the existing premises has a designated private car park with 79 car parking spaces. In addition, the car park also provides an area for cycle parking for patrons. The car park operates a barrier system to ensure that the users of the car park are limited to that of the users of public house. Unlike the earlier planning application, the current proposal does not include provision for additional covers internally or externally. Based on the floor area of the existing seating and dining areas, the car park achieves the required car parking standard (393sqm requires 78 car parking spaces). The Council's non residential car parking standards does not include external floor space.

Therefore, only the indoor seating area can be applied to the car parking standards, for which the public house/restaurant complies, subject to the area internally not being altered in include further areas of dining.

This approach is supported by the Council's Highways Officer who raised no objection to the scheme.

Nature Conservation:

The site is located immediately adjacent to Hill Head beach, where at the low water mark lies the Solent and Southampton Water Special Protection Area (SPA)/Ramsar Site and the Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI). The boundary of these international and national designations is approximately 16m from the southern boundary of the site (existing beach wall). Whilst the beach along this stretch of the Hill Head seafront is privately owned, there is unrestricted public access to it throughout the year.

It is considered, following a consultation response from Natural England that the proposals will not have a detrimental impact on the SSSI or the SPA. The SSSI designation relates to the protection of the Littoral Sediments (essentially molluscs, oysters and barnacles) beyond the low water mark, and the SPA seeks to protect habitats for over wintering birds,

when the use of the beach and garden area for the Osborne View are more limited. Subject to no use of the beach area for storage of materials during the development works, Natural England has no objection to the proposal.

In terms of the impact on protected species, no bat roosts were identified in the building, and given the exposed location, was considered to be an unsuitable location for bats to roost.

Conclusion

In summary, it is considered that the relatively minor scale of the proposed development, coupled with the wider visual improvements to the maintenance and upkeep of the building, the resultant works would have a visual and physical improvement to the Osborne View to the benefit of the character and appearance of the street scene. The alterations to the rear elevation will have a significant visual improvement when the building is viewed from the Solent and Hill Head beach. The modifications made since the original application, refused in March 2016 with the removal of the mid-floor terrace, and the provision of fixed planters on the landing area would ensure the raised area is not capable of being used for eating and drinking. It is therefore considered that the current proposal would not have a detrimental impact on the living conditions of neighbouring occupiers, and would not therefore result in increased harm to their residential amenity.

Whilst there is an acknowledged issue of car parking in the area during the summer months, the proprietors of the Osborne View have limited use of their private car park to the users of the public house/restaurant, and given the proposal does not include an increase in covers, the proposals would not result in a change to the car parking requirements of the site, which presently accords with the advice of the Council's adopted Non-Residential Parking Standards. It is therefore considered that there is no highway safety or car parking issues as a result of the proposed alterations.

Based on the above it is considered the proposal complies with development plan policies and therefore the application is recommended for approval.

Recommendation

PERMISSION: Subject to conditions:

1. The development shall begin before the expiring of three years from the date of this decision notice.

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) Drawing PL1 (Location and Block Plan, Existing Topographical Plan);
- b) Drawing PL2 (Existing Floor Plan [Basement, Ground, Mid, First]);
- c) Drawing PL3 (External Works Plan, Proposed South Elevation);
- d) Drawing PL4 (Proposed Floor Plan [Basement, Mid-floor, Ground & First]); and,
- e) Drawing PL5 (Existing & Proposed Elevations).

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

3. Before the mid-floor landing is first brought into use the obscure glazed screen as shown on the approved plans shall be erected on the western elevation and retained for the

lifetime of the development.

REASON: In the interests of residential amenity.

4. Details of the size, siting and method of fixing of the planters to be placed on the external landing area shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The planters shall be installed before the landing is first brought into use and once installed they shall be retained for the lifetime of the development. At no time shall the area include any tables or chairs for the use of customers.

REASON: In the interests of residential amenity.

5. Details of the finished appearance of the boundary fencing shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The approved fencing shall be erected before the extended garden decked area is first brought into use and shall be retained for the lifetime of the development.

REASON: In the interests of residential and visual amenity.

6. Details of the low level lighting to be installed within the bin storage area shall be submitted to and approved in writing by the Local Planning Authority before development commences. The approved fencing and lighting shall be installed before the extended bin store is first brought into use and shall subsequently be retained in that condition at all times.

REASON: In the interests of amenity.

7. The development hereby permitted shall be undertaken in full accordance with the advice within the submitted Flood Risk Assessment (prepared by RGP Design Limited - December 2015).

REASON: In the interests of safeguarding future occupiers from flood risk.

INFORMATIVES:

a) The applicant is advised that should storage, access or encroachment within the Lee-on-the Solent to Itchen Estuary SSSI be found to occur as a result of the proposals during or after the works, this will be considered an offence under Section 28 of the Wildlife and Countryside Act 1981 (as amended) whereby the applicant may be liable on summary conviction to a maximum fine of £20,000 or on conviction on indictment to an unlimited fine. All contractors working on site should be made aware of this and should be provided with a map that clearly shows the boundaries of the Lee-on-the Solent to Itchen Estuary SSSI in relation to the development site.

b) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or is in use), disturb, damage or destroy and place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England (at: Natural England, 2nd Floor, Cromwell House, 15 Andover Road, Winchester, Hampshire, SO23 7BT, 0300 060 3900, enquiries@naturalengland.org.uk) for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August).

Background Papers

See planning history above.

FAREHAM

BOROUGH COUNCIL



The Osborne View
Scale 1:1250



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Agenda Item 6(5)

P/16/0967/AD

HALL & WOODHOUSE LTD

HILL HEAD

AGENT: PHILIPS SURVEYORS
LLP

REPLACEMENT SIGNAGE AND ADDITIONAL SIGNAGE AT THE OSBORNE VIEW
THE OSBORNE VIEW 67 HILL HEAD ROAD HILL HEAD FAREHAM PO14 3JP

Report By

Peter Kneen - Direct dial 01329 824363

Site Description

See preceding report for site description.

There are a number of existing advertisements on the building, including one on the northern elevation (over the main entrance) together with a projecting sign, one on the east elevation, viewed along Hill Head Road, and one on the southern elevation. There is also a sign on the west elevation highlighting the location of the car park for those travelling eastwards along Hill Head Road. All the existing signs are externally illuminated.

Description of Proposal

This application seeks consent for the renewal of the existing advertisements, replaced like-for-like, together with the provision of one additional advertisement to appear on the western side of the southern elevation, to match that of the existing advertisement on the eastern side of the southern elevation. The proposal includes the provision of two small uplighters to illuminate the sign.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS17 - High Quality Design

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

DSP13 - Nature Conservation

Relevant Planning History

The following planning history is relevant:

P/03/1935/FP Demolish Conservatory & External Alterations & Provision of Decking at Ground Floor, Demolish Garages in Car Park
PERMITTED 18/02/2004

P/10/1002/FP External Landscaping Improvements including Timber Boardwalks, Timber Decking, Small Beach Hut Style Cabins

REFUSED 07/02/2011

P/10/1118/FP Installation of Panoramic Window to Mid Floor Dining Room, New Fire Exit & Side Window Arrangement, Metal Fire Escape Stair Landing and Flight Extension at Side to Accommodate Above.

PERMITTED 31/01/2011

P/15/1256/FP Basement extension, new external cladding, replacement windows, alterations to rear garden including new fencing and enlargement of bin store.

REFUSED 24/03/2016

P/16/0966/FP Extension to basement, external building alterations including new staircase and replacement conservatory, replacement windows and doors, and improvements to external landscaping -

See preceding item on the agenda.

Representations

Five respondents have objected to the proposed illumination of the advertisement. One respondent highlighted that they considered the rear elevation is already over-developed and cluttered, but the main area of contention remained the provision of additional lighting on the building.

Planning Considerations - Key Issues

The application for advertisement consent seeks permission for the provision of an additional sign to appear at second floor level when viewed from the beach, on an area of the building recessed from the principle elevation of the building. This part of the building presently comprises four small windows which would be blocked off as part of application P/16/0966/FP, as this part of the building would be clad with horizontal weatherboarding. The sign would be externally illuminated by two small uplighters situated below the sign, and would match that of the existing sign on the same elevation to the eastern side of the elevation.

Due to the proposed position of the sign it would be visible from the beach and would measure 1.5m high by 2.5m wide. The sign would be situated 7.5m above ground (garden) level. All other signs on the building already benefit from illumination, and it is considered that this additional sign, and the low level of additional illumination created would not result in a significant additional feature of clutter on the building. The illumination would be controlled by condition and would be turned off outside opening hours.

It is considered that the level of illumination likely to be created from the advertisement would be significantly less than the existing four windows on this elevation, and is therefore considered to be an acceptable proposal.

The additional sign would be located on a recessed part of the southern elevation, stepped back 6.5m from the main rear elevation, and would be largely in line with front elevations of the Coastguard Cottages to the west of the site. Any views of the proposed sign from this angle would be limited to a view along the passageway between the application site and 69 Hill Head Road.

It is therefore considered that the proposal would not have a significant impact on the living conditions of neighbouring occupiers, and the illumination of the sign is likely to be less intrusive to their amenity than the existing windows (to be blocked up).

The provision of the additional advertisement coincides with an existing application for alterations and modernisation of the building overall (application P/16/0966/FP). The southern elevation of the building would see several alterations to improve the overall appearance of the building, including the re-cladding of the elevations, replacement windows and doors. Overall the works would see a significant visual improvement to the beach and road side views of the building. The southern elevation comprises three distinct sections, spread over the 30m width of the site. Whilst the proposal seeks the provision of a second advertisement on this beach side elevation, the two signs will be separated by approximately 21m, and given the variety of depths of the elevations, the second advertisement would not appear cluttered on this elevation, particularly with the loss of the four windows on this section of the southern elevation.

It is therefore considered that the proposals would not appear cluttered, and the two small uprighters would not detract from the character and appearance of the area.

Conclusion

In summary, it is considered that the provision of the additional advertisement, and the like-for-like replacement of the other advertisements on the building of this size, width and staggered elevations, together with the overall modernisation sought under application P/16/0966/FP would not appear cluttered, and subject to the lighting being extinguished outside opening hours would not have a detrimental impact on the amenities of neighbouring occupiers.

Based on the above it is considered the proposal complies with development plan policies and therefore the application is recommended for approval.

Recommendation

CONSENT; subject to conditions:

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

- a) Drawing PL1 (Location and Block Plan, Existing Topographical Plan);
- b) Drawing PL2 (Existing Floor Plan [Basement, Ground, Mid, First]);
- c) Drawing PL3 (External Works Plan, Proposed South Elevation);
- d) Drawing PL4 (Proposed Floor Plan [Basement, Mid-floor, Ground & First]); and,
- e) Drawing PL5 (Existing & Proposed Elevations).

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

2. The advertisement illumination must be extinguished no later than 00.00hrs on Mondays to Saturdays and no later than 23:30hrs on Sundays.

REASON: To enable the Local Planning Authority to control the development in detail in the interests of amenity and to ensure a building of visual quality.

3.

(i) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

(ii) No advertisement shall be sited or displayed so as to -

- (a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- (b) obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air; or

(c) hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.

(iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.

(iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.

(v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

Background Papers

See planning history above.

FAREHAM

BOROUGH COUNCIL



The Osborne View
Scale 1:1250



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Agenda Item 6(6)

PLANNING APPEALS

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

CURRENT

ENF/16/0048

Appellant: VICTORY TRAVEL LIMITED
Site: Unit C Lake Works Cranleigh Road Portchester Fareham
Date Lodged: 24 August 2016
Reason for Appeal: CHANGE OF USE WITHOUT PERMISSION - WITHOUT PLANNING PERMISSION, THERE HAS BEEN A MATERIAL CHANGE OF USE OF THE SITE TO A MIXED USE AS A COACH DEPOT & VEHICLE & GRAPHIC DESIGN & DIGITAL PRINTING BUSINESS.

P/15/0260/OA

Appellant: PERSIMMON HOMES SOUTH COAST
Site: Land North Of Cranleigh Road/ West Of Wicor Primary School
Portchester Fareham Hampshire
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 16 September 2016
Reason for Appeal: OUTLINE PLANNING PERMISSION WITH ALL MATTERS RESERVED (EXCEPT FOR ACCESS), FOR RESIDENTIAL DEVELOPMENT FOR UP TO 120 DWELLINGS, TOGETHER WITH A NEW VEHICLE ACCESS FROM CRANLEIGH ROAD, PUBLIC OPEN SPACE INCLUDING A LOCALLY EQUIPPED AREA OF PLAY (LEAP), PEDESTRIAN LINKS TO PUBLIC OPEN SPACE, SURFACE WATER DRAINAGE AND LANDSCAPING

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/15/0946/OA

Appellant: MR CHRIS COLLINS
Site: 274 Botley Road - Land To Rear - Burrige Southampton Hampshire SO31 1BQ
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 02 September 2016
Reason for Appeal: ONE CHALET BUNGALOW TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPING (OUTLINE APPLICATION SEEKING APPROVAL FOR MATTERS OF ACCESS, LANDSCAPING AND LAYOUT)

PLANNING APPEALS

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

CURRENT

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.

P/16/0434/CU

Appellant: MR JOHN TUCKNOTT
Site: 20 Silver Birch Avenue Fareham PO14 1SZ
Decision Maker: Committee
Recommendation: APPROVE
Council's Decision: REFUSE
Date Lodged: 05 September 2016
Reason for Appeal: CHANGE OF USE OF LAND INTO GARDEN AREA, RELOCATION OF GARDEN WALL WITH VEHICLE ACCESS GATES

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

PLANNING APPEALS

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

CURRENT

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

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.
Decision: DISMISSED
Decision Date: 06 September 2016

PLANNING APPEALS

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

DECISIONS

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.
Decision: DISMISSED
Decision Date: 16 August 2016

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.
Decision: DISMISSED
Decision Date: 14 September 2016

PLANNING APPEALS

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

DECISIONS

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
Decision: DISMISSED
Decision Date: 23 August 2016