

FAREHAM

BOROUGH COUNCIL

AGENDA PLANNING COMMITTEE

Date: Wednesday, 2 July 2014

Time: 2.30 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

Councillors B Bayford
T M Cartwright, MBE
K D Evans
M J Ford, JP
R H Price, JP
D C S Swanbrow
Mrs K K Trott

Deputies: P J Davies
Mrs C L A Hockley
D J Norris
P W Whittle, JP



1. Apologies for Absence

2. Minutes of Previous Meeting (Pages 1 - 15)

To confirm as a correct record the minutes of the meeting of the Planning Committee held on 4 June 2014.

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 16)

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

ZONE 1 - WESTERN WARDS

(1) **P/14/0321/FP - BROOK LANE REST HOME 290 BROOK LANE SARISBURY GREEN (Pages 19 - 23)**

(2) **P/14/0340/FP - 63 BRIDGE ROAD PARK GATE (Pages 24 - 29)**

(3) **P/14/0368/FP - 1 LOWER CHURCH ROAD FAREHAM (Pages 30 - 35)**

(4) **P/14/0405/FP - 54 BEACON WAY PARK GATE (Pages 36 - 38)**

(5) **P/14/0415/FP - LAND TO THE SOUTH WEST SIDE OF BURRIDGE ROAD BURRIDGE (Pages 39 - 45)**

(6) **P/14/0429/FP - 5 EASTBROOK CLOSE PARK GATE (Pages 46 - 47)**

(7) **P/14/0455/FP - 61A SWANWICK LANE SWANWICK (Pages 48 - 53)**

(8) **P/14/0468/CU - 5 BROOK LANE WARSASH SOUTHAMPTON (Pages 54 - 57)**

(9) **P/14/0485/FP - 28 HAMPTON GROVE FAREHAM (Pages 58 - 60)**

(10) **P/14/0498/SU - HUNTS POND ROAD/NETLEY ROAD TITCHFIELD (Pages 61 - 64)**

(11) **P/14/0409/OA - 67 CHURCH ROAD LOCKS HEATH (Pages 65 - 71)**

(12) P/14/0462/FP - 8 PIMPERNEL CLOSE LOCKS HEATH (Pages 72 - 75)

(13) P/14/0315/FP - 266 BROOK LANE SARISBURY GREEN (Pages 76 - 79)

ZONE 2 - FAREHAM

(14) P/14/0400/D3 - PRIVATE CAR PARK PALMERSTON AVENUE
FAREHAM (Pages 81 - 89)

(15) P/14/0456/SU - LONGFIELD AVENUE FAREHAM (Pages 90 - 94)

(16) P/14/0463/VC - WYKEHAM HOUSE SCHOOL 6 HIGH STREET
FAREHAM (Pages 95 - 99)

(17) P/14/0384/FP - 10 HOLLY GROVE FAREHAM (Pages 100 - 104)

(18) P/14/0476/LB - FAREHAM CEMETERY WICKHAM ROAD FAREHAM
(Pages 105 - 109)

ZONE 3 - EASTERN WARDS

(19) P/14/0221/FP - LAND AT BROOM WAY DAEDALUS WEST HANGARS
WEST (Pages 111 - 124)

(20) P/14/0304/FP - 30 PENTLAND RISE FAREHAM (Pages 125 - 126)

(21) P/14/0042/FP - LEE ON SOLENT GOLF CLUB BRUNE LANE LEE ON
SOLENT (Pages 127 - 132)

7. Planning Appeals (Pages 133 - 135)

P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
24 June 2014

**For further information please contact:
Democratic Services, Civic Offices, Fareham, PO16 7AZ
Tel:01329 236100
democraticservices@fareham.gov.uk**

FAREHAM

BOROUGH COUNCIL

Minutes of the Planning Committee

(to be confirmed at the next meeting)

Date: Wednesday, 4 June 2014

Venue: Collingwood Room - Civic Offices

PRESENT:

N J Walker (Chairman)

A Mandry (Vice-Chairman)

Councillors: B Bayford, K D Evans, M J Ford, JP, D C S Swanbrow,
Mrs K K Trott and T M Cartwright, MBE



1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor R H Price, JP.

2. MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the Planning Committee meeting held on 23 April 2014 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements made at this meeting.

4. DECLARATIONS OF INTEREST

In accordance with Standing Orders and the Council's Code of Conduct, declarations of interest were made by the following Councillors in the items indicated:-

Name	Pecuniary/Non-Pecuniary Interest	Planning Application/Site Address	Minute Number
Councillor T M Cartwright	Non-Pecuniary	P/ 14/0271/FP – 79 Osborne Road, Warsash	6(8)
Councillor Mrs K K Trott	Pecuniary	P/14/0207/CU – Maindell, North Wallington, Fareham	6(17)
Councillor A Mandry	Non-Pecuniary	P/14/024FP – 66, Old Street, Fareham	6(21)
Councillor A Mandry	Non-Pecuniary	P/14/026/FP – 55, Cottess Way, Hill Head, Fareham	6(22)
Councillor N J Walker	Pecuniary	P/14/0351/FP – 84, Romsey Avenue, Fareham	6(24)

5. DEPUTATIONS

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

Name	Spokesperson representing the persons listed	Subject	Supporting or Opposing the Application	Item No/ Application No/Page No
ZONE 1				
Mr D Smart		12 Hanoverian Way, Whiteley – Erection of first floor side/front extension with velux lights, provision of new dormers within northern roofslope and new boundary wall (resubmission of previously approved application P/11/0078/FP)	Opposing	Minute 2 P/14/0051/FP
Mr A Hyndman		Makro Multi-Trade Centre, 4 Dewar Close, Fareham – Proposed generator compound	Supporting	Minute 5 P/14/0214/FP
Mr K Clark		79 Osborne Road, Warsash – Proposed extension and conversion of existing detached garage to provide annexe	Opposing	Minute 8 P/14/0271/FP
Mr B King		19 Valley Rise, Sarisbury Green – Raise existing roof and provision of front/rear dormer windows to form first floor accommodation	Supporting	Minute 14 P/14/0387/FP
Mr S Carrington		Land south of Midpoint, 27 Farm Road, Titchfield – Demolish existing buildings and erection of 19 (3 bed) houses, 9 (1 bed), and 6 (2 bed) flats including 14 affordable units & improvement works to A27 (variation of	Supporting	Minute 15 P/14/0414/VC

		condition 02 on planning permission P/11/0386/FR)		
ZONE 2				
Mr A Scott		53 Sommervell Drive, Fareham – Raised patio area at rear of house with privacy screen at each side (part retrospective)	Supporting	Minute 16 P/14/0150/FP
Mr M Holman (Agent)		14 Chalford Grange, Fareham – Proposed two storey rear extension	Supporting	Minute 18 P/14/0232/FP
ZONE 3				
Mr A Pepper		66 Old Street, Fareham – Raise existing roof to provide first floor accommodation, first floor side windows and pitch roof over existing single storey rear extension	Opposing	Minute 21 P/14/0248/FP
Mrs L Bena		-ditto-	Supporting	-ditto-
Mrs E Wetherick		53 Cottes Way, Hill Head – Garden room seating area	Opposing	Minute 22 P/14/0286/FP

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

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

(1) P/13/0967/VC - 21 BRIDGE ROAD PARK GATE

The Committee's attention was drawn to the Update Report which provided the following information:- *The applicant has confirmed that the surface water discharge on site will not be dealt with by means of soakaway, as ground investigations have shown that the existing ground is not suitable. The proposal shows the surface water discharge will be pumped up to the main sewer in Bridge Road; attenuation (water storage) is shown on site to allow for the required flow rate into the sewer. For point of clarification, the recommendation should make reference to the applicant/owner entering into a*

Deed of Variation under section 106 of the Town and Country Planning Act 1990.

It was proposed and seconded to approve the officer recommendation to approve the application for a variation of conditions under reference P/11/0966/FP, to allow minor amendments to the approved development subject to:-

- (i) the applicant/owner entering into a Deed of Variation under Section 106 of the Town and Country Planning Act 1990 to reflect the change in the planning reference; and
- (ii) the conditions in the report

the proposal was voted on and CARRIED.
(Voting: 8 for; 0 against)

RESOLVED that subject to:-

- (i) the applicant/owner entering into a Deed of Variation under Section 106 of the Town and Country Planning Act 1990 to reflect the change in the planning reference; and
- (ii) the conditions in the report.

PERMISSION for a variation of conditions under reference P/11/0966/FP, to allow minor amendments to the approved development, be granted.

(2) P/14/0051/FP - 12 HANOVERIAN WAY WHITELEY

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

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

- (i) the conditions in the report, and
- (ii) a condition requiring the louvres to be painted a colour to be agreed with officers and to have a matte finish

was voted on and CARRIED.
(Voting: 7 in favour; 1 against)

RESOLVED that subject to:-

- (i) the conditions in the report, and
- (ii) a condition requiring the louvres to be painted a colour to be agreed with officers and to have a matte finish

PLANNING PERMISSION be granted.

(3) P/14/0197/FP - 69A BROOK LANE WARSASH

The Committee's attention was drawn to the Update Report which provided the following information:- *A notice should have been placed in the press in line with the Council's publicity procedures. If Members grant consent, it should be subject to a notice being placed in the press and no new material considerations being raised as a result of the additional publicity.*

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

- (i) the completion of a Section 106 Agreement of the Town and Country Planning Act 1990 to secure a contribution towards the Solent Mitigation Project;
- (ii) a notice being placed in the press and no new material considerations being raised as a result of the additional publicity; and
- (iii) the conditions in the report;

was voted on and CARRIED.
(Voting: 8 in favour; 0 against)

RESOLVED that subject to:-

- (i) the completion of a Section 106 Agreement of the Town and Country Planning Act to secure a contribution towards the Solent Mitigation Project;
- (ii) a notice being placed in the press and no new material considerations being raised as a result of the additional publicity; and
- (iii) the conditions in the report,

PLANNING PERMISSION be granted.

(4) P/14/0198/LB - 69A BROOK LANE WARSASH

The Committee's attention was drawn to the Update Report which provided the following information:- *A notice should have been placed in the press. It is therefore recommended that the recommendation should be subject to a notice being placed in the press and no new material considerations being raised as a result of the additional publicity. The applicant has confirmed the location of the boiler flue which the conservation officer has agreed is appropriate subject to details of the flue being secured by condition. The plans for the proposed windows have not been amended therefore it is recommended that an additional condition is included which states that notwithstanding the approved plans, the windows will not contain vertical glazing bars.*

Upon being proposed and seconded, the officer recommendation to grant listed building consent, subject to:-

- (i) a notice being placed in the press and no new material considerations being raised as a result of the additional publicity;
- (ii) confirmation of where the vents and boiler flues are to be located;
- (iii) details of any alterations required to comply with fire and building regulations;
- (iv) removal of the vertical glazing bar from the proposed windows; and
- (v) the conditions in the report

was voted on and CARRIED.
(Voting: 8 in favour; 0 against)

RESOLVED that subject to:-

- (i) a notice being placed in the press and no new material considerations being raised as a result of the additional publicity;
- (ii) confirmation of where the vents and boiler flues are to be located;
- (iii) details of any alterations required to comply with fire and building regulations;
- (iv) removal of the vertical glazing bar from the proposed windows; and
- (v) the conditions in the report

LISTED BUILDING CONSENT be granted.

**(5) P/14/0214/FP - MAKRO MULTI-TRADE CENTRE 4 DEWAR CLOSE
FAREHAM**

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

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

(Voting: 8 in favour; 0 against)

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

**(6) P/14/0241/OD - LAND ADJOINING 268 BROOK LANE SARISBURY
GREEN**

The Committee's attention was drawn to the Update Report which provided the following information:- *The date of the legal agreement within the recommendation should read 8 August 2001*

Upon being proposed and seconded, the officer recommendation to approve the application for the discharge of a covenant was voted on and CARRIED.
(Voting: 8 for; 0 against)

RESOLVED that the Solicitor to the Council be authorised to enter into a Deed of Release of Clause 2 (b) of the legal agreement dated 8 August 2001 as there is no longer a requirement to safeguard the land for a greenway

(7) P/14/0244/FP - LAND ADJACENT TO 3 FLEET END ROAD WARSASH

The Committee's attention was drawn to the Update Report which provided the following information:- *The Director of Planning and Development (Ecology) - no objection subject to conditions seeking further information:-*

- i) details of the the location of hedgerow planting,*
- ii) details of the treatment of the watercourse both during construction and operationally including types of planting/seeding,*
- iii) clarification of the red line in relation to the watercourse,*
- iv) a naturally vegetated buffer (ideally of several metres) should be restored along the watercourse (from the top of the bank to the proposed fenceline), details of how the buffer will be restored. The buffer should be protected through development (e.g. through use of temporary fencing and pollution prevention measures, which should be outlined), and maintained operationally,*
- v) clarification of the proximity of development to the watercourse channel and any engineering works proposed to the watercourse itself,*
- vi) details of the likely operational impacts upon the watercourse (and any species which may use this corridor), including any management of the area and whether it will be accessible, introduction of non-native species etc, dumping of garden waste, runoff etc, lighting.*

Note for information: Ordinary Watercourse Consent may be required for works to the watercourse.

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

- (i) the completion of a Section 106 Agreement to secure a contribution towards the Solent Disturbance Mitigation Project;
- (ii) conditions of the Director of Planning and Development (Ecology) as detailed in the Update Report; and
- (iii) the conditions in the report,

was voted on and CARRIED.
(Voting: 8 in favour; 0 against)

RESOLVED that subject to:-

- (i) the completion of a Section 106 Agreement to secure a contribution towards the Solent Disturbance Mitigation Project;
- (ii) conditions of the Director of Planning and Development (Ecology) as detailed in the Update Report; and
- (iii) the conditions in the report.

PLANNING PERMISSION be granted.

(8) P/14/0271/FP - 79 OSBORNE ROAD WARSASH

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

Councillor Cartwright declared a non-pecuniary interest in this application as the depute is known to him.

The Committee was informed that information received from the agent has stated that the occupant of the proposed annexe is the applicant's father.

A motion proposed and seconded that the application be refused. Upon being put to the vote the motion was LOST. (Voting: 4 for refusal; 4 against refusal, following which the Chairman used his casting vote against refusal).

A further motion was proposed and seconded that planning permission be granted subject to:-

- (i) the receipt of satisfactory amended plans showing the removal of the 3 windows in the south facing elevation;
- (ii) a condition stating the occupants of the annexe to be the applicant's father and the annexe subsequently to be used solely for purposes ancillary to 79 Osborne Road; and
- (iii) the conditions in the report.

Upon being put to the vote the motion was CARRIED (Voting: 4 in favour; 4 against, following which the Chairman used his casting vote in favour).

RESOLVED that subject to:-

- (i) the receipt of satisfactory amended plans showing the removal of the 3 windows in the south facing elevation;
- (ii) a condition stating the occupants of the annexe to be the applicant's father and the annexe subsequently to be used solely for purposes ancillary to 79 Osborne Road; and
- (iii) the conditions in the report.

PLANNING PERMISSSION be granted.

(9) P/14/0321/FP - BROOK LANE REST HOME 290 BROOK LANE SARISBURY GREEN --- ITEM WITHDRAWN FROM THE AGENDA

The Committee's attention was drawn to the Update Report which provided the following information:- *This application has been withdrawn from the agenda.*

(10) P/14/0328/FP - 45 WARSASH ROAD WARSASH

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: 8 in favour; 0 against)

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

(11) P/14/0348/FP - 115 LOCKS HEATH PARK ROAD LOCKS HEATH

The Committee's attention was drawn to the Update Report which provided the following information:- *1. Amended Tree Layout Plan received 27 May 2014 showing closest tree to proposed garage as 3.6m.*

2. Amended Plans received 23 May 2014 correcting minor discrepancies between submitted plans.

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: 8 in favour; 0 against)

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

(12) P/14/0353/FP - 32 CATISFIELD ROAD FAREHAM

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

(Voting: 8 in favour; 0 against)

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

(13) P/14/0373/SU - LAND ADJ TO UNIT 12 CHANDLERS WAY PARK GATE

Upon being proposed and seconded, the officer recommendation that prior approval was not required was voted on and CARRIED.

(Voting: 8 in favour; 0 against)

RESOLVED that PRIOR APPROVAL NOT REQUIRED.

(14) P/14/0387/FP - 19 VALLEY RISE SARISBURY GREEN

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

The Committee's attention was drawn to the Update Report which provided the following information:- *2 objections have been received since the report was published which raise the following issues: Overshadowing of no. 51's rear garden. Overshadowing of windows in no. 51's rear elevation the proposed development would not be in keeping with the other properties in the road. Loss of privacy to no. 49's garden and windows in the rear elevation.*

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: 8 in favour; 0 against)

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

(15) P/14/0414/VC - LAND SOUTH OF MIDPOINT 27 FARM ROAD TITCHFIELD

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

Upon being proposed and seconded, the officer recommendation to approve the application to vary condition 2 imposed on planning permission P/11/0386/FR, subject to:-

- (i) delegation to the Head of Development Management for the completion of the required legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990; and
- (ii) the conditions in the report

was voted on and CARRIED

(Voting: 8 for; 0 against)

RESOLVED that subject to:-

- (i) delegation to the Head of Development Management for the completion of the required legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990; and
- (ii) the conditions in the report

PERMISSION to vary condition 2 imposed on planning permission P/11/0386/FR be granted.

(16) P/14/0150/FP - 53 SOMERVELL DRIVE FAREHAM

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

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: 8 in favour; 0 against)

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

(17) P/14/0207/CU - MAINDELL NORTH WALLINGTON FAREHAM

Councillor Mrs Trott declared a pecuniary interest in this matter on the grounds that she is the Council representative on the Wallington Village Community Association Executive Committee who had made representations on the application and is also a member of the WI. Having addressed the Committee on this matter Councillor Trott then left the meeting room taking no further part in the discussion or voting thereon.

Upon being proposed and seconded, the officer recommendation to grant permission for a change of use, subject to the conditions in the report, was voted on and CARRIED.

(Voting: 7 in favour; 0 against)

RESOLVED that, subject to the conditions in the report, PERMISSION for CHANGE OF USE be granted.

(18) P/14/0232/FP - 14 CHALFORD GRANGE FAREHAM

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

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: 7 in favour; 0 against; 1 abstention)

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

(19) P/14/0249/FP - 40 SOUTHAMPTON ROAD FAREHAM

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: 8 in favour; 0 against)

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

(20) P/14/0438/SU - WICKHAM ROAD SOUTH WICKHAM ROAD FAREHAM

Upon being proposed and seconded, the officer recommendation that prior approval was not required was voted on and CARRIED.
(Voting: 8 in favour; 0 against)

RESOLVED that PRIOR APPROVAL NOT REQUIRED.

(21) P/14/0248/FP - 66 OLD STREET FAREHAM

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

Councillor Mandry declared a personal interest in this application on the grounds that one of the deputees is known to him.

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; 2 against)

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

(22) P/14/0286/FP - 53 COTTES WAY HILL HEAD FAREHAM

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

Councillor Mandry declared a personal interest in this application on the grounds that the deputee is known to him as one of his constituents.

The Committee was informed that the applicant had recently submitted plans detailing the applicant's intentions regarding issues relating to drainage and guttering. It was stated that the proposals would be secured through a planning condition.

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

- (i) the conditions in the report, and
- (ii) a further condition to ensure that the applicants proposals relating to drainage and guttering are carried out in accordance with the submitted details

was voted on and CARRIED.
(Voting: 8 in favour; 0 against)

RESOLVED that subject to:-

- (i) the conditions in the report, and

- (ii) a further condition to ensure that the applicants proposals relating to drainage and guttering are carried out in accordance with the submitted details

PLANNING PERMISSION be granted.

(23) P/14/0304/FP - 30 PENTLAND RISE FAREHAM

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: 8 in favour; 0 against)

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

(24) P/14/0351/FP - 84 ROMSEY AVENUE FAREHAM

The Committee's attention was drawn to the Update Report which provided the following information:- *For Members information, the applicant is related to a Council employee.*

The Chairman, Councillor Walker declared a pecuniary interest in this application on the grounds that the applicant is well known to him. Councillor Walker left the meeting room prior to consideration of this item and took no part in the discussion or voting thereon.

(Vice-Chairman in the Chair for this item)

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: 7 in favour; 0 against)

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

(25) P/14/0427/SU - TELECOMMUNICATION MAST NELSON LANE FAREHAM

Upon being proposed and seconded, the officer recommendation that prior approval was not required was voted on and CARRIED.

(Voting: 8 in favour; 0 against)

RESOLVED that PRIOR APPROVAL NOT REQUIRED.

(26) Planning Appeals

The Committee noted the information contained in the report.

(27) Update Report

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

7. TREE PRESERVATION ORDERS

(1) Tree Preservation Order No 303 - 96, Burnt House Lane, Stubbington

The Committee considered a report by the Director of Planning and Development regarding the revocation of Tree Preservation Order No 303 relating to 96, Burnt House Lane, Stubbington.

RESOLVED that Fareham Tree Preservation Order No 303 be revoked.

(2) Tree Preservation Order No 689 - Mayflower Close, Hill Head

The Committee considered the confirmation of Fareham Tree Preservation Order No 689 which had been made by officers under delegated powers and to which no formal objections had been received. The Order was made on 7 February 2014 covering 3 individual trees.

RESOLVED that Fareham Tree Preservation Order No 689 be confirmed as made and served.

(The meeting started at 2.30 pm
and ended at 5.10 pm).

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date: 2 July 2014

Report of: Director of Planning and Environment

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

(1) Items relating to development in the Western Wards; Sarisbury, Warsash, Park Gate, Titchfield, Titchfield Common and Locks Heath will be heard from 2.30pm

2) Items relating to development in the Fareham Town, Fareham South, Fareham North, Fareham North-West, Fareham East, Fareham West, Stubbington, Hill Head and Portchester will be heard no earlier than 4.00pm

ZONE 1 - WESTERN WARDS

Park Gate
Titchfield
Sarisbury
Locks Heath
Warsash
Titchfield Common

Reference		Item No
P/14/0321/FP PARK GATE	290 BROOK LANE - BROOK LANE REST HOME - SARISBURY GREEN SOUTHAMPTON SO31 7DP PROPOSED GROUND FLOOR EXTENSION TO REAR TO ALLOW RE-ORGANISATION OF EXISTING ACCOMMODATION AND CIRCULATION SPACE AND THE PROVISION OF THREE ADDITIONAL BEDROOMS. WIDENING OF VEHICULAR ACCESS FROM BROOK LANE AND RE-CONFIGURATION OF CAR PARKING TO PROVIDE THREE ADDITIONAL PARKING SPACES	1 PERMISSION
P/14/0340/FP PARK GATE	63 BRIDGE ROAD PARK GATE SOUTHAMPTON SO31 7GG PROPOSED BUILDING OF TWO THREE BEDROOM CHALET BUNGALOWS TO THE REAR OF 63 BRIDGE ROAD USING THE EXISTING SITE ENTRANCE.	2 PERMISSION
P/14/0368/FP [O] TITCHFIELD COMMON	1 LOWER CHURCH ROAD FAREHAM HAMPSHIRE PO14 4PW PROPOSED FIRST-FLOOR EXTENSION OVER GARAGE, TO ACHIEVE THE PROVISION OF A ONE-BEDROOMED ANNEXE.	3 PERMISSION
P/14/0405/FP PARK GATE	54 BEACON WAY PARK GATE SOUTHAMPTON SO31 7GL PROPOSED FIRST FLOOR SIDE EXTENSION, REAR DORMER WINDOW AND THREE ROOF LIGHTS IN THE FRONT ROOF SLOPE	4 PERMISSION
P/14/0415/FP SARISBURY	LAND TO THE SOUTH WEST SIDE OF BURRIDGE ROAD BURRIDGE ROAD BURRIDGE SOUTHAMPTON SO31 1BY REDESIGN OF AN EXISTING PITCH, INCLUDING RELOCATION OF THE CARAVANS AND UTILITY/DAY ROOM GRANTED FOR RESIDENTIAL PURPOSES FOR 1 NO GYPSY PITCH WITH THE RETENTION OF THE GRANTED HARD STANDING ANCILLARY TO THAT USE	5 PERMISSION
P/14/0429/FP [O] PARK GATE	5 EASTBROOK CLOSE PARK GATE SOUTHAMPTON SO31 7AW FRONT SINGLE STOREY EXTENSION AND ALTERATIONS	6 PERMISSION
P/14/0455/FP SARISBURY	61A SWANWICK LANE SWANWICK SOUTHAMPTON SO31 7DX CONVERSION OF GARAGE WITH HOME OFFICE ABOVE TO GARAGE WITH GRANNY ANNEXE	7 PERMISSION

P/14/0468/CU WARSASH	5 BROOK LANE WARSASH SOUTHAMPTON SO31 9FH CHANGE OF USE FROM A1 (RETAIL) TO A2 (ESTATE AGENT)	8 PERMISSION
P/14/0485/FP TITCHFIELD	28 HAMPTON GROVE FAREHAM PO15 5NL CONVERSION OF GARAGE TO PROVIDE DISABLED PERSONS FACILITIES INCORPORATING EXTERNAL CHANGES	9 PERMISSION
P/14/0498/SU TITCHFIELD COMMON	HUNTS POND ROAD/NETLEY ROAD TITCHFIELD PO14 4RH REPLACEMENT OF EXISTING 12.5 METRE HIGH TELECOMS MONOPOLE WITH NEW 12.5 METRE HIGH MONOPOLE INCLUDING TWO 300MM TRANSMISSION DISHES AND INSTALLATION OF ONE ADDITIONAL TELECOMS EQUIPMENT CABINET	10 PRIOR APPROVAL NOT REQUIRED
P/14/0409/OA LOCKS HEATH	67 CHURCH ROAD LOCKS HEATH SOUTHAMPTON HAMPSHIRE SO31 6LS DEMOLITION OF EXISTING DETACHED BUNGALOW & GARAGE AND ERECTION OF A PAIR OF SEMI-DETACHED 3- BED HOUSES, ONE DETACHED CHALET 4-BED BUNGALOW AND A 3-BED BUNGALOW	11 OUTLINE PERMISSION
P/14/0462/FP PARK GATE	8 PIMPERNEL CLOSE LOCKS HEATH SOUTHAMPTON SO31 6TN ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSION	12 PERMISSION
P/14/0315/FP PARK GATE	266 BROOK LANE SARISBURY GREEN SOUTHAMPTON HAMPSHIRE SO31 7DR FRONT BOUNDARY WALL OF 1.46 METRES IN HEIGHT WITH SCALLOPED UPPER EDGE.	13 REFUSE

Agenda Item 6(1)

P/14/0321/FP

MR P & N RATCLIFFE

PARK GATE

AGENT: ALAN CULSHAW
ASSOCIATES LTD.

PROPOSED GROUND FLOOR EXTENSION TO REAR TO ALLOW RE-ORGANISATION OF EXISTING ACCOMMODATION AND CIRCULATION SPACE AND THE PROVISION OF THREE ADDITIONAL BEDROOMS. WIDENING OF VEHICULAR ACCESS FROM BROOK LANE AND RE-CONFIGURATION OF CAR PARKING TO PROVIDE THREE ADDITIONAL PARKING SPACES

290 BROOK LANE - BROOK LANE REST HOME - SARISBURY GREEN
SOUTHAMPTON SO31 7DP

Report By

Kim Hayler - Ext 2367

Site Description

This application relates to a detached residential care home to the east of Brook Lane close to the junction with Lockswood Road;

The care home occupies the combined site of what were originally two separate houses (290 and 292 Brook Lane), which have been linked and extended with the individual plots joined.

Description of Proposal

Single storey rear extension;
Provision of three additional bedrooms;
Widening of vehicular access from Brook Lane;
Reconfigure car parking to provide three additional spaces.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS17 - High Quality Design

Development Sites and Policies

DSP2 - Design

DSP3 - Environmental Impact

DSP4 - Impact on Living Conditions

Relevant Planning History

The following planning history is relevant:

P/08/0172/FP

**ERECTION OF SINGLE STOREY REAR EXTENSION, FIRST FLOOR
REAR EXTENSION AND RECONFIGURE EXISTING FRONT CAR
PARKING AREA**

REFUSE

25/03/2008

<u>P/07/0286/FP</u>	ERECTION OF SINGLE STOREY SIDE & REAR EXTENSIONS, FIRST FLOOR REAR EXTENSION AND REAR CAR PARKING WITH SIDE ACCESS	REFUSE	16/04/2007
<u>P/97/1067/FP</u>	ERECTION OF SINGLE STOREY REAR EXTENSION TO PROVIDE SIX ADDITIONAL BEDROOMS, DAY LOUNGE AND ANCILLARY ACCOMMODATION	PERMISSION	08/01/1998
<u>P/94/0083/FP</u>	PROPOSED 4-BEDROOM AND DAY LOUNGE EXTENSION	PERMISSION	25/03/1994
<u>P/92/0723/FP</u>	EXTENSION TO SUN LOUNGE	PERMISSION	05/08/1992
<u>P/92/0188/VC</u>	VARIATION OF CONDITION 2 OF FBC 7008/13 TO PERMIT INCREASE NUMBER OF RESIDENTS TO 21	PERMISSION	19/05/1992

Representations

Six objections from five households were received in relation to the original application. Further publicity has been undertaken in relation to the revised proposals.

As a result of the additional publicity one letter of objection has been received raising the following concerns:

The ground floor extension will come closer to the boundary and then permission for further extensions would be sought until the applicant gets the first floor extension;

Loss of privacy;

Increase in traffic in Brook Lane;

The additional parking is for additional staff.

Consultations

Director of Planning and Environment (Highways) - No objection.

Director of Community (Environmental Health - Contamination) - No objection.

Director of Community (Environmental Health - Pollution and suitability) - No objection

Planning Considerations - Key Issues

Previous planning history

P/08/0172/FP

Planning permission was refused and subsequently dismissed on appeal in January 2009 (P/08/0172/FP refers). The application was for single storey and first floor rear extensions and changes to the parking area. The single storey rear extension was proposed to project almost to the full depth of the plot on the north eastern side, and part of an existing single storey rear extension would have been raised to two storeys.

The Inspector in considering the proposal noted that at present the built development on the

site extended deeper into the plot than other properties along this section of the road; the two storey elements being towards the front of the site. The Inspector considered the extensions would result in a greater depth of site coverage, including a reduction in the open garden area, and the rearward projection of two storey development would be significantly increased.

As a result, the Inspector dismissed the appeal as in his opinion the proposal would be out of keeping with other development in the surrounding area in relation to scale, layout, form, mass and space. Furthermore he stated that the assessment of a proposal on character should not just be confined to public views. The development would not have been exposed in views from the road frontage, however it would be seen from neighbouring properties, and would have a materially harmful effect on the character and appearance of the locality by way of an erosion of the open residential setting through the extent and form of built development on the appeal site.

Current application as originally submitted

The current application was originally submitted to increase the number of bedrooms from 23 to 28 bedrooms. The application comprised a number of elements. Essentially, the proposal would have consisted of a single storey rear extension in place of an existing conservatory, not extending any further than the existing building line and the erection of a first floor extension above an existing single storey element with a first floor glazed link.

Essentially the main changes from the previously dismissed application were the removal of the single storey rear extension along the north eastern boundary with 294 Brook Lane.

The proposal would still have included a first floor extension above an existing single storey element, extending the larger built form into the rear of the site. The size and scale of this extension was similar to that previously considered by the appeal Inspector.

Officers viewed the proposal from within 12 Parklands, the neighbouring property to the rear. It was very apparent that the existing two storey development is close to Brook Lane and that the extensions to the rear have low shallow rooflines. Policy CS17 states that development should respond to the key characteristics of the area including scale, form and spaciousness. Officers were of the opinion that by virtue of its scale, height, mass and bulk the proposed first floor rear extension, extending towards the rear of the site, would have materially harmed the character and appearance of the area.

In light of the fact that officers were not able to support the first floor rear extension, the application has been amended to the description as shown above, removing the first floor rear extension and reducing the increase in number of bedrooms from five to three.

Impact on character and appearance

The proposed single storey rear extension would replace an existing conservatory. The extension would not extend beyond the existing rear elevation of the building and would result in a net increase of 45 square metres floor area or 6% overall. Officers consider this element of the proposal is modest in scale and design and is therefore considered acceptable.

Impact on neighbouring properties

In terms of separation to the rear, the proposal would comply with the minimum distances normally required to protect privacy, outlook and sunlight. In officers opinion the single storey rear extension would not impact upon adjoining properties in relation to light, privacy and outlook.

Parking

The application proposals include a revised parking layout showing a total of thirteen spaces, representing an additional three spaces. The Council's Highway Officer raises no objection to the proposal in respect of parking.

Conclusion

In light of the modest increase in floor area, its design and overall height, officers are satisfied that the proposal would not impact upon the the character and appearance of the surrounding area.

Recommendation

PERMISSION: Materials to match; access to be widened in accordance with the approved plans; additional parking spaces to be provided in accordance with approved plans; restrict number of residents to 28.

Notes for Information

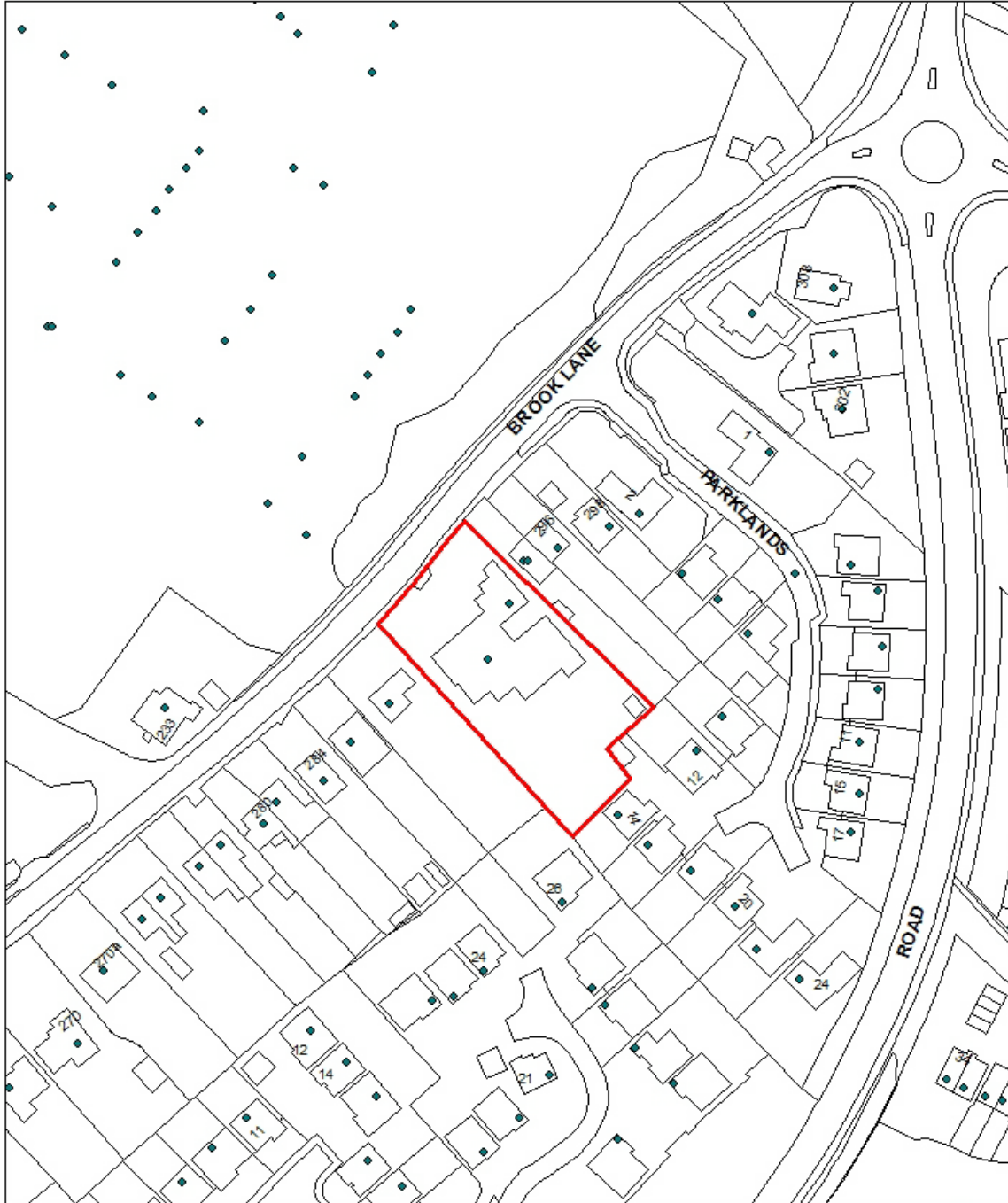
You are advised to contact Hampshire Highways at roads@hants.gov.uk (0845 6035633) prior to the commencement of development.

Background Papers

See above

FAREHAM

BOROUGH COUNCIL



290 BROOK LANE
SCALE: 1:1,250

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Agenda Item 6(2)

P/14/0340/FP

MR JOHN ROSS

PARK GATE

AGENT: JPF BUILDING &
SURVEYING

PROPOSED BUILDING OF TWO THREE BEDROOM CHALET BUNGALOWS TO THE REAR OF 63 BRIDGE ROAD USING THE EXISTING SITE ENTRANCE.

63 BRIDGE ROAD PARK GATE SOUTHAMPTON SO31 7GG

Report By

Graham Pretty (Ext.2526)

Introduction

This application follows a previous application (P/13/1045/FP) for four dwellings (following the demolition of the existing bungalow) which was refused at Committee for the following reasons:

"The proposed development is contrary to Policy CS17 of the adopted Fareham Borough Core Strategy and is unacceptable in that:

i) by virtue of the number of proposed dwellings along with their layout and design, the proposal would result in a development which is not of high quality of design, and one representing overdevelopment of the site and a cramped form of development out of keeping with the character of the area;

ii) the proposal would involve a new access drive in close proximity to 19 Honeysuckle Close which would create a new focus of activity resulting in noise and disturbance from vehicular movements, detrimental to the amenities of the occupiers of that property"

Site Description

The application site is located on the south side of Bridge Road a short distance from its junctions with Locks Road and Middle Road. The frontage property is commercial with car parking immediately to the rear and an 'in and out' vehicular access system. To the rear of the commercial premises and car parking is a detached bungalow with a large rear garden. To the east are properties served off Honeysuckle Close; to the west the site provides access to car parking and garaging associated with No.63 and adjoins the rear garden of No.67 Bridge Road. To the south is an electricity substation.

Description of Proposal

The proposed is for the development of the rear garden of No.63 Bridge Road with two, three-bed chalet dwellings. Access would be via the existing accesses to the frontage property with an 'in and out' arrangement. 'In' to the east and 'out' to the west. Car parking for the Bridge Road frontage commercial premises would be retained between the frontage premises and the retained bungalow at No.63. Access to the new dwellings would be to the west side of No.63 adjacent to the garden of No.67 Bridge Road.

Policies

The following policies apply to this application:

National Planning Policy Framework

Fareham Borough Local Plan Review

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS17 - High Quality Design

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 - Development in Western Wards and Whiteley

Approved SPG/SPD

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

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Design

DSP3 - Environmental Impact

DSP4 - Impact on Living Conditions

Fareham Borough Local Plan Review

C18 - Protected Species

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

P/13/1045/FP

DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF 2 X THREE BEDROOM DETACHED HOUSES AND 2 X THREE BEDROOM DETACHED CHALET BUNGALOWS, INCORPORATING CAR PARKING IMPROVEMENTS.

REFUSE

06/02/2014

Representations

Three letters of Representation have been received from 15, 17 and 19 Honeysuckle Close raising the following matters:

- Garden grabbing proposed only for profit;
- Communal bin store is located too close to boundary with adjoining private property;
- Loss of natural light to properties to the east;
- Increased artificial light pollution;
- Increased flood risk to adjacent properties;
- Restriction of emergency access to adjacent properties;
- Unacceptable impact on the environment through increased sewage and car and energy use;
- Inadequate car parking and emergency access;
- Increased noise disturbance;

Consultations

Director of Community (Pollution) - No objection

Director of Planning and Development (Highways) - "It is considered that the proposed, retained car parking areas will be adequate for the current uses on the northern part of the site and that revised access arrangements, subject to detailed design and signage, will be adequate to serve the activity anticipated from the development of two additional dwellings. The following additional provisions are required -

- For ease of operation, the two parking spaces shown for 63 Bridge Road should be widened to enable cars to turn clear of the commercial parking area to the north.
- The entrance crossover from Bridge Road is to be widened to the east to ease access.
- Signs are to be provided at each end of the access and egress routes to reinforce the in/out arrangements.
- The proposed bin store on the access route should be set no nearer than 10m from Bridge Road.

Subject to the above provisions and the following conditions, no highway objection is raised to this application." - conditions as set out in recommendation

Planning Considerations - Key Issues

The key issues in this case are:

- The Principle of Development
- The Impact on the Character of the Area
- Impact upon the Neighbouring Properties
- Highways
- Ecology

Principle of development

The site is located within the urban area as defined by the Local Plan. Whilst the site consists of garden land where the national presumption in favour of development is no longer considered as 'previously developed land' development may be considered provided that it is considered to be development compatible with the character of the area which is considered below. The site is in a sustainable location where Government Guidance supports the provision of new housing.

The Policies of the Core Strategy and the Local Plan allow for the consideration of sites such as this on their merits and on the basis that the proposed housing will contribute towards meeting the Borough's housing needs. In this case, the existing garden area is large and rear gardens of properties on Bridge Road and Locks Road have already been taken to construct the adjacent Honeysuckle Close. The proposed plots would not be dissimilar to those of Honeysuckle Close.

The previous application was rejected in part on the grounds of overdevelopment. The current application reduces the number of dwellings on the site by 1 (25%). This is considered to represent a significant improvement and is considered to be in line with adopted policy. In view of this and the Government imperative that sustainable development, as represented here, be approved if it is in line with adopted policy, it is considered that the principle of developing this site is acceptable.

Impact on character of the area

The character of the area has been set out above. The proposed development would accord with the evolving character of the area, where the existing bungalow on a large plot is the exception. The development would be set behind the frontage development on

Bridge Road and will not be significantly visible from this perspective. Neither will it be prominent when viewed from the public perspective of Honeysuckle Close.

Impact on neighbouring properties

The site is bounded on two sides by residential development. To the west is the garden of 67 Bridge Road which is 75m deep. The closest of the proposed dwellings is approx.56m from the rear of No.67. The view of the proposed development is further foiled by the existing garage set to the rear of No.67 on the boundary and existing boundary hedging. The access to the new dwellings is now proposed on this western side of the site and is already used for access to car parking for No.63. The separation of No.67 itself and the access drive, together with existing screening is such that the impact of the increased use would not be harmful. This arrangement represents a significant change from the refused development whereby No.19 Honeysuckle Close will be unaffected.

The properties most affected by the proposed dwellings are Nos. 15 and 17 Honeysuckle Close. The submitted cross-section plan identifies that the application site is approx.0.25m higher than the properties in Honeysuckle Close. This change in levels is small and not such as to significantly influence the impact upon the adjacent residents. The development on Plot 2 presents a blank side elevation to the adjacent properties. Saved Appendix 6 of the Local Plan advises that 'a two-storey flank wall containing no windows must be no closer than 12.5m from the rear windows of a dwelling'; in the case of the proposed development, the flank wall of Plot 2 straddles across the boundary between Nos.15 and 17 such that neither property will outlook fully on to the dwelling; both Nos.15 and 17 have rear ground floor extensions approx. 9m from Plot 2 although the main rear elevations are 12.7m away. It is considered that these distances are satisfactory but the impact is further mitigated by the fact that the proposed dwellings are not of full two-storey design with Plot 2 having an eaves height on the eastern side of only 3.8m before the roof begins to slope up and away from the boundary.

The detail of the proposed bin store is to be secured by planning condition. In any event it is off set from the eastern boundary and sited to the rear of the garage in Honeysuckle Close.

Highways

The Director of Planning and Development (Highways) has requested a number of minor alterations to the scheme. It is considered that these matters can be achieved through the application of planning conditions. The access arrangements are otherwise considered to be acceptable from a Highways perspective.

The impact of the revised access arrangement over the previously refused scheme has been considered above.

Ecology

The site is formed principally from a domestic rear garden laid mostly to grass. Additionally the existing buildings on the site are to be demolished. A Phase I ecology survey been carried out and no evidence of protected species was found. The Director of Planning and Development (Ecology) has been consulted and is happy with the proposals subject to the implementation of suggested ecological enhancements.

Natural England has concluded that all new residential development within 5.6km of the coastal Special Protection Areas will have an in combination effect with other permitted developments upon the nature conservation interests of those sites. Consequently, in the absence of mitigation or an appropriate assessment to ascertain that there will not be an

adverse effect on the integrity of the designated sites then the proposed development would not normally be acceptable. However, Natural England has concluded that through the implementation of public schemes of mitigation new development can continue to take place without demonstrable harm to the SPA or important bird habitat. To facilitate these mitigation schemes a development contribution is sought in all cases of new residential development.

Other Matters -

A number of other issues have been raised by the representation.

Flooding - The application proposes four new soakaways (2 per new dwelling) the size of which will be calculated according to the results of percolation tests. Since the proposed dwellings will not influence the level of rainfall, it is considered that this, managed disposal of surface water will represent an improvement over the existing situation. Final detail of this would be subject to Building Regulations approval. It is also noted that the application proposes to connect to the mains sewer to address the matter of foul water disposal.

Loss of light - the proposed development would meet the Council's normal assessments in respect of outlook from the adjacent properties. Although there would be some loss of sunlight to the rear gardens is considered that due to the western aspect, the relatively low height of the flank wall of Plot 2 and that this straddles the boundaries of the adjacent dwellings the level of impact is acceptable in planning terms.

Light Pollution - the proposal is for two modest dwellings within an already built up area. There will be no flank windows in Plot 2. Given the orientation of the plots it is likely that any external lighting would face north or south rather than east. However the detail of any external lighting could be secured by planning condition.

Emergency Access - No objection has been raised on Highway/access grounds. Emergency vehicles needing to reach the adjacent dwellings can do so via Honeysuckle Close.

Sustainability - The site is within the urban area and is considered to be highly sustainable.

PERMISSION

Subject to the applicants providing a Unilateral Undertaking under S.106 of the Town and Country Planning Act 1990 to make an appropriate financial contribution towards the provision of off site ecological mitigation:

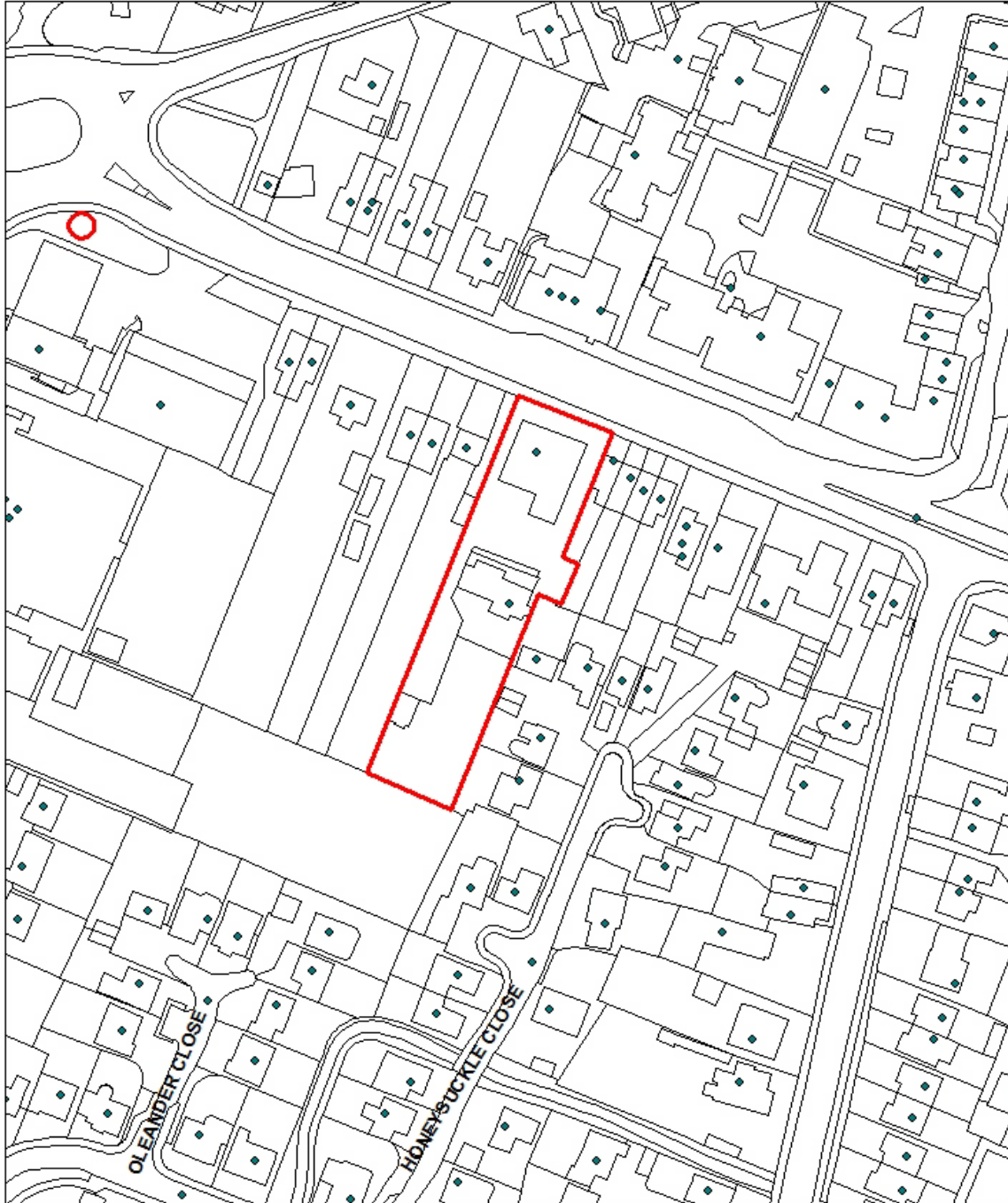
Details of materials; Code level 4; no further windows in side elevations; provision of improved access; cycle and bin storage; provision of parking; access signage; provision of boundary treatment; desktop contamination study; no mud on road; construction traffic and storage areas; no burning; hardsurfacing, hours of work, ecological enhancements, external lighting details

Background Papers

P/13/1045/FP; P/14/0340/FP

FAREHAM

BOROUGH COUNCIL



63 BRIDGE ROAD
SCALE: 1:1,250

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Agenda Item 6(3)

P/14/0368/FP [O]

TITCHFIELD COMMON

MR JACK ENGLEFIELD

AGENT: ROBERT TUTTON
TOWN PLANNING CO

PROPOSED FIRST-FLOOR EXTENSION OVER GARAGE, TO ACHIEVE THE PROVISION OF A ONE-BEDROOMED ANNEXE.

1 LOWER CHURCH ROAD FAREHAM HAMPSHIRE PO14 4PW

Report By

Graham Pretty (Ext.2526)

Introduction

The applicant in this case is a Councillor and three letters of objection have been received that will be addressed in this report.

Site Description

The application site is a semi-detached dwelling which has been extended at two storeys to the east side in the past under planning permission FBC.5486/18. There is a detached double garage with storage above adjacent to the two storey side extension. The dwelling currently has two usable bedrooms. The roofspace of the dwelling has been converted to provide usable space, with rooflights to front and rear and a small gable window in the original and the extended side elevations; access to the space is via a centrally placed staircase which prevents effective use of the main roofspace as bedroom accommodation; the space within the roof of the extension is excessively low and, similarly cannot be classed as bedroom accommodation.

Description of Proposal

The proposal is to raise the eaves and in turn the overall roof of the garage (which has a pitched roof with front and rear gables) by approximately 1m to allow its conversion into one bedroom, annexe accommodation.

Policies

The following policies apply to this application:

National Planning Policy Framework

Planning Practice Guidance

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS9 - Development in Western Wards and Whiteley

Approved SPG/SPD

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

Development Sites and Policies

DSP2 - Design

H9 - Annexes For Dependent Relatives
DSP4 - Impact on Living Conditions
DSP46 - Self Contained Annexes and Extensions

Fareham Borough Local Plan Review

DG4 - Site Characteristics
H9 - Annexes For Dependent Relatives

Relevant Planning History

The following planning history is relevant:

FBC.5486/18

PERMISSION 22/11/1988

FBC.5486/17

REFUSE 09/10/1987

FBC.5486/14

PERMISSION 04/09/1975

Representations

Three letters have been received objecting on the following grounds:

- The submitted plans do not show the existing rooflights on the existing dwelling;
- The roofspace may be used as a bedroom so that the application is incorrect in stating that the existing dwelling has only 2 bedrooms;
- It is questioned why the space is now needed;
- able bodied relatives cannot be considered as 'dependent';
- Annexe would be capable of being separated from the main house;
- Insufficient parking since the proposal will create a 4 bed house not a 3 bed and in a dangerous position;
- Overdevelopment of the site;
- Loss of light and privacy to neighbouring properties.

Consultations

Director of Community (Pollution and Suitability) - No adverse comments in respect of this application. Advise the applicant to have regard to the location of the premises on a busy roundabout to ensure that the design of the extension to the existing garage provides for good acoustic insulation so that the internal noise environment complies with the WHO guidelines for community noise and/or BS8233:1999, "Sound insulation and noise reduction for buildings - code of practice".

Director of Planning and Development (Highways) - No objection.

Planning Considerations - Key Issues

The key issues in this case are:

- Principle of the development
- Impact on the character of the area
- Impact on neighbouring Properties

- Highways
- Acceptability of Annexed Accommodation

Principle of development

The site is located within the urban area where the principle of development, subject to consideration under the appropriate adopted policies may be considered acceptable.

Impact on character of the area

The property is located on the north side of Lower Church Road which is bounded on both sides by residential development. Although the site is close to some commercial uses fronting on to Hunts Pond Road, a short distance to the west, residential provides the dominant use and character of the area.

The proposed development is for an annexe to the main house. The implications for this are explored below. It is considered that the use of the extended building for residential accommodation is in keeping with the established character of the area.

The development involves the raising of the roof of the existing garage by 1m. The resultant building would remain visually subservient to the main house. The garage door would be replaced by a window and an entrance door and there would continue to be a window within the front gable as is currently the case. It is the officer's view that the physical changes to the building would be in keeping with the established character of the locality.

Impact on neighbouring properties

Although the impact on neighbouring property has been raised in the representations, the immediate neighbour to the east (No.3), and most affected by the proposal has not objected. That property is separated from the application building by its own driveway (approx.3.25m). No.3 has a number of side openings facing the site. These openings already look out towards the wall of the garage and it must be considered whether the additional 1m of height would materially impact upon the residential amenities enjoyed by the occupants. The side windows either serve non-habitable space, are obscure or are secondary windows. It is not considered that there would be any material harm arising from the proposed development in this direction.

To the rear of the property is No.175a and, again, the occupants of this property have not objected. Although the garden to the application site is relatively short at about 7.85m the additional height of the proposed annexe over the existing garage building will have no adverse impact such as overshadowing. The rear gable window is to a bathroom and can be obscure glazed and fixed to 1.7m above internal floor height. The proposed kitchenette window at ground floor would be screened by existing boundary fencing.

Highways

The plans identify how two car parking spaces can be provided in the front of the property together with turning. At present the garage is not used for the parking of cars and is used for storage. On the basis that the current property has two bedrooms, the Director of Planning and Development (Highways) has raised no objection to the proposed annexe.

Objectors have pointed to the fact that there are rooflights in the existing dwelling and they believe that the dwelling currently has three bedrooms not two. Objectors have pointed to the submitted drawings being incorrect in this respect. Whilst it is correct that the plans do not show the existing rooflights, officers have inspected the roofspace of the existing dwelling and are satisfied that whilst the space created is usable, its use is very constrained

by the access to it which is via a centrally placed stairwell preventing its safe use as a bedroom. The space is currently used for storage/office/games. It is therefore not considered that the omission of the rooflights on the submitted plans is material to the consideration of the application or that the use of the roofspace in the main house materially affects the consideration of the car parking requirements at the site which are set out in the Residential Car and Cycle Parking Supplementary Planning Guidance 2009 and are for 2 car parking spaces for a three bedroomed property.

Acceptability of annexed accommodation

The acceptability of annexed accommodation falls to be considered under saved Policy H9 of the Fareham Local Plan Review and draft Policy DSP46 of the Fareham Borough Local Plan Part 2: Development Sites and Policies which is one of the Policies that may now be afforded significant weight.

Policy H9 of the adopted plan refers to 'dependent relatives' and implies that these would require some form of care, although this is not a stipulation of the plan and it is possible to consider 'dependency' in different ways. The draft Policy does not make reference to the issue of 'care'. In the application case the dependency is in respect of the inability of the applicants' son to be able to afford accommodation with the potential future need for elderly parents. The adopted policy sets out 3 criteria - that it is not possible to satisfactorily cater for dependent relatives in the existing dwelling, that the annexe is capable of incorporation as an ancillary part of the dwelling and that adequate garden and car parking exists. The draft policy does not require demonstration that the dependent relative could not be accommodated within the existing dwelling but requires that there be a 'functional' link between the main dwelling and the annexe such as a relationship between the occupants of the annexe and the dwelling. This draft policy reflects up to date issues in respect of such accommodation.

In this case there will be a functional relationship between the occupants of the dwelling and the annexe; the annexe is within the curtilage of the dwelling; there is adequate garden and car parking; there will be no boundary demarcation and the annex will provide a satisfactory standard of accommodation (all being criteria set out in draft Policy DSP46).

Both Policy H9 and draft Policy DSP46 suggest that a legal agreement may be required to constrain the use of a detached annexe, however, the Council has permitted a number of detached annexes using a restrictive planning condition and the recently published Planning Practice Guidance clearly advocates that where a condition can be used to the same effect as a legal agreement then the condition should be used. In this case a condition restricting the use of the annexe would meet the tests for a sound condition so that in the officers' view it would be appropriate to impose a condition rather than require a S.106 agreement.

A further matter raised in the objections is that the development would represent an overdevelopment of the site. Whilst this might be of concern were the proposal be to create a separate dwelling, this is not the case here; the accommodation will compositely comprise a single residential unit at the site as at present, with adequate amenity and servicing.

In view of the above it is recommended:

PERMISSION

materials to match; layout and retention of car parking; annexe not to be let or sold separately; rear gable and east side rooflight windows to be obscure glazed and fixed to 1.7m; no further windows in eastern elevation.

Notes for Information

Having regard to the location of the property close to a busy roundabout you are advised to ensure that the design of the extension to the existing garage provides for good acoustic insulation so that the internal noise environment complies with the WHO guidelines for community noise and/or BS8233:1999, "Sound insulation and noise reduction for buildings - code of practice".

Background Papers

FBC.5486/18; P/14/0368/FP

FAREHAM

BOROUGH COUNCIL



1 LOWER CHURCH ROAD
SCALE: 1:1,250

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Agenda Item 6(4)

P/14/0405/FP

MR & MRS BATTERSBY

PARK GATE

AGENT: ROSENTHAL DESIGN
SERVICES LTD

PROPOSED FIRST FLOOR SIDE EXTENSION, REAR DORMER WINDOW AND THREE
ROOF LIGHTS IN THE FRONT ROOF SLOPE

54 BEACON WAY PARK GATE SOUTHAMPTON SO31 7GL

Report By

Arleta Miszewska ext. 4666

Site Description

The application site consists of a two storey semi-detached dwelling located on the southern side of Beacon Way, which is a residential street situated within urban area of Park Gate in Fareham.

The property benefits from a side attached single garage and a single storey rear extension behind the garage wrapping around the rear of the property with a modest decking area and a garden shed located within the corner of the rear garden. The side attached garage is linked to the neighbouring property, 56 Beacon Way.

The rear boundary of the property consists of a standard timber panel fencing.

There is a high hedge growing on the opposite side of Beacon Way.

Description of Proposal

Planning permission is sought for a first floor side extension above the existing side garage and side extension, three light roof windows to be installed within the front roof slope and a dormer window at rear. The proposal would result in additional accommodation within the roof space and would result in an increase in the bedroom numbers from three to four.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Approved SPG/SPD

EXTDG - Extension Design Guide (1993)

Development Sites and Policies

DSP2 - Design

DSP4 - Impact on Living Conditions

Relevant Planning History

None relevant.

Representations

One letter of objection has been received from 15 Station Road, which is situated to the rear of the application site. The concerns raised are as follows:

- i) loss of privacy in back garden,
- ii) loss of privacy in bedroom.

Consultations

Director of Planning and Development (Highways) - no objection.

Planning Considerations - Key Issues

The proposed extension, due to its design, size and location in relation to the adjacent neighbouring properties does not raise Officers' concerns over detrimental impacts on the residential amenities currently enjoyed by these neighbours.

Similarly, Officers are not concerned over the proposed design of the development which would not detract from the architectural patterns characteristic to the surrounding areas.

However, concerns have been raised over overlooking and loss of privacy in the garden and habitable rooms of 15 Station Road to the rear. In terms of privacy, when assessing such impacts of proposals on neighbouring properties Officers refer to the guidance contained within the Council's adopted Extension Design Guide. The Guide states that where two storey rear extensions are proposed, 11 metres from a window at first floor level to the garden boundary is considered to be the minimum privacy requirement. The Guide also states that 22 metres rear to rear property is required to achieve privacy.

The proposed new upper floors windows would be located approximately 13.5 metres away from the rear boundary and 30 metres away from the dwelling at the back at 15 Station Road.

These separation distances comply with the guidance set out in the Council's Extension Design Guide and therefore Officers are satisfied that this proposal would not compromise the privacy currently enjoyed within the dwelling and the rear garden at 15 Station Road.

Finally, although the proposal would increase the number of bedrooms from three to four, three cars can be parked satisfactorily on the property frontage and therefore the Council's Highway Officer was consulted and raises no objection.

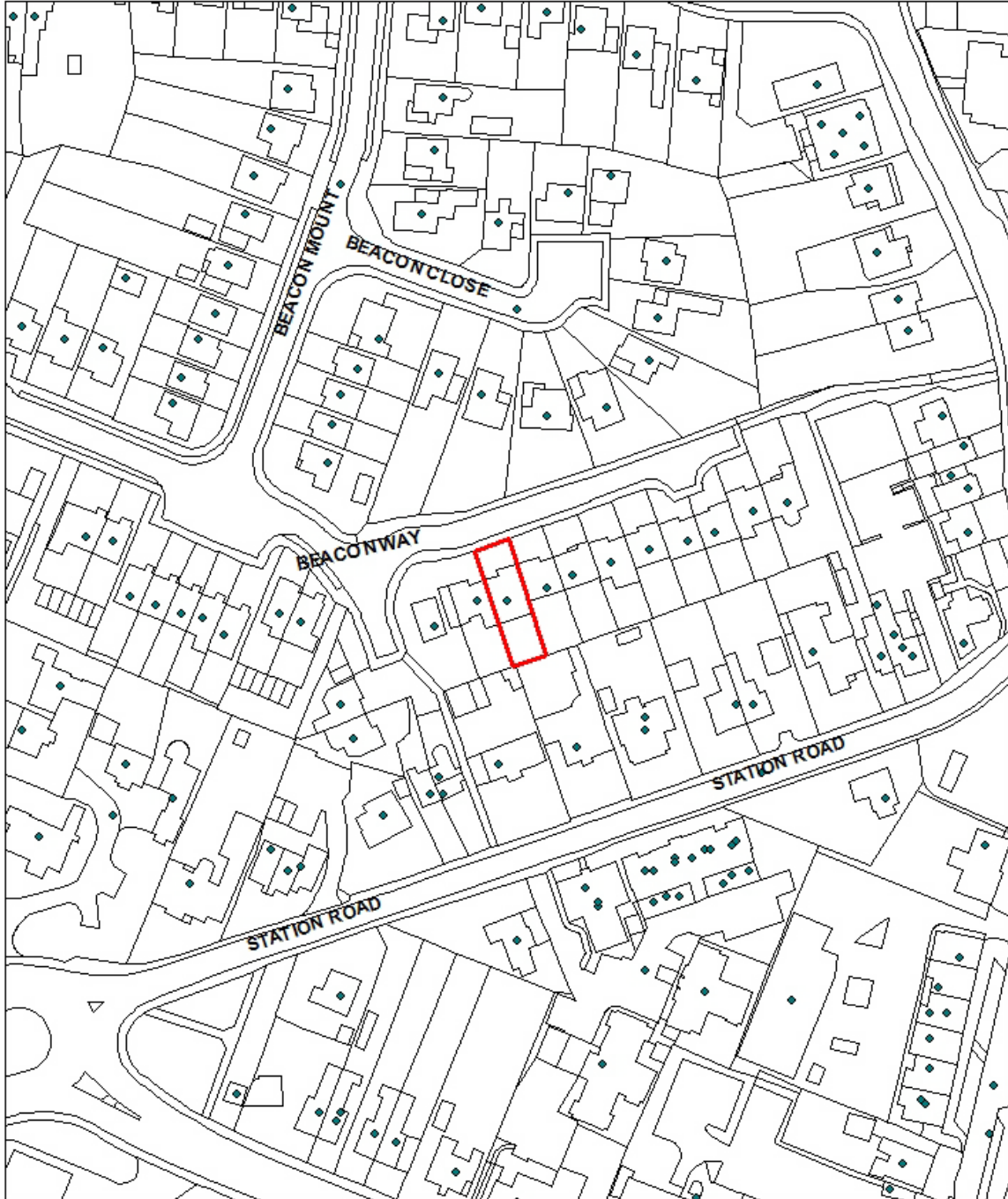
Subsequently, it is concluded that the proposed additions to 54 Beacon Way are in accordance with the local development plan for Fareham, as set out above, and there is no other material consideration to justify refusal. Therefore, conditional permission is recommended.

Recommendation

PERMISSION: time, materials, in accordance with approved plans,

FAREHAM

BOROUGH COUNCIL



54 BEACON WAY
SCALE: 1:1,250

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Agenda Item 6(5)

P/14/0415/FP

MRS ANITA BARNEY

SARISBURY

AGENT: GREEN PLANNING
STUDIO LTD

REDESIGN OF AN EXISTING PITCH, INCLUDING RELOCATION OF THE CARAVANS AND UTILITY/DAY ROOM GRANTED FOR RESIDENTIAL PURPOSES FOR 1 NO GYPSY PITCH WITH THE RETENTION OF THE GRANTED HARD STANDING ANCILLARY TO THAT USE

LAND TO THE SOUTH WEST SIDE OF BURRIDGE ROAD BURRIDGE ROAD
BURRIDGE SOUTHAMPTON SO31 1BY

Report By

Mark Wyatt x2412

Amendments

Amended Plan received 28 May 2014

Introduction

This application is presented to the Planning Committee in accordance with the Scheme of Delegation

Site Description

The application site is a broadly rectangular shaped plot off the south western side of Burrige Road.

Description of Proposal

This application is made to vary the layout of the previously permitted proposal (P/12/0778/CU) for the use of this site as a gypsy plot for one gypsy family.

Since the grant of planning permission, by virtue of an allowed appeal, the applicant has established that there is a main sewer easement running through the site parallel to the eastern site boundary. The route of this easement goes under the previously permitted day/utility room.

Southern Water resists new development over a mains sewer easement and require a 3m exclusion zone either side of the sewer; providing a 6m wide corridor through the site where there can be no development. To retain the permitted day/utility building in its permitted location would require a diversion of the sewer. The applicant has, instead, applied to re-configure the site layout to ensure that the new development is clear of the easement on the eastern side of the site. The changes to the layout are as follows:

- The utility day room is re-located from the south western (rear) corner of the site to approximately half way (16m set back from the road) along the north western site boundary, but within the area of hardstanding previously permitted.
- The static caravan is rotated through ninety degrees so that it sits parallel with the rear (south west) boundary.
- The rear access gate to the field beyond the site is re-located centrally within the rear boundary.

- The site for the touring caravan is moved back deeper into the site, behind the new position for the utility/day room.

Policies

The following policies apply to this application:
The National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

Planning Policy for Traveller Sites (PPTS)

Approved Fareham Borough Core Strategy

CS14 - Development Outside Settlements

CS17 - High Quality Design

CS19 - Gypsies, Travellers and Travelling Show People

CS5 - Transport Strategy and Infrastructure

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Design

DSP3 - Environmental Impact

DSP47 - Gypsies, Travellers, and Travelling Showpeople

Fareham Borough Local Plan Review

C18 - Protected Species

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

P/12/0778/DP/B THE USE OF LAND FOR THE STATIONING OF CARAVANS FOR RESIDENTIAL PURPOSES FOR 1 NO GYPSY PITCH TOGETHER WITH THE FORMATION OF ADDITIONAL HARD STANDING AND UTILITY/DAYROOM ANCILLARY TO THAT USE: DETAILS PURSUANT - CONDITION 9 (MATERIALS)

APPROVE 13/02/2014

P/12/0778/DP/A THE USE OF LAND FOR THE STATIONING OF CARAVANS FOR RESIDENTIAL PURPOSES FOR 1 NO GYPSY PITCH TOGETHER WITH THE FORMATION OF ADDITIONAL HARD STANDING AND UTILITY/DAYROOM ANCILLARY TO THAT USE:DETAILS PURSUANT: CONDITIONS 8 (BUFFER ZONE PROTECTION) AND CONDITION 9 IN PART (FOUL DRAINAGE AND SURFACE WATER DRAINAGE, EXTERNAL LIGHTING AND LANDSCAPING SCHEME)

APPROVE 31/01/2014

P/12/0778/CU THE USE OF LAND FOR THE STATIONING OF CARAVANS FOR RESIDENTIAL PURPOSES FOR 1 NO GYPSY PITCH TOGETHER WITH THE FORMATION OF ADDITIONAL HARD STANDING AND

UTILITY/DAYROOM ANCILLARY TO THAT USE

REFUSE 22/02/2013

P/11/1063/CU

CHANGE OF USE OF AGRICULTURAL LAND TO PRIVATE GYPSY SITE FOR ONE FAMILY, SITING OF ONE MOBILE HOME AND A TOURING CARAVAN

REFUSE 03/05/2012

P/00/0229/OA

Erection of Two Dwellings (Outline Application)

REFUSE 07/12/2000

Representations

Two letters of objection received from Hamble Reach and Burrige Farm

- The first thing is to get this site drained!

- The visual impact will be markedly different. The proposed day room location is much closer to the road. As noted during the previous application, the day room is completely out of keeping with all the surrounding buildings.

- I see no reason why the day room cannot be located a similar distance from Burrige Road to the original application, whilst still avoiding the underground drain that I understand has created the need for this new application, simply by mirroring the previously proposed scheme and moving the day room to the other far corner of the site.

- I would also like to request as a condition of approval that, once a satisfactory layout of the day room and caravans has been agreed, a thorough survey of the utilities at the site is conducted by the applicant or a contractor on his/her behalf.

- It would appear that neither the layout of the drains (hence this re-application), nor the location of the telephone line were properly understood (hence all the residents further down the road were without telephone connections for several days, and are still without internet connections) due to the lines being cut by a digger when clearing the land.

Consultations

Director of Planning and Development (Highways): No objection

Director of Planning and Development (Ecology): No objection

Director of Community (Environmental Health - pollution): No adverse comments

Environment Agency: No comments

Southern Water: Comments

- No development or tree planting should be within 3m either side of the centre line of the sewer

- No new soakaways should be within 5m of a public sewer

- All existing infrastructure should be protected during construction

- A formal application to Southern Water is required to connect to the foul sewer

- There is no mains drainage for surface water

- The applicant will need to ensure there is appropriate long term maintenance provision for any SUDS to deal with surface water

- It is critical that the effectiveness of these systems is maintained in perpetuity

Planning Considerations - Key Issues

The key planning considerations in the determination of this application are:

- The principle of development
- Impact of the layout changes
- Drainage
- Other Matters

THE PRINCIPLE OF DEVELOPMENT:

The site is for the purposes of planning policy outside of the defined settlement boundary and is within the countryside. As such new development would normally be resisted unless it is a type appropriate for a countryside location in accordance with policy CS14 of the Core Strategy.

Core Strategy Policy CS19 clearly applies to the application site irrelevant of the site being in the countryside or a settlement. It is noted that the type of development considered by policy CS19 is not listed as an appropriate type of development under policy CS14, however policy CS19 is an adopted policy and equally applies to the application site. It follows, therefore, that the application be tested against the requirements of CS19. To rely solely on policy CS14 would ignore the other relevant parts of the development plan that could equally apply to the application site.

Policy CS19 of the Core Strategy requires applications for gypsy sites to be considered in accordance with current policy to meet the needs identified in the Gypsy and Traveller Accommodation needs Assessment. In assessing the policy implications during the recent appeal the Inspector found that the government guidance in the Planning Policy for Traveller Sites (PPTS) confirms that "...local planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan" (para 13). The Inspector continued to conclude that "...The appeal site is not in a location considered to be "away" from existing settlements. Furthermore, the appeal site is a small field with residential development immediately adjacent to it on three sides...it is not "open" countryside" (para 14-15). The location of the site for a gypsy plot therefore remains acceptable in principle.

As well as the principle of development in the countryside, the matter of the need for the development was also considered by the Inspector, There is no significant change in the Council's position with regards to the outstanding need for further pitch provision. The Inspector found that "...There can be no doubt that there is a clear and immediate need for further pitch provision in both Fareham and Hampshire" and she continued "...the need for additional pitches is a consideration that can be afforded substantial weight" (para 35).

In addition to this previously identified need the existing planning permission remains extant such that the principle of the development of this site remains as it did when considered by the Inspector.

IMPACT OF THE LAYOUT CHANGES:

With regard to the permitted features on the site including the day/utility room and the caravans the Inspector found that "The introduction of residential caravans as a further variation in style would not detract from any uniform design of residential development common to the surrounding area". She continued "...the site is well screened from any distant public views by the built development either side. Generally, it would only be readily apparent to someone passing the field frontage. It is not the intention of the PPTS that site should be hidden from view in any event" (para 22).

Third party comments have expressed concern at the impact of the amended layout of the site with the day/utility building being sited closer to the road and the resultant visual impact that this has.

The first point to note as a result of the change in position of the day/utility room is that the site for the touring caravan is altered such that this is now moved further away from the frontage boundary with the lane. The siting of the touring caravan (when it is on the site) deeper into the plot could actually be to the benefit of the visual amenities of the area given that the typical white/cream colour of a touring caravan is not a feature commonly found in locations such as this.

Additionally the Inspector has found that the visual impact of the site as a whole is acceptable. The day/utility building is to be a simple, single storey building of red facing brick and a clay tile roof. Such a building would not necessarily be out of keeping or visually intrusive. The submitted design and access statement in support of the application describes the building as having features typical of an agricultural building of this scale (para 3.04).

The re-sited building remains set back by 16m from Burr ridge Lane and it is noted that the existing pattern of development along the lane brings the established pattern of built form closer to the road than the amended siting of the day/utility building.

The Inspector found that "...the field boundaries on either site already incorporate substantial lengths of close boarded fencing associated with the existing residential properties. There is a further property to the rear. A residential use would not therefore be out of context in this location"(para 22).

As a result of the landscaping and ecological buffer secured by condition on the allowed appeal being replicated through this permission and the set back from the lane of the gravel hardstanding area and living accommodation on the site, the proposal is not considered to result in a proposal that is fundamentally different from the overall principle of the layout found acceptable by the Inspector. It is not considered that the scheme results in a significant level of demonstrable harm to the visual amenities of the area that a reason for refusal on landscape impact grounds could be defended on appeal.

DRAINAGE:

Representations have also expressed concern at the site having inadequate drainage. The Inspector's report makes no reference in the commentary to the matter of drainage, however she did impose a planning condition (number 9) requiring the submission of details to demonstrate how the means of foul and surface water drainage are to be dealt with. The details approved pursuant to this part of condition 9 were addressed in the submission P/12/0778/DP/A. The details identify that for foul water the site will connect into the mains drain along Burr ridge Lane. The surface water details set out that this would be addressed by means of a soakaway. Southern Water's consultation advice in considering this submission was that the connection to the mains drain for foul water was acceptable. Southern Water identified that there was no mains provision for surface water, hence the applicant promoted a soakaway solution.

OTHER MATTERS:

The third party comments request an additional condition be added to the decision to require a survey of the utilities of the site to prevent any further damage and disruption to neighbours after a phone line was cut during the early stages of construction.

The tests for the use of conditions are set out in the Planning Practice Guidance. Such a condition as requested by the third party would fail the tests of 'necessity' and 'relevant to the development permitted'.

It is not for the third parties to recommend an alternative layout. The application must be considered on the basis of what is before the Local Planning Authority and a determination must be made as to whether the proposal accords with the provisions of the development plan or not.

CONCLUSION:

In this case the proposal is considered to be acceptable for permission without undue demonstrable harm to the visual amenities of the area.

Recommendation

PERMISSION subject to conditions:

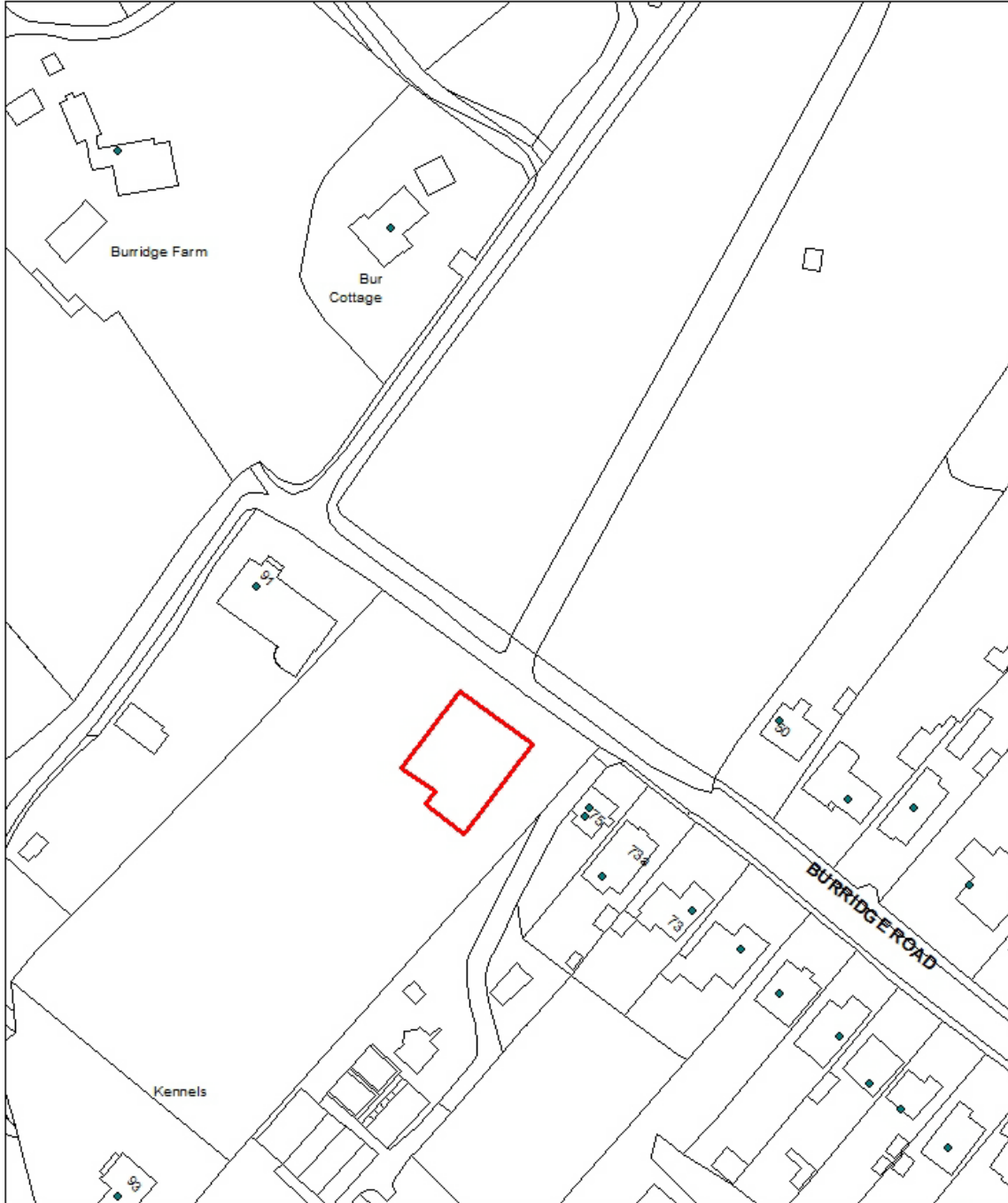
Site occupied only by gypsies and travellers, no more than one pitch on site, no more than two caravans of which no more than one shall be a static van, no commercial activities (including storage) shall take place on the land, No vehicle over 3.5 tonnes to be parked on site, 3m buffer zone to be maintained in accordance with previously approved details, day room building materials to be in accordance with details previously approved, Foul Drainage and Surface Water Drainage, lighting and landscaping to be carried out in accordance with previously approved details, Development to be carried out in accordance with approved plans.

Background Papers

P/12/0778/CU, P/11/1063/CU, P/00/0229/OA

FAREHAM

BOROUGH COUNCIL



LAND TO THE SOUTH WEST SIDE
OF BURRIDGE ROAD
SCALE: 1:1,250

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Agenda Item 6(6)

P/14/0429/FP [O]

PARK GATE

MR & MRS J EGNER

AGENT: STEVEN M NORTON
CHARTERED SURVEYOR

FRONT SINGLE STOREY EXTENSION AND ALTERATIONS

5 EASTBROOK CLOSE PARK GATE SOUTHAMPTON SO31 7AW

Report By

Arleta Miszewska ext. 4666

Site Description

The application site consists of a two storey mid terrace dwelling located on the eastern side of Eastbrook Close, which is a residential street located in Park Gate, Fareham.

Description of Proposal

Planning permission is sought for a single storey extension to the front of the property. The extension would provide a study room and a porch and would have a sloping roof.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Development Sites and Policies

DSP2 - Design

DSP4 - Impact on Living Conditions

Representations

No representations received.

Planning Considerations - Key Issues

The extension would not protrude further than the front building line of the adjacent property at no. 4 Eastbrook Close and therefore would have no impact on the residential amenities of these neighbours. As to the other property at no. 6, this property has been already extended to the front and has a flank wall facing the application site. Therefore, the proposal would have no impact on the residential amenities of these neighbours.

As to design considerations, similar extensions have been undertaken to a number of properties on this street, therefore this proposal would not alter the character or appearance of this area.

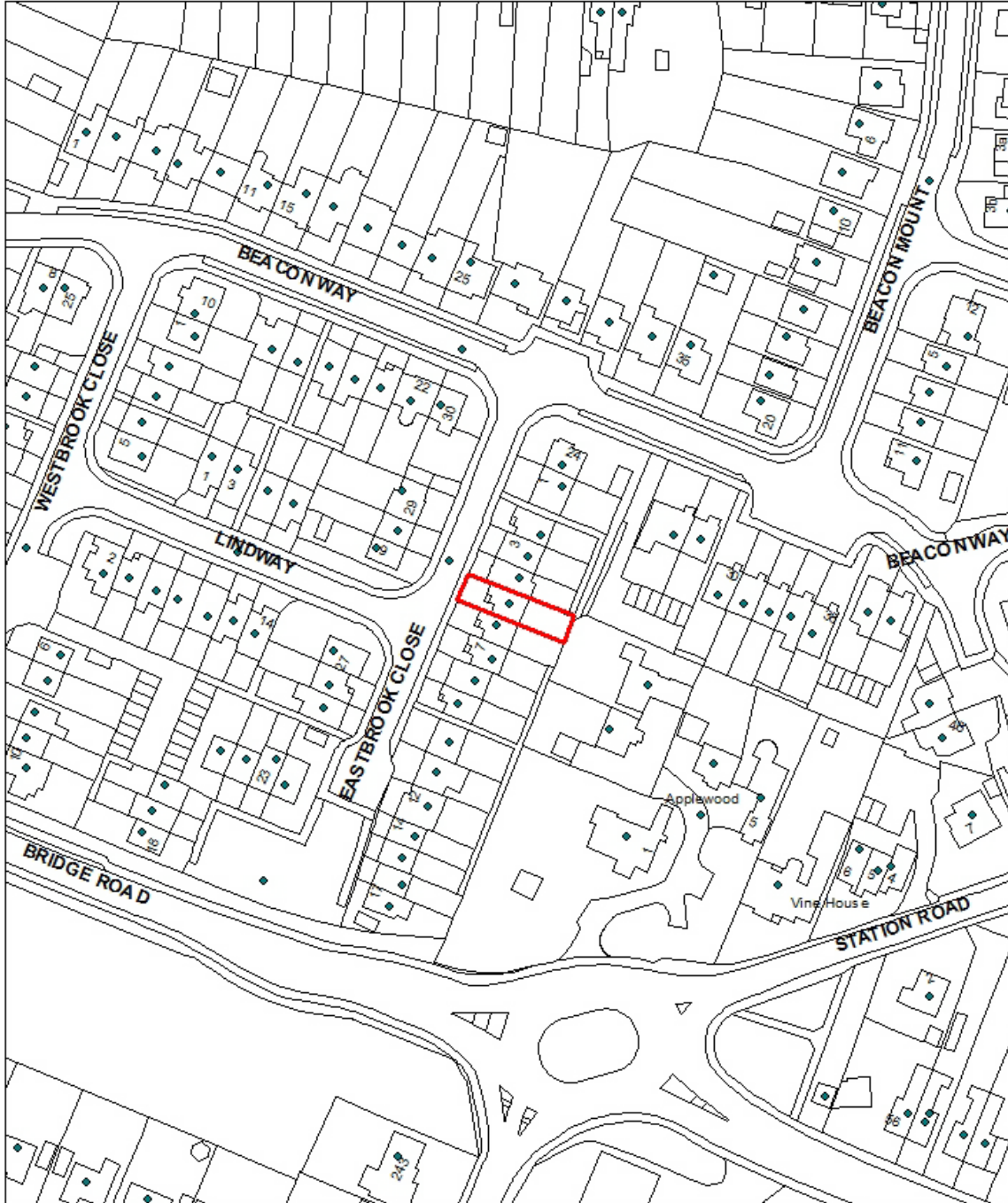
For the reasons given above, it is considered that this application accords with the local development plan for Fareham and there is no other material considerations to justify refusal. Therefore, conditional permission is recommended.

Recommendation

PERMISSION: materials matching existing

FAREHAM

BOROUGH COUNCIL



5 EASTBROOK CLOSE
SCALE: 1:1,250

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Agenda Item 6(7)

P/14/0455/FP

SARISBURY

MR K PINNICK

AGENT: MR KEN KAPPES

CONVERSION OF GARAGE WITH HOME OFFICE ABOVE TO GARAGE WITH GRANNY ANNEXE

61A SWANWICK LANE SWANWICK SOUTHAMPTON SO31 7DX

Report By

Graham Pretty (Ext.2526)

Site Description

The application site is located on the south side of Swanwick Lane, towards its eastern end. It comprises a detached chalet dwelling with a 60m deep rear garden which opens out to enclose land to the rear of No.63 to the west. The outbuilding subject of this application is located approximately 2m from the rear boundary of No.63 and less than a metre from the western boundary of the site with No.69. The front elevation of the building is located 15.5m from the eastern boundary of the site with No.61. The closest part of the outbuilding is about 15m from the rear of the main dwelling.

The building currently has permission for use as a garage/store with home office above and has first floor dormer windows looking east.

Access is available from Swanwick Lane along the western side of the property with a block paved drive leading to the outbuilding which has a turning area in front.

The site slopes down to a low valley to the rear. The boundaries with adjoining properties are generally open with post and rail fencing giving a very open aspect across several of the adjacent rear gardens to the east. No.63 is screened by 1.8m fencing.

Description of Proposal

The proposal is to convert the existing ground floor store and first floor home office into a self contained annexe, with the garaging retained. No external alterations are proposed to the building.

Policies

The following policies apply to this application:

National Planning Policy Framework

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

CS5 - Transport Strategy and Infrastructure

Development Sites and Policies

DSP2 - Design

DSP3 - Environmental Impact

DSP4 - Impact on Living Conditions

DSP46 - Self Contained Annexes and Extensions

Fareham Borough Local Plan Review

H9 - Annexes For Dependent Relatives

Relevant Planning History

The following planning history is relevant:

<u>P/07/0087/VC</u>	VARIATION OF CONDITION 5 OF P/05/1452/FP (TO ALLOW THE FIRST FLOOR OF THE GARAGE TO BE USED AS AN OFFICE IN CONNECTION WITH BUSINESS) PERMISSION 15/03/2007
<u>P/06/1595/FP</u>	ALTERATION TO POSITION OF EXISTING DROPPED KERB PERMISSION 17/01/2007
<u>P/05/1452/DP/A</u>	Erection of Detached Garage/ Workshop with Store Above: Details Pursuant - Cond 3 Tiles - Eternit - Antiques, Bricks - Terca Kassandra Multi: as letter dated 13 January 2006 DETAIL 08/02/2006 APPROVAL
<u>P/05/1452/FP</u>	Erection of Detached Garage/ Workshop with Store Above PERMISSION 14/12/2005

Representations

Four letters have been received objecting on the following grounds:

- Loss of privacy
- The applicants are property developers so that the application may be a forerunner to an application for a dwelling
- Disturbance by additional cars
- What provision will be made for additional cars?
- Possible precedent for further applications for dwellings along the lane.
- Other applications have been refused on the lane as contrary to policy
- The use as a home office is limited but as an annexe the activity would be the whole time
- The building is a significant distance from the main house

Consultations

Director of Community (Environmental Health) - No objection

Director of Planning and Development (Highways) - No objection

Planning Considerations - Key Issues

The key issues in this case are:

- The Principle of Development
- Impact upon the Character of the Area
- Impact on Neighbouring Properties
- Highways

Principle of development

This application relates to an existing building. No operational development is involved

since no external changes to the building are proposed. The building may currently be used for incidental purposes under the terms of Planning Permission P/05/1452/FP or as a home office under P/07/0087/VC.

Annexes, both attached and detached, are regularly permitted under policy H9 of the Fareham Borough Local Plan Review. That policy permits such buildings and uses, even in the countryside subject to the annexe being required for 'dependent relatives' of the householder and subject to other matters of impact and the requirements of other adopted policies.

In this case the applicants have confirmed that the annexe would be for their disabled son.

It is the case that the building could currently be used for incidental purposes. Importantly the first floor could be used as a home office in association with the use of the main house; this use is not restricted other than being for the benefit of the owners and could take place at any time. The property has ample garden and car parking to cater for the additional use of the building as an annexe.

Objectors have suggested that the proposed use may be a forerunner to the establishment of a second dwelling on the site. However, should permission be granted for this annexe use, it is recommended that a planning condition be attached restricting the use. Consequently use as a dwelling wholly independent from No.61a would require planning permission. In this context it is noted that the adopted planning Policy suggests that a S.106 obligation should be used to confine the use, however, case law indicates that a S.106 obligation should not be used where a planning condition can achieve the same result. In the case of detached annexes this Council has permitted other applications with a condition only and it is suggested that if permission is granted in this case then a condition would maintain adequate control.

Impact on character of the area

The building is existing. No external changes are proposed. There will be no visual impact upon the character of the area as a result of the change of use of the building. From the perspective of the use, the building could now be used incidentally to the dwelling and as a home office, so that it is not considered that the use as an annexe would significantly alter its impact upon the established character of the area.

Impact on neighbouring properties

Objectors to the application have expressed concern over the loss of privacy that they believe would result from the change of use. The main aspect of the outbuilding is to the east with two dormer windows serving the first floor space; there is a casement window serving the same space and facing south away from the frontage dwellings. No new openings are proposed and should permission be granted it is suggested that a condition be imposed preventing further openings in the north and west elevations.

The properties to the north and west would not be directly affected by the development. To the east, it must be accepted that the outlook from the building is open across neighbouring gardens. However, the building is situated 15.5m from the eastern boundary. This distance is in excess of that normally accepted for a residential rear garden depth (from the perspective of overlooking); in addition, the building can already be used at any time as a home office. In the light of this and the fact that it is open to individual residents to provide boundary screening to their properties, it is considered that objections on the grounds of overlooking adjacent gardens are not supportable in this case.

Residents have also raised issue with loss of privacy to rear windows. Again there is no issue in respect of the properties to the north and west. To the east the nearest rear windows are in No.61; due to the aspect of the outbuilding to the east in relation to the rear aspect of the frontage properties, looking south, any overlooking between the outbuilding and the rear windows of adjoining properties can only be oblique. Further, the rear elevation of No.61, the closest dwelling to the east, is approximately 28m away.

The objectors have also raised concern over noise and disturbance in particular from additional cars. In this respect the most affected property would be No.63, however, there is already a long paved drive leading to the building, which is a garage. There is a turning facility in front of the building and it is reasonable to expect that any disturbance from vehicles could already occur. Officers do not consider that the additional traffic movements (if any) from a dependent relative would be sufficient to raise objection to the development.

Highways

The objectors have argued that there is no information in the application relating to car parking for the proposed use. This is the case, however, it is evident on site that there is adequate space on site to accommodate well in excess of the necessary number of car spaces. There is turning available and the Director of Planning and Development (Highways) has raised no objection.

Other Matters -

Objectors have drawn attention to other cases which they consider have relevance to the application. Specific reference has been made to:

P/09/0582/FP for a summerhouse at 85 - 95 Swanwick Lane. The proposal was to place a building on land outside of the curtilage of any dwelling and which was therefore contrary to policy and different to the current case.

P/04/1278/OA for a detached dwelling rear of 85 Swanwick Lane. This application was with the clear intent of creating a separate dwelling and curtilage, contrary to policy. In the current case, the use as an annexe is permissible under Policy H9 of the Local Plan.

FBC.5747/3 for the change of use of a domestic workshop to commercial use at 57 Swanwick Lane. This application was determined in 1987 but in any event would have been considered through very different criteria to the current case.

It is also argued that the building is sited too far away from the main dwelling to be considered as an annexe. The building is about 15m away from the main house. This separation is dictated by the fact that the building is existing. It is not considered to be so great that it could not satisfactorily function as an annexe and there is no Policy stipulation to be met in this regard.

Conclusion

The building is existing in the local landscape and will not be physically altered. The proposed use as an annexe is permissible through Policy H9 of the Local Plan Review subject to there being an appropriate functional link with the main dwelling and other matters of impact. The annexe is intended for the applicants disabled son but in the event of the annexe not being required for a dependent relative of the applicants the building could be used as ancillary accommodation.

The building is sited so that whilst there will be an outlook over adjoining gardens and towards adjacent dwellings, these views could be gained already by the unregulated use of the building as an office. Additionally the distances are such that there would be no grounds to refuse permission as a result of loss of privacy.

There is ample parking and turning at the site and there is no objection on highways grounds.

Recommendation

Subject to the receipt of amended plans correcting minor discrepancies between the submitted elevations and those on the ground:

PERMISSION

No further windows/openings in the north or west elevations; use as annexe for dependent relative or ancillary accommodation and not to be let or sold separately.

Notes for Information

P/05/1452/FP;P/07/0087/VC;P/09/0582/FP;P/04/1278/OA;FBC.5747/3; P/14/0455/FP

FAREHAM

BOROUGH COUNCIL



61A SWANWICK LANE
SCALE: 1:1,250

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Agenda Item 6(8)

P/14/0468/CU

WARSASH

MR P SMITH

AGENT: MR P SMITH

CHANGE OF USE FROM A1 (RETAIL) TO A2 (ESTATE AGENT)

5 BROOK LANE WARSASH SOUTHAMPTON SO31 9FH

Report By

Graham Pretty (Ext.2526)

Site Description

The application site is located adjacent and to the north of the commercial garage located on the northwest side of the Brook Lane roundabout at the centre of Warsash. The unit is currently empty and is detached from the parade of 6 commercial units to the north. There are three empty units in the parade in addition to the application site.

The roundabout is dominated by non-retail uses, being two car showrooms, a bank and a pub.

Description of Proposal

The proposal is to change the use of the application premises from retail (A1) to an estate agent (A2).

Policies

The following policies apply to this application:

National Planning Policy Framework

Approved Fareham Borough Core Strategy

CS3 - Vitality and Viability of Centres

Development Sites and Policies

DSP34 - Development in District Centres, Local Centres, and Local Parades

Fareham Borough Local Plan Review

S7 - Non-Retail Uses in the District and Local Centres

Representations

Five representations have been received, objecting for the following reasons:

- Retail outlets are needed, not estate agents
- Will tip the balance against Warsash as a place to visit
- Business rates need to be reduced to keep independent retail units

Planning Considerations - Key Issues

The key issue in this case is:

Policy concerning non-retail uses in District Centres -

The application proposal falls to be considered under Policy CS3 of the Core Strategy, saved Policy S7 of the Local Plan Review and emerging Policy DSP34 of the Local Plan

Part 2: Development Sites and Policies which may be afforded significant weight.

The adopted Policies stipulate that changes of use will be supported where they do not result in the extension or consolidation of non-retail uses within centres to the extent that they "...dominate the character of the area".

The emerging Policy refers rather to the creation of an unacceptable continuous group of non-retail uses on the same side of the street. Whilst not adopted the emerging Policy is one which is unlikely to be significantly altered through the adoption process of the plan and may therefore be afforded significant weight in determining applications.

The Retail Health Check (Summer 2013), evidenced that of the 26 units recorded in Warsash:

- 42% were retail (A1)
- 19% were within use class A2. Of the 5 A2 units; 2 were Estate Agents.
- 39% other non-retail uses

The recent Health Check therefore sets out that 58% of the units in Warsash are in a non-retail use. As such it is clear that the non-retail uses are already 'dominant'. The key assessment is whether the further loss of a retail (A1) unit to a non-retail use would, in extending the non-retail uses, lead to a domination on non-retail uses to the detriment of the character of the area.

The objections received all relate to the loss of a further retail outlet which would adversely affect the balance retail outlets to the detriment of the centre.

The proposal will adjust the above percentages as follows:

- 38% retail A1
- 23% within use class A2.
- 39% other non-retail uses

At face value this would further increase the non-retail uses however the key assessment in policy S7, as set out above, is whether this extension of non-retail uses would be harmful to the character of the area.

It is also noted that the emerging Local Plan policy does not use the same basis for assessment of proposed changes of use as saved policy S7, referring to the creation of an "unacceptable continuous group of non-retail uses on the same side of the street".

In this part of Brook Lane, excluding the car sales use on the corner with Shore Road, there is a nail parlour, a take-away, a restaurant and and three retail units (including the application site). Of these six units three are currently empty. It may be argued, therefore given this mix of uses, that the change of use of this retail unit would not lead to an unacceptable continuous group of non-retail uses.

Additionally paragraph 5.151 of the Emerging Policy, in support of policy DSP34, sets out that "...in order to protect parades from inactive frontages, proposals for alternative uses in units that have been vacant for a reasonable periods of time will be favourably considered". In this case there is no marketing information submitted in support of the application but the vacancy of other units is noted and the potential for an occupied and active unit would not result in the 'dominance' of non-retail uses to such a degree that there is demonstrable harm to the character of the area. Additionally criterion b) of policy S7 does provide support

for the change of use insofar as the proposed use is one of those identified in the policy as "...appropriate to a shopping centre".

A further material planning consideration is paragraphs 21/22 of the National planning Policy Framework (NPPF). The NPPF stresses the need to support the economy and emphasises that "Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances". It is evident from the high percentage of empty units in this parade that the market for retail units in Warsash is not buoyant. National Policy therefore supports the promotion of the economic re-use of the site.

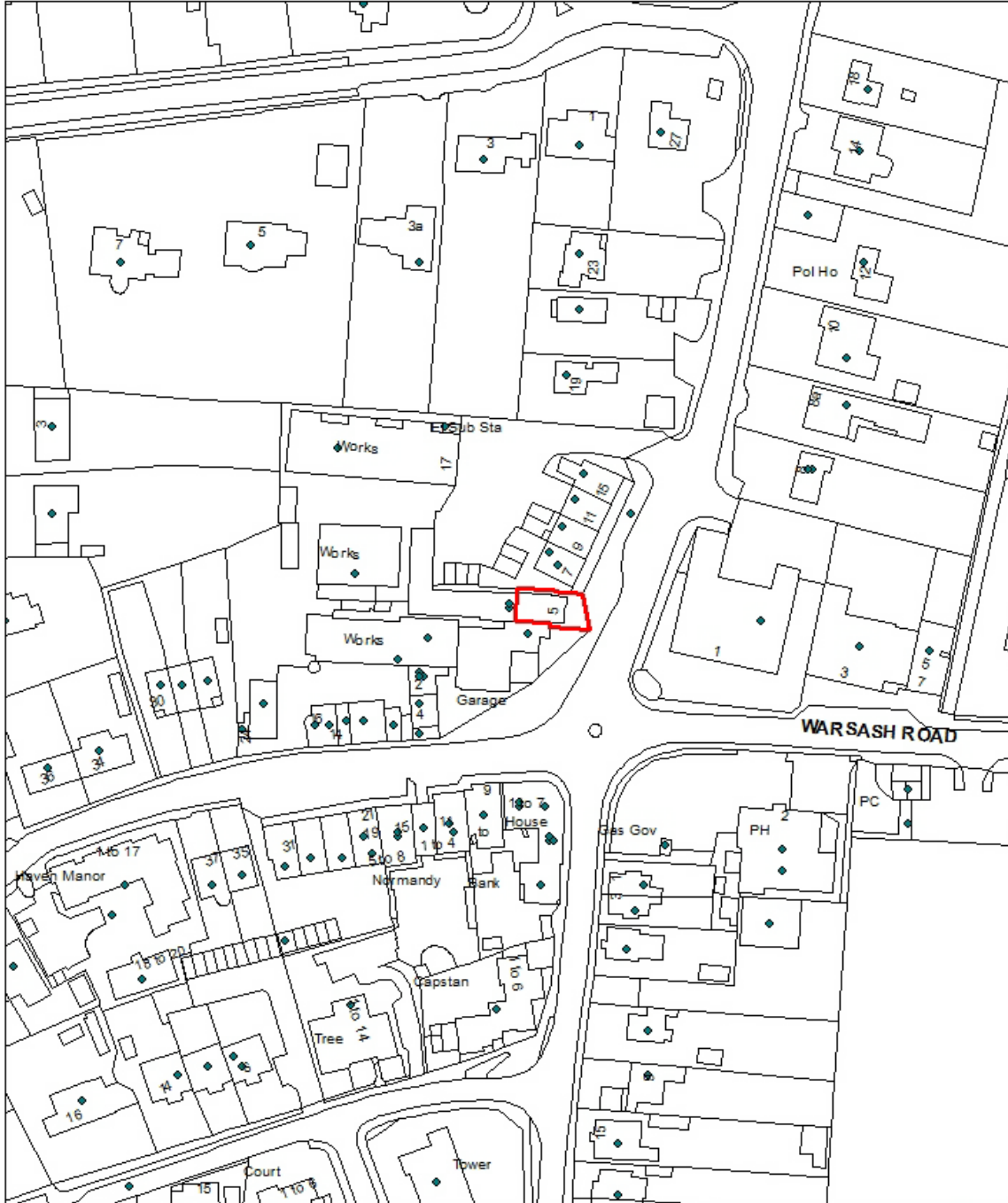
On balance, it is considered that the proposed change of use whilst further increasing the percentage of non-retail uses, will not result in the extension of non-retail uses becoming so dominant that the scheme would be harmful to the character of the area and that shoppers would be discouraged from using the parade because of the dominance of non-retail uses. The proposal would represent the economic re-use of an empty unit in a position where there is a current level of empty units such that the benefits of the unit being used outweigh any policy concern with regards to further extending the number of non-retail uses.

Background Papers

P/14/0468/CU

FAREHAM

BOROUGH COUNCIL



5 BROOK LANE
SCALE: 1:1,250

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Agenda Item 6(9)

P/14/0485/FP

TITCHFIELD

MRS DEBBIE HOWELL

AGENT: DANIELLS HARRISON

CONVERSION OF GARAGE TO PROVIDE DISABLED PERSONS FACILITIES
INCORPORATING EXTERNAL CHANGES

28 HAMPTON GROVE FAREHAM PO15 5NL

Report By

Arleta Miszewska ext. 4666

Site Description

The application site consists of a two storey detached dwelling located on the eastern side of Hampton Grove, which is a residential street located off Highlands Road within the urban area.

The property benefits from a single attached garage to the side (south), connected to the host dwelling by an entrance porch and wc behind.

Description of Proposal

Planning permission is sought to convert the garage into a habitable room and to replace the garage door with a window and fibre cement board cladding, extend the projection of the existing canopy and increase the height of the garage roof by approximately 200mm.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Approved SPG/SPD

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

Development Sites and Policies

DSP2 - Design

DSP4 - Impact on Living Conditions

Relevant Planning History

No relevant planning history.

Representations

One letter of objection has been received from no. 29 Hampton Grove raising the following objections:

- i) the works would cause disruption, noise and encroachment to my family and property,
- ii) the proposed use of fibre cement board cladding in lieu of the existing tile hanging would be unnecessary and unsightly,
- iii) the proposed use of the front garden for car parking would be unnecessary and would threaten the integrity of the drains that run underneath it,
- iv) the increase of roof height will result in the feeling of being hemmed-in in my garden, loss of outlook,

- v) danger of damage to my fence,
- vi) the provision of an additional car parking space is not necessary,
- vii) the hard standing will impact upon drainage pipes running below it,
- vii) vehicles entering and leaving the site will damage my front lawn.

Consultations

Director of Planning and Development (Highways) - comments awaited.

Director of Community (Environmental Health) - comments awaited.

Planning Considerations - Key Issues

When assessing a proposal of this nature the main planning consideration includes the impact upon the character and appearance of the surrounding area, the residential amenities of adjacent neighbours, including the loss of light, outlook and privacy and highway implications.

In terms of impact upon residential amenities, the proposal does not propose any new openings that would facilitate direct overlooking and does not propose to considerably extend the footprint or height of the garage. The increase in height of the roof of the garage by 200mm is not considered material given the spatial relationship of the garage and other nearby properties. Therefore, the proposal does not raise Officers' concerns over harmful impact upon the residential amenities of the adjacent neighbours.

In terms of impact on the character or appearance of the area, the proposal would not diminish the residential character of the area by introducing an activity which is not normally expected within a residential street like this. As to the appearance, concerns have been raised over the introduction of a fibre cement board cladding. However, Officers do not consider the introduction of a new external material within this streetscene to have a demonstrable harm to the street view given the limited amount of the new material proposed to be added to the frontage of the application site.

Further concerns have been raised over the provision of an additional car parking space at the front of the property. This additional space would compensate for the loss of space within the garage in accordance with the car parking requirements set out in the Council's Residential Car & Cycle Parking Standards SPD.

A number of other issues have been raised however these are a private matter between neighbours and lie outside of planning control.

For the reasons set out above, it is considered that this application accords with the local development plan for Fareham and there is no other material consideration to justify refusal. Therefore, conditional permission is recommended.

Recommendation

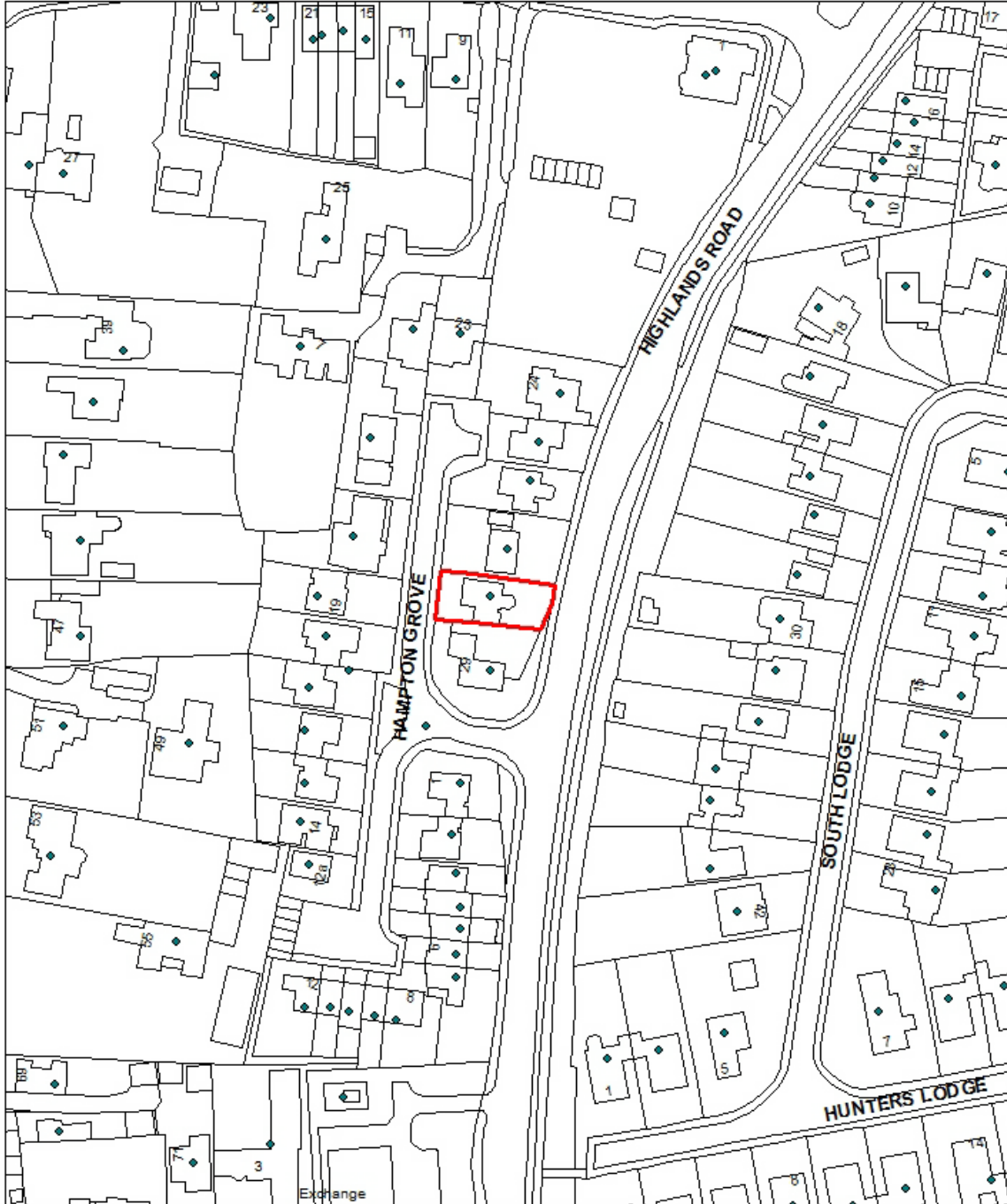
Subject to:

- i) The comments of the Director of Planning and Development (Highways);
- ii) The comments of the Director of Community (Environmental Health).

PERMISSION

FAREHAM

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28 HAMPTON GROVE
SCALE: 1:1,250

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Agenda Item 6(10)

P/14/0498/SU

TITCHFIELD COMMON

CTIL & VODAFONE LTD

AGENT: CAIP LTD - MATTHEW
HOCKENHULL

REPLACEMENT OF EXISTING 12.5 METRE HIGH TELECOMS MONOPOLE WITH NEW 12.5 METRE HIGH MONOPOLE INCLUDING TWO 300MM TRANSMISSION DISHES AND INSTALLATION OF ONE ADDITIONAL TELECOMS EQUIPMENT CABINET

HUNTS POND ROAD/NETLEY ROAD TITCHFIELD PO14 4RH

Report By

Richard Wright

Site Description

The application site is located within a landscaped verge on the western side of Hunts Pond Road just south of the junction with Netley Road. The allotment gardens are located immediately to the east.

At the present time a 12.5 metre high monopole is positioned here with two cabinets in very close proximity to its north.

Description of Proposal

This application seeks confirmation that "Prior Approval is Not Required" for the replacement and installation of new telecommunications apparatus.

The application is made pursuant to Schedule 2, Part 24, Class A of the Town and Country Planning (General Permitted Development) Order 1995 as amended. This part of the Order requires the applicant to apply to the Local Planning Authority for a determination as to whether the prior approval of the authority will be required to the Siting and Appearance of the development only.

In this case the site already accommodates a single monopole mast as described above. The existing mast is 12.5 metres tall.

This application proposes to erect a replacement mast, of the same height and in the same location with some very minor changes to its appearance.

The proposal also includes the installation of a third green coloured steel cabinet immediately along the existing two.

As a result of a joint operation agreement between Vodafone and Telefonica UK this site has been identified to support the antenna for both operators. As such Vodafone Limited, as the applicant, is seeking to effectively replace the existing mast and share the structure with Telefonica on this site. The new structure will also ensure that adequate 4G coverage is provided to this part of the Borough.

Policies

The following policies apply to this application:

Fareham Borough Local Plan Review

CS17 - High Quality Design

Development Sites and Policies

DSP2 - Design

DSP55 - Telecommunications

Fareham Borough Local Plan Review

DG4 - Site Characteristics

FS7 - Telecommunications

Relevant Planning History

The following planning history is relevant:

P/10/0628/SU **REPLACEMENT OF EXISTING 12 METRE COLUMN WITH NEW 12.5 METRE DUAL USER STREET POLE TELECOMMUNICATIONS COLUMN AND ADDITIONAL CABINET**

PRIOR APPR NOT 26/08/2010

REQ'D

P/06/0673/SU **Installation of 12 Metre Telecommunication Mast, 1 No Equipment Cabinet and Ancillary Works**

PRIOR APPR NOT 13/07/2006

REQ'D

Representations

None

Planning Considerations - Key Issues

The key considerations for consideration are:

- Siting
- Appearance
- Other matters

SITING

As described above, Part 24 of the General Permitted Development Order only allows this Authority to consider 'siting' and 'appearance'.

In this case the proposed mast is in the same location as an existing mast. As such the siting of communications equipment in this location has already been established.

The new cabinet immediately adjoins existing cabinets and is located alongside the mesh fence surrounding the allotment gardens.

Officers consider the siting of the mast and the new cabinet acceptable.

APPEARANCE:

The existing mast is in the same location and is the same height as that proposed. The

changes to its external appearance are modest and include two transmission dishes (which resemble small satellite dishes) at a height of 7.5 metres above ground level.

The additional cabinet would be slightly lower in height and slightly narrower than those already existing at the site.

Officers consider the appearance of the new mast and cabinet to be acceptable

Conclusion

The mast proposed differs marginally from that already erected at the site. The additional cabinet would not cause harm to the area as a result of its siting or appearance

Recommendation

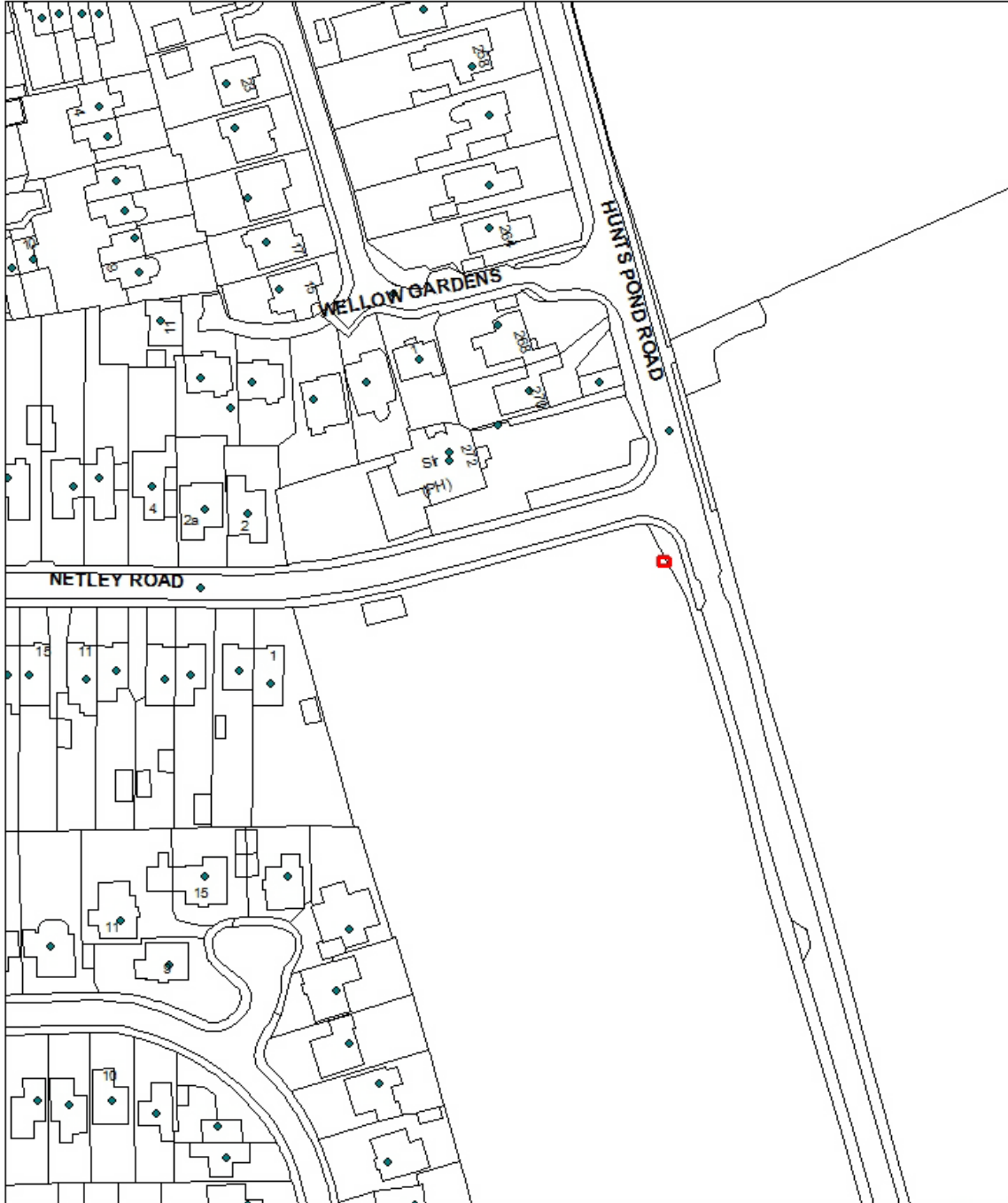
PRIOR APPROVAL NOT REQUIRED

Background Papers

P/14/0498/SU

FAREHAM

BOROUGH COUNCIL



HUNTS POND ROAD/
NETLEY ROAD
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P/14/0409/OA

MESSRS PETER AND PAUL
CHASE

LOCKS HEATH

AGENT: ROBIN HOWE AND
ASSOCIATES

DEMOLITION OF EXISTING DETACHED BUNGALOW & GARAGE AND ERECTION OF
A PAIR OF SEMI-DETACHED 3-BED HOUSES, ONE DETACHED CHALET 4-BED
BUNGALOW AND A 3-BED BUNGALOW

67 CHURCH ROAD LOCKS HEATH SOUTHAMPTON HAMPSHIRE SO31 6LS

Report By

Graham Pretty (Ext. 2526)

Amendments

As amended by layout plan R/508/10/B

Introduction

This site has been the subject of two previous applications, withdrawn in order to address planning issues arising.

Site Description

No.67 is located on the south side of Church Road to the west of the junction with Church Close to the north. The plot, which is occupied by a detached bungalow set well back from the road frontage, is significantly larger than is typical for development on the south side of Church Road and measures approximately 20m wide by 90m deep. There is a drop in levels to the south into the site from Church Road and from the west to the east. The site is adjoined by properties fronting Church Road and by properties accessed from Woodpecker Copse, Kingfisher Copse and Laxton Close.

The east, west and south boundaries are formed by mature vegetation. Existing access is located on the eastern side of the plot adjoining 65b Church Road and 18 Kingfisher Copse.

Description of Proposal

The proposals involve the redevelopment of the site with 4 dwellings, being a pair of two storey, 3-bed, semi-detached dwellings fronting on to Church Road, a detached 4-bed, chalet dwelling to the rear of the frontage plots and a detached 3-bed bungalow to the rear of the plot. Access is proposed, as now, on the eastern side of the site to serve Plots 1, 3 and 4 with a new frontage access to serve Plot 2.

The application is made in outline, however, approval of the access, appearance, layout and scale of the development are sought at this time, leaving landscaping as the only 'reserved matter'.

Policies

The following policies apply to this application:

National Planning Policy Framework

Approved Fareham Borough Core Strategy

CS15 - Sustainable Development and Climate Change

DG4 - Site Characteristics
CS17 - High Quality Design
CS5 - Transport Strategy and Infrastructure
CS6 - The Development Strategy
CS9 - Development in Western Wards and Whiteley

Development Sites and Policies

DPS1 - Sustainable Development
DSP2 - Design
DSP3 - Environmental Impact
DSP4 - Impact on Living Conditions

Fareham Borough Local Plan Review

C18 - Protected Species
DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

P/13/0066/OA **DEMOLITION OF EXISTING BUNGALOW AND ERECTION OF A PAIR OF SEMI-DETACHED DWELLINGS, ONE CHALET BUNGALOW AND ONE BUNGALOW**

WITHDRAWN 11/03/2013

P/12/0730/OA **DEMOLISH EXISTING DETACHED BUNGALOW AND ERECT A PAIR OF SEMI-DETACHED THREE BEDROOMED HOUSES, ONE FOUR BEDROOMED CHALET BUNGALOW AND ONE THREE BEDROOMED BUNGALOW**

WITHDRAWN 14/11/2012

Representations

Two letters of objection have been received from 14 households. The following objections are made:

- The proposals are an overdevelopment of the site
- Dangerous access
- Further overcrowding of local roads
- None of the dwellings has a garage so there will be increased parking on Church Road
- Semi-detached houses will be in line with the side windows to No.65b
- Noise from increased use of access
- Overshadowing and loss of privacy accentuated by change in levels
- traffic management along Church Road is needed if permission is to be granted
- Is amenity space sufficient?
- Is access for refuse and emergency vehicles adequate?
- Will the new drive be properly supported/retained in view of the change in levels
- Has boundary treatment been fully considered?
- Boundary hedges are within adjoining properties and cannot be affected
- Possible light pollution

- What will the materials be?
- Loss of Privacy
- Loss of Light
- Loss of wildlife habitat
- Profit making scheme with no regard for impact
- Inadequate parking
- Out of keeping with the prevailing character of development on Church Road
- Church Road is a major bus route
- Car parking spaces are too small

Consultations

Natural England - The site is within 2.4km of habitats which form part of the Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI). Natural England's advice is that an increase in the number of dwellings (within the 5.6km zone as defined by the SDMP) would be likely to have a significant effect upon the nature conservation interests of those sites.

Director of Community (Contamination) - No objection

Director of Regulatory Services (Pollution) - A traffic noise assessment should be undertaken to assess whether or not plots 1 and 2 will be subject to unacceptable levels of traffic noise pollution. Reference should be made to the World Health Organisation's guidelines for community noise for acceptable noise levels both within and outside the properties. Depending on the outcome of the noise assessment, the developer may have to ensure an adequate level of protection against noise from traffic, for example, by providing double glazing, acoustically insulated trickle vents, barrier techniques, mechanical ventilators etc.

Any such remedial action to be included in the noise assessment.

I would also suggest the provision of a 1.8m high close boarded fence along the driveway to reduce the impact of the vehicles using it on the occupiers of 69 Church Road Locks Heath.

Director of Planning and Development (Ecology) - A reptile survey is not required in this case. An up to date bat survey is required.

Director of Planning and Development (Highways) - To accommodate the additional dwellings, the existing access should be widened to 5m for the initial 6m from the kerb of Church Road. The turning area for plot 2 is considered to be of inadequate size and should be extended by 1.4m to enable the space to be usable. Allied with this, the western entrance needs to be widened to 3m and slightly splayed on its western side to ease the vehicle turn.

To give sufficient warning of emerging vehicles for pedestrians, both entrances should have 2m by 2m splays with a 0.6m maximum height.

At the eastern entrance, visibility splays of 2.4m by 20m to the east and 2.4m by 45m to the west are required. At the western access, such splays should be 2m by 45m in both directions.

The gradients of the accesses should be no greater than 10% (1 in 10) for the initial 6m from the kerb of Church Road.

Planning Considerations - Key Issues

The key issues in this case are as follows:

- Principle of Development
- Impact on Living Conditions
- Impact upon the Character of the Area
- Impact on Neighbouring Properties
- Highways
- Ecology

Principle of development

The site is located within the defined urban area of Locks Heath. As a residential garden the site is not considered to be 'brownfield' land, however, this does not, in itself prevent the development of the site, which may be considered subject to matters of design and impact. Policy CS9 of the Core Strategy is permissive of development that would meet the requirement of other adopted policies and which would contribute towards meeting the housing needs for the area. The proposed development would contribute 3 dwellings towards meeting such needs.

Impact on living conditions

The proposed development has been designed to meet the Council's normally adopted standards in terms of the relationships between dwellings so that there are not considered to be any issues of intervisibility between the proposed dwellings.

The rear gardens of Plots 1 and 2 are 11m in depth and the first floor rear windows separation from these plots to Plot 3 is 22m. Although the rear garden of Plot 3 is only 7.6m deep it is 14.75m wide, providing sufficient private rear garden space. Plot 4 is oriented so that the front of the proposed bungalow would face east and there would be a blank elevation facing north towards Plot 3. The private garden to plot 4 is shown as approximately 12.5m deep by 20m wide.

It is considered that the living conditions of the future residents are satisfactory.

Impact on character of the area

Design criteria to be considered as part of the determination of planning applications are set out in Policy CS17 of the Core Strategy. These include that the development should respond positively and be respectful of the key characteristics of the area.

The application site stands apart from the adjoining developments in so far as developments have taken place up to the side and rear boundaries. The layout potential of the site is therefore constrained by its linear form stretching away from Church Road. Church Road is characterised by frontage development, with two storey developments to the west and single storey to the east on the southern side. The proposed development incorporates a pair of semi-detached houses fronting on to Church Road adjacent to the west boundary and the existing two storey dwellings. These dwellings are designed as a non-matching pair in order to add visual diversity to the street scene. The retention of the access along the east boundary provides 6.8m separation to the existing bungalow at No.65b.

Plot 3 is located centrally on the plot in a not dissimilar position to the existing dwelling. Plot 4 is more closely surrounded by existing development and has been designed as a

bungalow to sit more comfortably in what is a backland position and given the surrounding development.

It is proposed that boundary vegetation will be retained.

It is considered that the character of the area will not be adversely impacted by the proposed development.

Impact on neighbouring properties

Despite its simple linear form the proposed development has been carefully considered to minimise the impact upon existing residential properties.

The semi-detached dwellings on the frontage of the site are set back to provide frontage parking. This does result in a stagger of 4 metres to the rear of No.69. However the existing and proposed properties are separated by approx.2.7m with mature mixed hedging 3- 4m high along the boundary, which is to be retained. It is considered that the impact in this direction would not be harmful. The neighbour to the east at No.65b has raised objection over the impact of the two storey dwellings in that direction, drawing attention to their existing side windows; this property is a bungalow and whilst there are side windows facing the site these are within 1.25m of a 1.8m high boundary hedge which currently restricts light and outlook; the eastern flank wall of the new semi-detached dwellings would be 6.4m from the side elevation of No.65b; the impact is considered to be acceptable.

Plot 3 (Chalet) would be located primarily behind No.10 Laxton Close. The resident of No.10 has not raised particular concern in respect of residential amenity but for clarity members are advised that the blank, flank wall of this chalet would be approx.13.8m away from the rear elevation of no.10 Laxton Close which is greater than the minimum 12.5m guideline set out in Appendix 6 to the local plan which is applicable to new full two storey developments. Further, the strong eastern boundary vegetation to be retained will act as an effective visual foil. To the east, Plot 3 is located approx.8.6m from the blank side elevation of No.18 Kingfisher Copse. Again there is mature boundary vegetation to be retained along the eastern boundary.

Plot 4 has been designed as a bungalow to minimise the impact of any building bulk on adjacent residents. It is set 11m at its nearest point to the rearmost part of No.18 Kingfisher Copse, 15.5m from No.5 Kingfisher Copse, and approx 19m from Nos.30 and 32 Woodpecker Copse. With existing boundary treatment and no first floor windows there would be no adverse impact arising from the development of this bungalow plot.

Concern has been raised over potential disturbance by increased use of the access drive. In fact the level of increased use that would impact upon the private gardens of adjoining properties is small. Plots 1 and 2 have parking at the front leaving access along the side driveway being for Plots 3 and 4 only. The existing bungalow is located roughly where Plot 3 is located and access runs the length of the boundary to the existing bungalow; the only increase will therefore be to Plot 4 where the majority of the additional drive runs along the blank side wall of No.18 Kingfisher Copse. It is considered that the small increase in traffic is acceptable.

Highways

The changes sought by the Director of Planning and Development (Highways) have been incorporated into amended plans such that the concerns raised have been addressed such that there are no highway grounds to refuse the proposed development.

Ecology

The Director of Planning and Development (Ecology) has confirmed that there are no issues on this site relating to reptiles and that the outstanding concern is in regard to bats. An earlier survey has shown no evidence of bats but a further survey is being undertaken to confirm this. An update will be provided at committee.

Conclusion

The application site is within the urban area where the principle of development is supported by adopted policy. The development of the site has been subject to an extensive planning history and negotiations with Officers to achieve an acceptable arrangement. The dwellings are now designed to meet the Council's normal interrelationship criteria between both proposed and existing dwellings such that there is not considered to be significant harm arising as a result of loss of light or outlook. The proposed dwellings fronting Church Road will add to the mix of property styles along the road and will not be harmful to the existing character of the area. Whilst Church Road is busy, nonetheless, the access and car parking arrangements are now considered to be acceptable.

PERMISSION

Subject to the completion of a unilateral undertaking pursuant to S.106 of the Town and Country Planning Act 1990 to secure a contribution towards mitigation of the impact of the development upon the coastal SPA then PERMISSION subject to conditions as follows -

Reserved matters; details of materials; drainage; levels; gradient of access; details of hardsurfacing; boundary treatments including retention of existing hedgerow; remove pd rights for windows in the roof in Plot 4; vehicular access construction; provision of visibility spays; provision and maintenance of car parking; details and provision of cycle stores; bin stores; mud on road; provision for construction vehicles; no burning; hours of construction; further conditions as necessary on completion of consultations.

Notes for Information

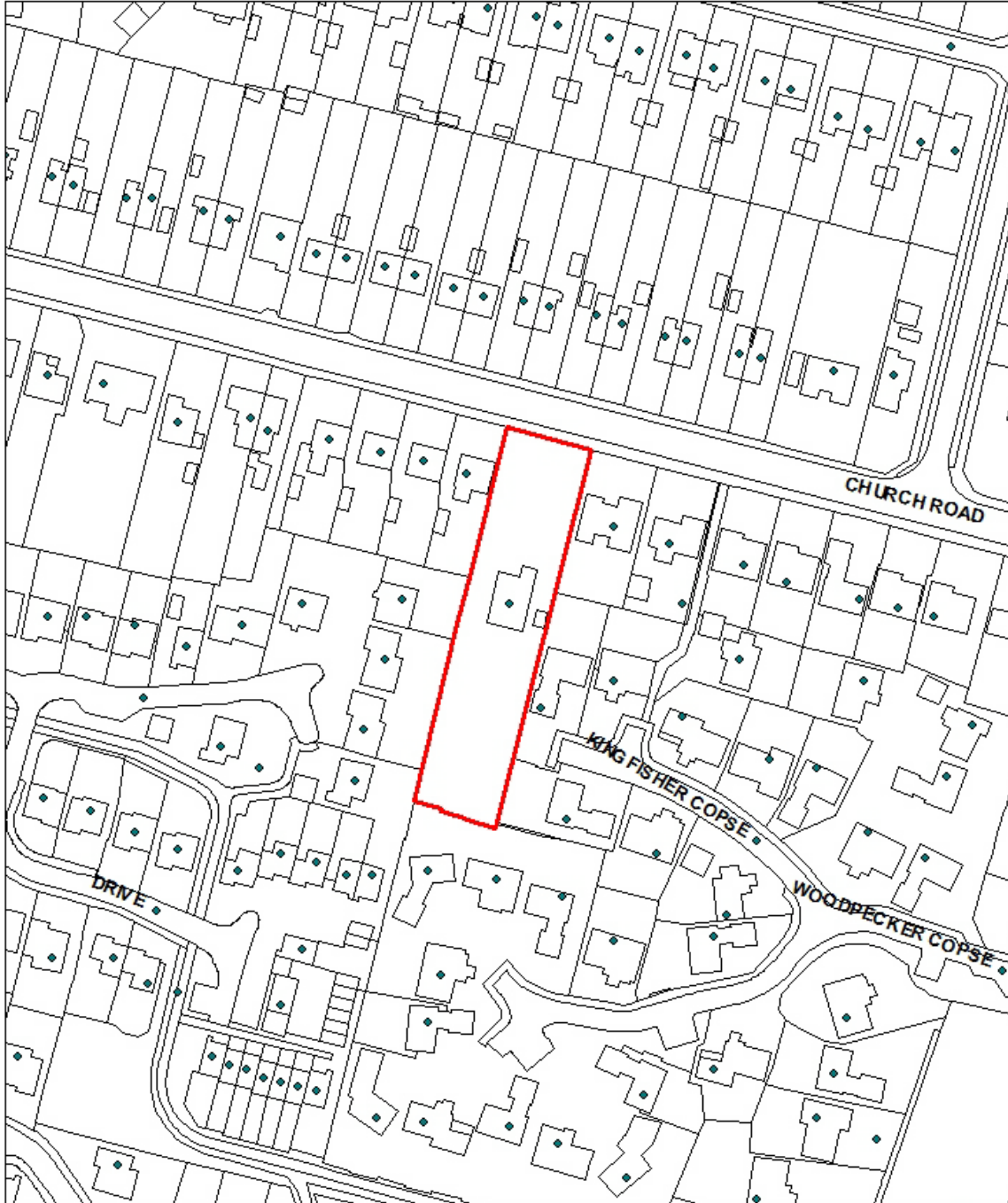
Contact Hampshire Highways

Background Papers

P/12/0730/OA; P/13/0066/OA; P/14/0409/OA

FAREHAM

BOROUGH COUNCIL



67 CHURCH ROAD
SCALE: 1:1,250

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Agenda Item 6(12)

P/14/0462/FP

MR & MRS SHIELDS

PARK GATE

AGENT: ROSENTHAL DESIGN
SERVICES LTD

ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSION

8 PIMPERNEL CLOSE LOCKS HEATH SOUTHAMPTON SO31 6TN

Report By

Arleta Miszewska ext. 4666

Site Description

The application site consists of a two storey detached dwelling located within the south-eastern corner of Pimpernel Close.

The dwelling benefits from a single side attached garage and a rear conservatory.

The site lies within the urban area.

Description of Proposal

Planning permission is sought for a single storey side (behind the garage) and rear extension replacing the existing conservatory.

The side part of the extension would join the existing garage. It would have a hipped roof of maximum height of 3801mm (2260mm to the eaves) and would be located at the boundary with the properties at nos. 5 and 6 Pimpernel Close. This part of the extension would accommodate a kitchen extension and a day room.

The rear part of the extension would project beyond the original rear wall by 3000mm and would meet with the side extension, also projecting to the boundary with the above mentioned properties. This part of the extension would also have a sloping roof of the same overall height and eaves height and would accommodate a day room.

There would be roof lights inserted in the side and rear roof slopes.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Approved SPG/SPD

EXTDG - Extension Design Guide (1993)

Development Sites and Policies

DSP2 - Design

DSP4 - Impact on Living Conditions

Representations

One letter of representation has been received from no. 5 Pimpernel Close requesting clarification. This was followed by two out-of-time letters from the same property and the

property at no. 6 Pimpernel Close raising the following concerns:

- i) loss of outlook,
- ii) the wall of the side elevation and roof are too high,
- iii) access for construction works,
- iv) no information provided before submitting plans to the Council.

Planning Considerations - Key Issues

When assessing a proposal of this nature the main planning consideration includes the impact upon the character and appearance of the surrounding area and residential amenities of adjacent neighbours, including loss of light, outlook and privacy.

Design:

The extension would be located to the side and rear and would not alter the appearance of the frontage of the host house. It would incorporate a sloping roof with eaves height matching the eaves of the existing garage and the roof style of the main house. The roof would pitch below the first floor windows keeping the extension in proportion with the main house not dominating its appearance in shape or size. For these reasons it is considered that this proposal would not harm the character or appearance of the surrounding area.

Impact on residential amenities: light, outlook and privacy.

The proposal would be located at the boundary with the properties located to the south west (5 and 6 Pimpernel Close). The side elevation facing these properties would only have two roof lights inserted in the roof slope and no windows within the wall. Therefore, the proposal does not raise Officers' concerns over direct overlooking and loss of privacy.

Although the extension would be located at the common boundary, from the orientation of the site and the movements of the sun, it is clear that it would not overshadow the adjacent properties to the detriment of their residents. Furthermore the extension would be some 10 metres from the rear of these properties.

Concerns have been raised by both adjacent neighbours over loss of outlook. The Fareham Extension Design Guide states that a minimum distance of 12.5 metres (40 feet) is normally required between the windows of habitable rooms in an existing dwelling and a two storey wall of a new extension where the wall contains no windows.

The garden length of the dwelling at no. 6 is approximately 11 metres, which is slightly below the above mentioned standard. However, this standard applies to two storey extensions. Therefore Officers conclude that a separation distance of 11 metres in this case is sufficient to avoid demonstrable harm to this property in terms of loss of outlook.

As to the other adjacent property at no. 5, the separation distance would be slightly shorter. However, due to the spatial relationship between this property and the proposed extension, Officers conclude that there will be no demonstrable harm to this adjacent property in terms of loss of outlook.

Other matters:

Whilst concerns over access for construction and no neighbour consultation on the proposal before its formal submission are acknowledged, these are private matters that should be

resolved between the neighbours and are not a material planning consideration. Therefore, these concerns cannot justify refusal of this application.

For the reasons set out above, it is considered that this application accords with the local development plan for Fareham and there is no other material consideration to justify refusal.

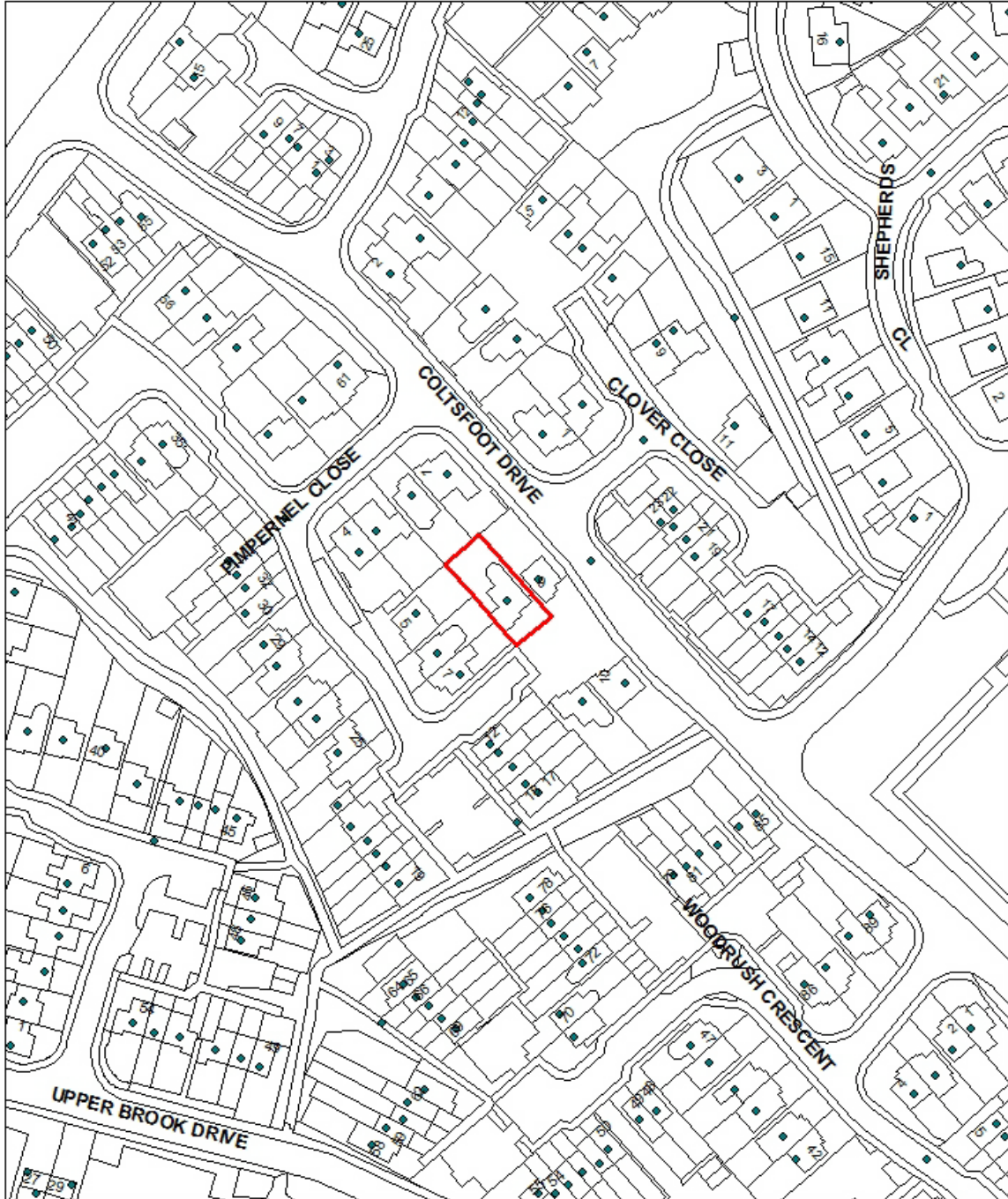
A conditional permission is recommended.

PERMISSION

Subject to conditions: time, in accordance with approved plans, materials matching existing.

FAREHAM

BOROUGH COUNCIL



8 PIMPERNEL CLOSE
SCALE: 1:1,250

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Agenda Item 6(13)

P/14/0315/FP

MR STEVE WHITEWOOD

PARK GATE

AGENT: REYNOLDS
ASSOCIATES

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

266 BROOK LANE SARISBURY GREEN SOUTHAMPTON HAMPSHIRE SO31 7DR

Report By

R Hebden x4424

Introduction

The application has been included on the agenda at the request of Councillor Bayford.

Site Description

No. 266 Brook Lane is located on the edge of Sarisbury Green opposite the Sarisbury/Locks Heath local gap. The south side of the section of Brook Road, where the site is located, is within the settlement policy boundary and is characterised by regularly spaced properties. The majority of the properties within this section of Brook Road are set back from the front of the plot with front gardens of an open character.

No. 266 Brook Lane is positioned on a corner plot between Brook Lane and Highnam Gardens. The land to the rear of the property provides a private amenity area with a wall along the south west boundary to provide privacy. The wall does not extend beyond the front elevation of the dwelling.

Description of Proposal

The application is for a front boundary wall. The proposed wall would have brick piers of between 2.3 and 2.4m in height with a scalloped upper edge of between 1.8 and 2.2m in height. The wall would contain a line of engineering bricks along the base and projecting headers depicting a pattern in the center of each scalloped section.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Development Sites and Policies

DSP2 - Design

Fareham Borough Local Plan Review

DG4 - Site Characteristics

Representations

None received

Consultations

Director of Planning and Development (Highways): No objection

Director of Planning and Development (Arborist): No objection

Planning Considerations - Key Issues

The key considerations are as follows:

- Principle of development
- Effect on the character of the area
- Effect on neighbouring properties
- Parking and access

Principle of development

The site is an established residential property located within the settlement policy boundary, therefore the proposed boundary is acceptable in principle subject to material considerations such as the impact on the character of the area.

Impact on character of the area

The section of Brook Lane containing the site address comprises residential development with open front gardens on the south east side of the road with open, undeveloped land on the opposite side. Consequently the area has a semi-rural character. The semi-rural character of the area is re-enforced by the front boundaries in the area, of which the majority are a maximum of 1 metre in height. The low front boundaries allow uninterrupted views of the front gardens. There are a number of hedges which are greater than 1 metre in height, however they have a much 'softer' character than walls or fences of a similar height and add to the verdant character of the area.

Policy CS17 requires all development to be of a high quality of design which responds to and is respectful of the key characteristics of the area including scale, form, spaciousness and materials. The proposed wall would be up to 2.4 meters in height and of brick construction. The wall would also be significantly higher than the front boundaries of the neighbouring properties and would restrict views in or out of the site. The low boundaries in the area create an open character which facilitates natural surveillance and creates a pleasant and safe environment for people to walk in. The wall would restrict views in or out of the site and would be at odds with the open, semi-rural character of the area. It is therefore considered to be inappropriate for the character of the area and not in accordance with the requirements of Policy CS17.

Impact on neighbouring properties

The proposed wall would be sufficiently separated from the neighbouring properties so as to prevent any impact on their amenities.

Highways

The proposed wall would not restrict the parking or movement of vehicles in or out of the site and the development engineer has not raised any objection to the proposed development.

Conclusion

The proposed wall is not considered to be of an appropriate design and as such the application is recommended for refusal.

Recommendation

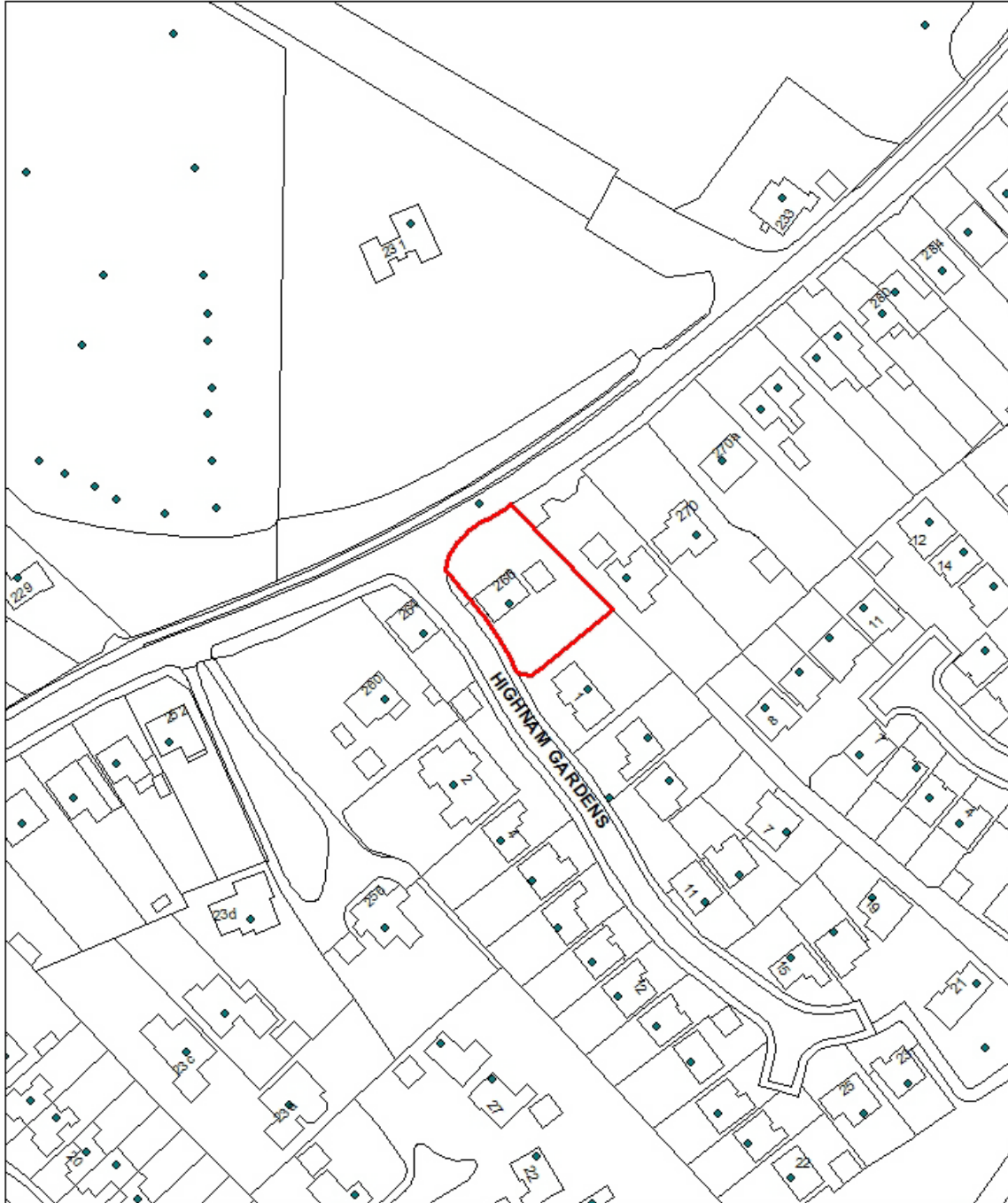
Refuse planning permission for the impact on the character of the area

REFUSE

Adverse impact on the character of the area contrary to Policy CS17 of the Core Strategy and saved Policy DG4 of the Local Plan Review.

FAREHAM

BOROUGH COUNCIL



266 BROOK LANE
SCALE: 1:1,250

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Agenda Annex

ZONE 2 - FAREHAM

Fareham North-West
Fareham West
Fareham North
Fareham East
Fareham South

Reference		Item No
P/14/0400/D3 FAREHAM EAST	PALMERSTON AVENUE - PRIVATE CAR PARK FAREHAM PO16 7DP SIXTEEN SELF CONTAINED RESIDENTIAL UNITS AND ASSOCIATED BIN & CYCLE STORE, ACCESS, PARKING AND COMMUNAL GARDENS	14 PERMISSION
P/14/0456/SU FAREHAM SOUTH	LONGFIELD AVENUE FAREHAM PO14 1QS REPLACE EXISTING 15 METRE SATURN MONOPOLE WITH 15 METRE JUPITER SINGLE STACK MONOPOLE AND THREE CABINETS	15 PRIOR APPROVAL NOT REQUIRED
P/14/0463/VC FAREHAM EAST	6 HIGH STREET - WYKEHAM HOUSE SCHOOL - FAREHAM HAMPSHIRE PO16 7AN VARIATION OF CONDITION 3 OF P/14/0171/CU TO INCREASE THE NUMBER OF PUPILS TO A MAXIMUM OF 60 BY AUGUST 2018	16 PERMISSION
P/14/0384/FP FAREHAM NORTH	10 HOLLY GROVE FAREHAM HAMPSHIRE PO16 7UP TWO STOREY SIDE EXTENSION INCLUDING FRONT DORMER AND SINGLE STOREY REAR EXTENSION	17 PERMISSION
P/14/0476/LB FAREHAM EAST	FAREHAM CEMETERY WICKHAM ROAD FAREHAM HANTS REFURBISHMENT & RESTORATION OF EXISTING CEMETERY WALL, PIERS & RAILINGS FRONTING WICKHAM ROAD	18 LISTED BUILDING CONSENT

P/14/0400/D3

FAREHAM EAST

FAREHAM BOROUGH COUNCIL

AGENT: MH ARCHITECTS
LIMITED

SIXTEEN SELF CONTAINED RESIDENTIAL UNITS AND ASSOCIATED BIN & CYCLE STORE, ACCESS, PARKING AND COMMUNAL GARDENS

PALMERSTON AVENUE - PRIVATE CAR PARK FAREHAM PO16 7DP

Report By

Richard Wright

Site Description

The application site comprises a rectangular parcel of land currently used as a private car park which is accessed via a ramped vehicular entrance at the southern end of Palmerston Avenue. The site is mainly hardsurfaced with only relatively small areas of grass and low level planting around its perimeter. The level of the tarmac surface is approximately 0.75 - 1.25 metres lower than the public footpath immediately adjacent the site to the north.

Along the eastern boundary of the site is the four to five storey rear elevation of Fareham Shopping Centre, more precisely the Marks & Spencer retail store. A high brick wall runs along the southern boundary beyond which is a service yard used for staff parking and delivery vehicles to the Next store (Fareham Shopping Centre) and 99p Stores (public access fronting West Street).

A public footpath runs adjacent to the western side of the site (Westbury Path) and a further footpath connecting it and Palmerston Avenue runs along the northern boundary. The car park is enclosed by high metal mesh fencing along these boundaries. On the opposite side of Westbury Path the telephone exchange building can be found adjacent to a funeral directors and a sheltered accommodation block (Moresby Court). Further to the south of the site is a dental surgery whilst to the north semi-detached two storey housing can be found fronting onto Palmerston Avenue.

Description of Proposal

Permission is sought for the erection of sixteen self-contained residential units each with one bedroom.

The proposed building is laid out in an inverted L-shape with its height staggered to range from two storey scale at its northern end rising to four storeys in scale in the south-eastern corner, the top storey being set back further to lessen the apparent height. The building is to be of red/brown brick construction with sections of white coloured render. Some top storey apartments would be finished in grey seamed cladding and windows would be thin framed aluminium.

Each of the new residential units would benefit from the use of either a private patio/garden area or balcony with metal railings and handrails. A communal garden area is located centrally within the external space to the front of the building.

On the south-western corner of the building would be an attached bin & cycle store. The site would be enclosed along the majority of its northern and western boundaries by new metal railings 1.8 metres in height. Pedestrian access is proposed via a single gate set in

the railings adjacent Westbury Path whilst vehicular access would remain from the southern end of Palmerston Avenue.

A total of eight car parking spaces are provided on the site. One of the spaces is a disabled sized-space covered by a car port and is intended to be allocated for use by the tenant who would live in the ground floor wheelchair adapted unit (unit 1). Another one of those spaces is shown as being a disabled sized-space however it is to be unallocated for use by anybody as are all the other spaces. Two of the spaces adjacent the communal garden area would be surfaced using cellweb or another similar material to allow the car parking spaces to become part of the lawn should they not need to be used by vehicles.

The intention is that the finished flats would be offered to people on the Council's housing waiting list for affordable rent and managed by Fareham Borough Council's housing tenancy services.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

- CS2 - Housing Provision
- CS6 - The Development Strategy
- CS7 - Development in Fareham
- CS15 - Sustainable Development and Climate Change
- CS16 - Natural Resources and Renewable Energy
- CS17 - High Quality Design
- CS18 - Provision of Affordable Housing

Approved SPG/SPD

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

Development Sites and Policies

- DSP2 - Design
- DSP3 - Environmental Impact
- DSP4 - Impact on Living Conditions
- DSP13 - Nature Conservation
- DSP15 - Recreational Disturbance on the Solent Special Protection Areas
- DSP40 - Housing Allocations

Fareham Borough Local Plan Review

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

<u>P/03/1865/FP</u>	Erect Apartment Block to Include Ten Two Bed & Six One Bed Units, Car Parking Cycle and Bin Storage
PERMISSION	09/03/2004

Representations

One letter of objection has been received by a resident living nearby in Palmerston Avenue. The resident has raised concerns over the impact on her privacy, the effect of an increase in vehicles using Palmerston Avenue, the disruption caused during construction and the effect on the value of her property.

Consultations

Director of Planning & Development (Highways) -

On the understanding that the flats will only be available as affordable and for rent, and given the highly central location of the site, it is considered the level of proposed parking provision is acceptable.

Given the layout of the Palmerston Avenue access and the nature of Westbury Road and Path the applicants should demonstrate that safe and convenient construction access can be achieved.

Whilst both Westbury Road and Palmerston Avenue have limitations with regard to access by refuse vehicles, it is considered the proposed arrangements, with service from the former for the main collection and from the latter for collection from the disabled unit, will operate satisfactorily.

Subject to conditions, there would be no highway objection.

Director of Environmental Services (Refuse & Recycling) -

Advice was provided by the Refuse/Recycling Manager as to the ideal size for the proposed bin store and access arrangements on the site. The comments have been taken into account by the applicant and a revised bin store has been proposed which is larger and enables easier loading and unloading by the Council's refuse collection crews.

Director of Planning & Development (Urban Design) -

Advice was provided on the appearance of the building, bin store and boundary treatment. There was no objection in principle subject to the detailed design and materials to be used in the bin store cladding and boundary treatment being the subject of a planning condition.

Director of Community (Environmental Health) -

Concern regarding noise from adjacent service yard to south of site and impact on future occupants of units with windows in southern elevation of building. Sound attenuation measures recommended.

Director of Community (Contaminated Land) -

Advice was provided by the Contaminated Land Officer recommending that planning

conditions be used to require the applicant to submit details of foundation design, gas protection measures and the importation of top soil.

Director of Planning & Development (Ecology) -

It is understood that the tree referenced within the submitted ecological assessment has already been removed. There is no ecological interest on the site and no particular concerns regarding the proposals. It is recommended the adherence to the proposed enhancement measures (relating to provision of bird nesting features and native/wildflower mix planting) set out within this report, is secured through condition of any consent.

Southern Water -

Advice was provided on the proximity of sewers to new development and soakaways, the need for existing infrastructure to be protected, and the need for a formal application to connect to the public foul and surface water sewer.

Hampshire Constabulary -

To provide for the safety and security an appropriate level of lighting should be installed within the parking area and along the access routes.

Planning Considerations - Key Issues

Members will recall that a previous planning application was considered by the planning committee in September 2013 (P/13/0532/FP). Concerns were raised over the low level of parking provision proposed for that particular scheme and members resolved to defer taking a decision pending further work by the applicant to address that issue. The application was subsequently withdrawn and a fresh scheme developed to address the concerns raised by Members.

The main issues with this new application are as follows:

- 1) Principle of Development
- 2) Design and Appearance
- 3) Impact on living conditions of neighbours and future occupants
- 4) Highway Issues
- 5) Other matters

- 1) Principle of Development

The site is within a highly sustainable, town centre location close to public transport links and shops and facilities. It has been designated a housing allocation in the emerging Local Plan Part 2: Development Sites and Policies and constitutes previously developed land within the urban area. Policies CS2 (Housing) & CS7 (Development in Fareham) of the adopted Fareham Borough Core Strategy set out housing requirements and in particular the levels of development expected in Fareham and the Town Centre respectively and it is the case that this development will contribute towards achieving this.

Planning permission has previously been granted for 16 flats on the site in 2004 (P/03/1865/FP). The permission remains extant as works for that development were commenced in the form of footings being laid.

2) Design and Appearance

The proposed building is modern in its appearance and the submission has been made following extensive pre-application discussions with Officers. Particular attention has been paid throughout this process to ensuring the building provides a suitable transition in scale from the two storey houses to the north of the site to the much larger commercial units of Fareham Shopping Centre and those buildings fronting West Street. The design succeeds in this regard and also acts to screen from view the back end of the shopping centre building which is bulky and unsightly.

The layout of the development means the tallest sections of the building are set back from Westbury Path and also allows space for the provision of a high quality communal garden area for residents. The balconies and terraces ensure that the communal garden and car park are provided with appropriate natural surveillance and the boundary railings define this semi-private space without closing it off from public views. The railings reflect those used elsewhere nearby along Westbury Path and are also used on the balconies and terraces providing continuity in the appearance of the building and linking in with the high quality thin framed aluminium windows proposed. The dominant facing material to be used is red/brown brickwork with areas of white coloured render to break up the massing of the building where required. The precise details of the material products to be used, including those in the hard surfaces of the outdoor areas and car park, are proposed to be finalised at a later date through the use of planning conditions. Similarly a planting scheme would be provided later to clarify what the communal garden, 'green buffers' and planting beds would comprise.

The development will be constructed to Code for Sustainable Homes Level 4 standards. The units will range from 50 - 70 square metres in size and would each feature appropriate outdoor amenity space in the form of balconies, terraces or private courtyard gardens.

Overall, it is considered that the proposal offers a high quality living environment for residents in a well designed building which complements and enhances the surrounding area. The proposal satisfies Policy CS17 (High Quality Design) of the Fareham Borough Core Strategy and Policy DSP2 (Design) of the Local Plan Part 2: Development Sites & Policies.

3) Impact on living conditions of neighbours and future occupants

The nearest residential properties that could be affected by this development are in Palmerston Avenue to the north of the site. It is not considered that the proposals would adversely affect the amenities of these properties to an unacceptable degree in terms of the light or outlook.

Concern has been raised by a neighbour living nextdoor but one to the site regarding the potential for overlooking and loss of privacy. The applicant has paid careful attention to this matter and ensured that balconies and terraces have been positioned on the building in a manner that will not face towards the properties in Palmerston Avenue; none are proposed in the northern elevation and those on the western elevation either have a privacy screen fitted or are so far away that views northwards are not materially harmful to the neighbours' privacy. Similarly, north facing upper floor windows within the northern section of the building are to be obscured glazed and fixed shut to a height of 1.7 metres above floor level where necessary, whilst other windows in the rest of the building are too far away from neighbouring properties to give rise to any unacceptable degree of overlooking.

Environmental Health Officers have commented raising the concern for potential noise issues from the adjacent service yard to the immediate south of the site. Delivery vehicles are understood to visit the yard early in the morning and there is the potential for the use of the yard to increase in the future in this respect. The applicant has agreed to provide a scheme of high specification glazing and mechanical ventilation to mitigate external noise to a satisfactory level and this could be secured through a planning condition.

Overall, it is not considered that any undue issues arise with regard to the amenities of existing and future residents and accordingly the proposal satisfies Policy CS17 (High Quality Design) of the adopted Fareham Borough Core Strategy and Policy DSP4 (Impact on Living Conditions) of the Local Plan Part 2: Development Sites & Policies.

4) Highway Issues

The previous application considered by the planning committee last year proposed 16 flats with two disabled parking spaces for residents. Members were concerned that, despite the town centre location of the development, the level of car parking provision was too low.

This current application has been prepared with those concerns in mind and proposes a total of eight parking spaces to serve the proposed 16 flats. The scheme has been completely redesigned to provide the necessary parking space within the site without compromising the quality of the accommodation or the outdoor amenity space for residents.

The proposed parking includes seven unallocated parking spaces, of which one is a disabled proportioned space but available for use by any driver. A further parking space is proposed to be allocated to the wheelchair adapted unit.

The Council's adopted Residential Car & Cycle Parking Standards SPD sets out an expectation that proposed developments should provide shared/unallocated parking spaces at a rate of 0.75 per 1-bed dwelling. The Residential Car & Cycle Parking Standards SPD also explains that lower levels of car parking is acceptable in areas of high accessibility or for specific types of residential development that create a lower demand for parking.

The application site is located within the heart of the town centre, in extremely close proximity to the main bus station and with the town's railway station a short walk away. It is within easy walking distance of numerous shops including major supermarkets, banks, doctors and dental surgeries as well as other facilities and employment opportunities.

The flats are proposed to be advertised to persons on the Council's housing waiting list. The Council's housing officers have provided the findings of a recently conducted survey which shows the level of car ownership amongst residents is typically 54%. Furthermore, notwithstanding the availability of car parking spaces for residents at the site, the flats will be advertised to prospective tenants as 'car-free' accommodation.

In light of this, Officers consider it unlikely that the demand for car parking on the site would be such that the eight proposed spaces prove inadequate for residents. Ultimately the use of the car park will be managed by the Council's housing tenancy services.

Given the accessibility of the site and the nature of the development Officers consider the level of parking provision to be acceptable.

Two other related highway safety matters have been raised in the letter of representation

received. In relation to the level of traffic generated by the development, Officers are confident this would be no greater than the overall number of vehicle movements already generated by the site's use as a car park with 32 spaces. The potential impact of construction traffic on nearby areas and residents is an important consideration which could be controlled by condition to require further details to be submitted at a later date. Such details would need to clarify the provision of parking for contractors, the route taken by delivery vehicles and measures to ensure no mud or spoil was carried onto the highway.

In summary, Officers are satisfied that there are no adverse implications likely for parking provision, highway safety or convenience as a result of the proposed development. The proposal meets Policies CS5 (Transport Strategy & Infrastructure) and CS17 (High Quality Design) of the adopted Fareham Borough Core Strategy.

5) Other matters

The development is for affordable housing, this being an application submitted by Fareham Borough Council. The development would be subject to Community Infrastructure Levy.

Policy DSP15 of the Local Plan Part 2: Development Sites & Policies sets out the expectation that, where proposals result in an increase in residential units, a financial contribution shall be made to satisfactorily mitigate the 'in combination' effects of increased recreational visits to the Solent Coastal Special Protection Areas. The applicant has agreed to make such a financial contribution.

This being an application by the Council on Council owned land, it is not considered that it is necessary for any condition to require details of affordable housing tenure/mix.

Conclusion

The application seeks to provide sixteen much needed affordable dwellings on a previously developed and underused site in a highly sustainable town centre location. The development is of a high quality of design and will not materially impact upon neighbouring properties. The level of car parking provision is appropriate given the site's highly sustainable position and close access to Fareham Town Centre with its facilities and public transport links.

The application accords with local and national planning policy and is recommended for approval subject to conditions.

Recommendation

GRANT PLANNING PERMISSION PURSUANT TO REGULATION 3 OF THE TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992, SUBJECT TO THE FOLLOWING CONDITIONS:

Implementation period; list of approved drawings; materials; Specified windows obscure glazed/fixed shut to 1.7 metres above internal finished floor level; boundary treatment; privacy screens to balconies; landscaping scheme and implementation; hardsurfacing materials; details of locking/release mechanism to gate on north-eastern side of building; Code for Sustainable Homes Level 4; bin store provision; parking and turning spaces provided and retained; cycle store provided and retained; sound attenuation scheme; ecological enhancements; contamination remedial measures; construction access details;

contractors' parking; hours of construction; mud on highway.

Background Papers

P/14/0400/FP,P/03/1865/FP

FAREHAM

BOROUGH COUNCIL



PALMERSTON AVENUE
PRIVATE CAR PARK
SCALE: 1:1,250

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Agenda Item 6(15)

P/14/0456/SU

FAREHAM SOUTH

C T I L & VODAPHONE LTD

AGENT: C A I P LTD

REPLACE EXISTING 15 METRE SATURN MONOPOLE WITH 15 METRE JUPITER SINGLE STACK MONOPOLE AND THREE CABINETS

LONGFIELD AVENUE FAREHAM PO14 1QS

Report By

Mark Wyatt x.2412

Introduction

This application is presented to the Planning Committee in accordance with the Council's scheme of delegation.

Site Description

The application site is located on the south side of Longfield Avenue, set back from the vehicular highway and adjacent to the footpath/cycleway. The site is opposite the junction of Longfield Avenue with Bishopsfield Road.

Description of Proposal

This application seeks confirmation that "Prior Approval is Not Required" for the replacement and installation of new telecommunications apparatus.

The application is made pursuant to Schedule 2, Part 24, Class A of the Town and Country Planning (General Permitted Development) Order 1995 as amended. This part of the Order requires the applicant to apply to the Local Planning Authority for a determination as to whether the prior approval of the authority will be required to the Siting and Appearance of the development only.

In this case the site already accommodates a single monopole mast as described above. The existing mast is 15m tall and designed like a wooden telegraph pole.

The application proposes to erect a replacement mast, at the same height - 15m - but of a different design.

The supporting statement sets out that "...it is not possible to replicate the existing telegraph pole design with the antennas required in order to provide 2G/3G/4G coverage to the surrounding area unless antenna are stacked on top of each other. As such, a replica telegraph pole would need to be 17.5m in height...In this instance it was considered of greater importance to maintain the existing height of the structure as opposed to maintaining the existing design".

In terms of ground cabinet, one existing cabinet is to be removed, one is to be replaced and another re-used with new equipment. There are two new cabinets proposed

The application drawings are supported with:

- supporting statement
- background information for telecommunications development
- ICNIRP certificate

Policies

The following policies apply to this application:
The National Planning Policy Framework (NPPF)
The Planning Practice Guidance (PPG)

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Development Sites and Policies

DPS1 - Sustainable Development

DSP55 - Telecommunications

Fareham Borough Local Plan Review

DG4 - Site Characteristics

FS7 - Telecommunications

Relevant Planning History

The following planning history is relevant:

P/10/0594/SU **REPLACEMENT OF EXISTING 13.5 METRE MAST WITH A 15 METRE DUAL USER IMITATION TELEGRAPH POLE COLUMN WITH SHROUDED ANTENNAS AND ADJACENT CABINET**

PRIOR APPR NOT 17/08/2010
REQ'D

P/07/0089/SU **INSTALLATION OF 11.7 METRE HIGH SLIIM MONOPOLE TELECOMMUNICATIONS MAST WITH SHROUDED ANTENNA AND ASSOCIATED CABINETS**

PRIOR APPR NOT 20/03/2007
REQ'D

P/05/1540/SU **Installation of 12m Wooden Telegraph Pole with 3 Shrouded Antennas and One Equipment Cabinet**

PRIOR APPR NOT 22/12/2005
REQ'D

P/04/1786/SU **Installation of 15m Telecommunications Monopole Mast with 3No. Antennas within a Shroud and Equipment Cabinet**

REFUSE 07/01/2005

P/02/1115/SU **Installation of 14.2m Telecommunication Mast and Equipment Cabinet**

OBJECTION 08/10/2002

P/02/0321/SU **Erection of a Lamppost Column of 10m in Height With 3 Integrated Antenas**

PRIOR APPR NOT 11/04/2002
REQ'D

P/02/0078/SU **Installation of 10 metre high Lamppost Column Telecommunications Mast**

WITHDRAWN 26/02/2002

Representations

None

Consultations

Director of Planning and Development (Highways): No objection

Planning Considerations - Key Issues

The key considerations for consideration are:

- The principle of development
- Siting
- Appearance
- Other matters

THE PRINCIPLE FOR DEVELOPMENT:

There is planning history for this mast and other telecommunication installations along Longfield Avenue with at least two other existing masts being within the vicinity of the application site. The installation of the existing mast and ground cabinets on the site has established that some form of telecommunication mast on this site is acceptable in principle.

As a result of a joint operation agreement between Vodafone and Telefonica UK this site has been identified to support the antenna for both operators. As such Vodafone Limited, as the applicant, is seeking to effectively replace the existing mast and share the structure with Telephonica on this site.

The installation of the additional antenna for the applicant is what essentially requires the increase in height of the mast. The new structure will also ensure that adequate 4G coverage is provided to this part of the Borough.

Saved Policy FS7 of the Borough Local Plan Review permits telecommunications developments providing it is located such that it will have a minimal visual impact, sharing of facilities is explored by the applicant, landscape mitigation is provided when appropriate and that the equipment is removed and land restored when no longer needed.

The NPPF advises Local Planning Authorities that the number of masts and base stations should be kept to a minimum (para 43). As such the option of two operators sharing an existing location is considered acceptable in principle in order to prevent the need for a new additional mast to be sited elsewhere in the borough.

SITING

As described above, Part 24 of the General Permitted Development Order only facilitates the ability to consider 'siting' and 'appearance'. In this case the siting of the mast is in a location which already benefits from a telecoms installation. As such the siting of communications equipment in this location has already been established.

The site is an urban fringe location but still along a busy thoroughfare for traffic heading east to west through the Borough. The proposed siting is back from the highway and the cabinets are set against the established and mature landscaping along the edge of the footpath/cycleway. The mast is in the same location to the existing such that the mast and cabinet locations continues to be acceptable.

APPEARANCE:

Being sited on a verge adjacent to a busy road and adjacent to a junction with a large residential area (Bishopsfield Road) there is some street furniture that contributes to the visual amenities of the area. Lighting columns are present as are traffic signs and road markings. The mature planting that lines to the footpath/cycleway south of the site provides a soft edge to the urban area to the north of Longfield Avenue such that such the provision of additional base cabinets are not considered to be demonstrably harmful to the character of the area given the existing presence of cabinets and the proposed cabinets to be of green coated steel appearance.

The existing mast with its telegraph pole design sits comfortably in the street scape. The resultant difference in appearance of the mast is not considered to result in such a change to the character and appearance of area given the mature tree coverage on the highway verge between the vehicular carriageway and the footpath/cycleway which helps screen and mitigate any visual impact from the proposal.

The mast is proposed to be the same height as the existing mast such that the proposal is not considered to result in any demonstrable harm to the amenity of the area. As such the proposed installation does not require the submission of further details for consideration by the Local Planning Authority.

Were the siting to be unacceptable the operator would seek to secure an alternative site which could lead to further installations and impact upon the visual amenities of the town. This would clearly conflict with the aims of the NPPF and the saved policy FS7.

OTHER MATTERS:

It is noted that the application has completed, as part of the submission, the declaration that the installation will be in compliance with the guidelines of the International Commission on Non-Ionising Radiation (ICNIRP).

Recommendation

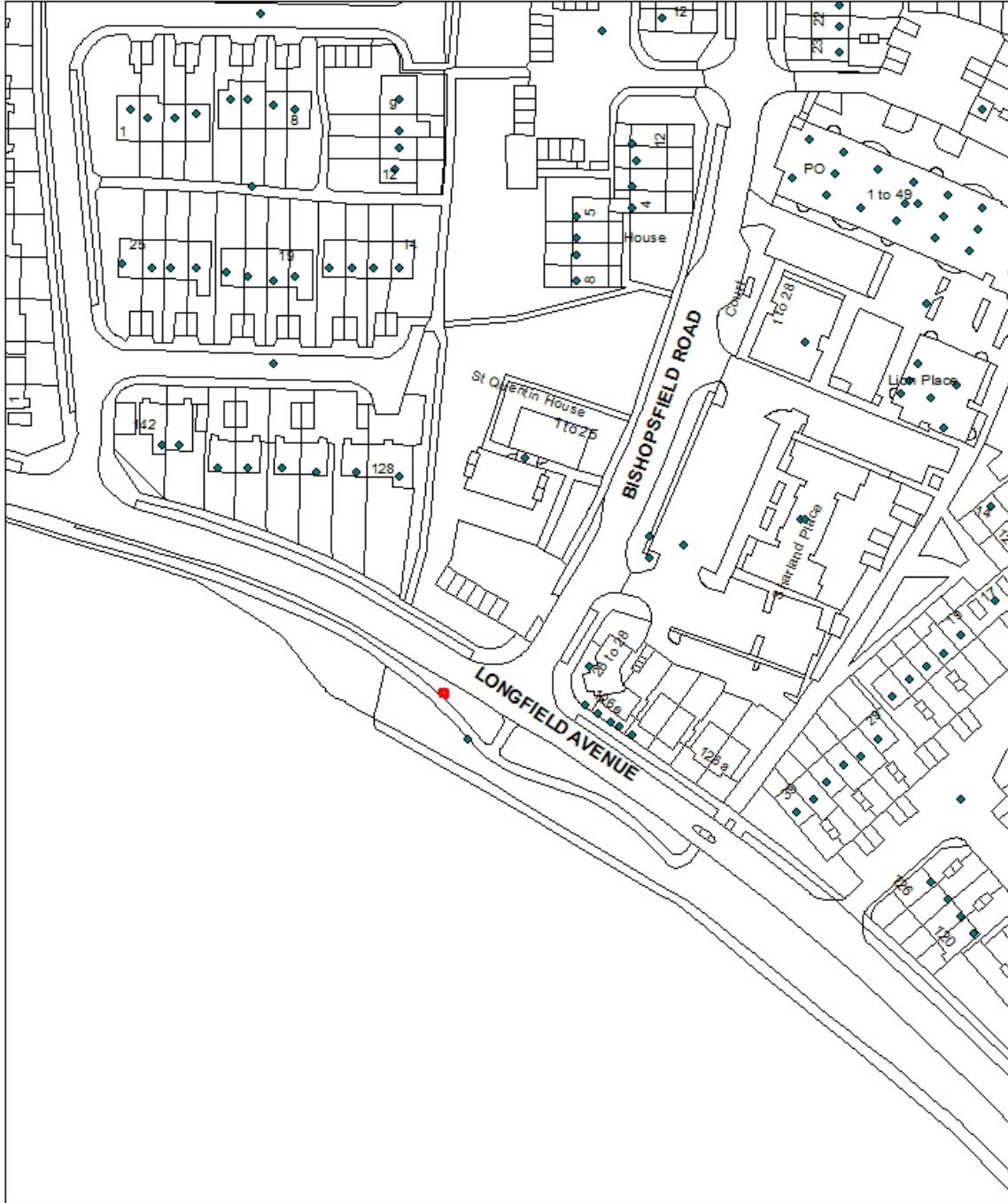
PRIOR APPROVAL NOT REQUIRED

Background Papers

P/10/0594/SU, P/07/0089/SU, P/05/1540/SU, P/04/1786/SU, P/02/1115/SU, P/02/0321/SU, P/02/0078/SU

FAREHAM

BOROUGH COUNCIL



LONGFIELD AVENUE
SCALE: 1:1,250

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Agenda Item 6(16)

P/14/0463/VC

FAREHAM EAST

MR DAVID BRYANT

AGENT: DESIGN DRAWN LTD

VARIATION OF CONDITION 3 OF P/14/0171/CU TO INCREASE THE NUMBER OF PUPILS TO A MAXIMUM OF 60 BY AUGUST 2018

6 HIGH STREET - WYKEHAM HOUSE SCHOOL - FAREHAM HAMPSHIRE PO16 7AN

Report By

Graham Pretty (Ext.2526)

Introduction

This application is presented to committee in accordance with the adopted scheme of delegation following the receipt of letters of objection.

Site Description

The application site is a detached Grade II listed building located on the west side of High Street a short distance north of the junction with West Street and within the High Street Conservation Area. Vehicular access is available to the north side of the building to three car parking spaces available to the building. The access further serves a commercial premises and 14 residential properties in Croad Court. There is a small service yard area to the rear of the property.

Description of Proposal

The application proposal is to vary condition 3 of planning permission P/14/0171/CU which restricts the permitted number of pupils at the site to 16.

Policies

The following policies apply to this application:

National Planning Policy Framework (NPPF)
Planning Practice Guidance

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

CS3 - Vitality and Viability of Centres

CS8 - Fareham Town Centre Development Location

CS5 - Transport Strategy and Infrastructure

CS6 - The Development Strategy

CS7 - Development in Fareham

Development Sites and Policies

DPS1 - Sustainable Development

DSP3 - Environmental Impact

DSP6 - Protecting and Enhancing the Historic Environment

Fareham Borough Local Plan Review

DG4 - Site Characteristics

HE5 - Change of Use in Fareham High Street Conservation

Relevant Planning History

The following planning history is relevant:

<u>P/14/0471/AD</u>	PROPOSED HANGING SIGN AND FASCIA SIGN
<u>P/14/0174/LB</u>	INTERNAL ALTERATIONS TO GROUND FLOOR INCLUDING A NEW INTERNAL PARTITION TO FORM A BATHROOM APPROVE 28/04/2014
<u>P/14/0172/LB</u>	THIS APPLICATION PROPOSES A CHANGE OF USE FROM B1 AND D1 (A) COMMERCIAL TO D1 (C) EDUCATIONAL. FURTHER, LISTED BUILDING CONSENT FOR THE MINOR ALTERATIONS OF THE PROPERTY WHICH ARE LIMITED TO MODIFICATIONS TO THE GROUND FLOOR TOILET FACILITIES. INVALID 28/02/2014
<u>P/14/0171/CU</u>	CHANGE OF USE TO D1 EDUCATIONAL INCLUDING ALTERATIONS TO THE LISTED BUILDING APPROVE 28/04/2014
<u>P/13/0543/LB</u>	INTERNAL ALTERATIONS TO FORM FIRST FLOOR BATHROOM APPROVE 08/08/2013
<u>P/13/0210/DP/A</u>	CHANGE OF USE FROM B1 AND C1 COMMERCIAL TO C3 DWELLING HOUSE WITH ASSOCIATED WORKS TO BUILDING AND REPLACEMENT BRICK REAR GARDEN WALL : DETAILS PURSUANT - CONDITION 3 (BOILER, EXTRACTS AND VENT DETAILS, CEILINGS, CORNICE AND FREIZE METHOD STATEMENT, SKIRTING ARCHITRAVE AND CORNICE DETAILS, EXTERNAL MATERIALS, WINDOW, INTERNAL/EXTERNAL DOORWAY AND DOOR SCHEDULE AND DETAILS AND GARDEN GATE DETAIL) APPROVE 09/08/2013
<u>P/13/0211/LB</u>	LISTED BUILDING APPLICATION FOR CHANGE OF USE FROM B1 AND D1 COMMERCIAL TO A C3 DWELLING HOUSE WITH ASSOCIATED WORKS TO BUILDING, NEW EXTERNAL OPENINGS AND NEW BRICK GARDEN WALL APPROVE 26/04/2013
<u>P/13/0210/FP</u>	CHANGE OF USE FROM B1 AND D1 COMMERCIAL TO C3 DWELLING HOUSE WITH ASSOCIATED WORKS TO BUILDING AND REPLACEMENT BRICK REAR GARDEN WALL APPROVE 26/04/2013

Representations

One letter has been received objection on the following grounds:

- Highway problems at pick-up and set-down times

Consultations

Director of Planning and Development (Conservation) - No objection

Director of Planning and Development (Highways) - No objection subject to a condition requiring the submission of an Access Statement setting out in detail the arrangements to be made for the pick-up and drop-off of pupils at the main school at East Street and the measures to be to reduce reliance on the use of cars and to ease congestion at the main school East Street entrance.

Planning Considerations - Key Issues

Planning application P/14/0171/CU was considered at Committee on 23 April 2014. The applicants subsequently contacted Officers to point out that the restriction to 16 pupils had not been the intent of the application. It transpires that the Planning Statement submitted with that application had not been clear about the future aspirations for the school and had proposed only the number of pupils intended as the initial intake.

This application has therefore been submitted to more clearly reflect the intentions for the school and the number of pupils envisaged.

The predicted numbers are as follows:

YEAR	NUMBERS
2014-15	16
2015-16	23
2016-17	47
2017-18	60

The applicant has advised that a recent Fire Risk Assessment has placed the maximum figure at 60. Children would be aged 6 and over. The applicants recognise that the size of the outside play area at No.6 High Street is limited, however, it is planned that some boys' lessons will be delivered at the main school site at East Street. Where these occur directly before or after break time this will be taken on the main school site. It is further confirmed that all boys' will take lunch in the dining room at the main school site that will allow for the use of the main school site at lunchtime.

The use of the building has been previously agreed and it is therefore the impact of the greater intensity of use that must be considered here. On the basis of the applicants' intended 'modus operandi' Officers do not consider that any objection can be sustained on the grounds of the impact of the increased use of the building upon adjacent uses and residents.

The remaining concern is regarding the potential impact of traffic, most particularly from parents picking up and dropping off their children. The concern is that the High Street is busy and the parents may be tempted to pick up and drop off their children on the High Street in circumstances, for example, of inclement weather. Both in the previous and the current applications the applicants have affirmed their intention that children would be registered and dismissed daily at the main school site on East Street. Nonetheless, the site is fronted by double yellow lines so that parents dropping off or picking up at the site would be parking illegally. Officers do not consider that a refusal of permission could be justified where other legislation is in place to prevent those actions of concern.

The Director of Planning and Development (Highways) is content that planning permission may be granted for the proposed intensification of the approved use, however, it is acknowledged that there are concerns over the possible congestion that may be caused if parents were to pick up and drop off children at the site and has suggested that an access statement be sought to which the applicants can be committed via planning condition.

On balance, recommend:

PERMISSION

Maximum number of pupils; submission of a full access statement; compliance with agreed access statement.

Notes for Information

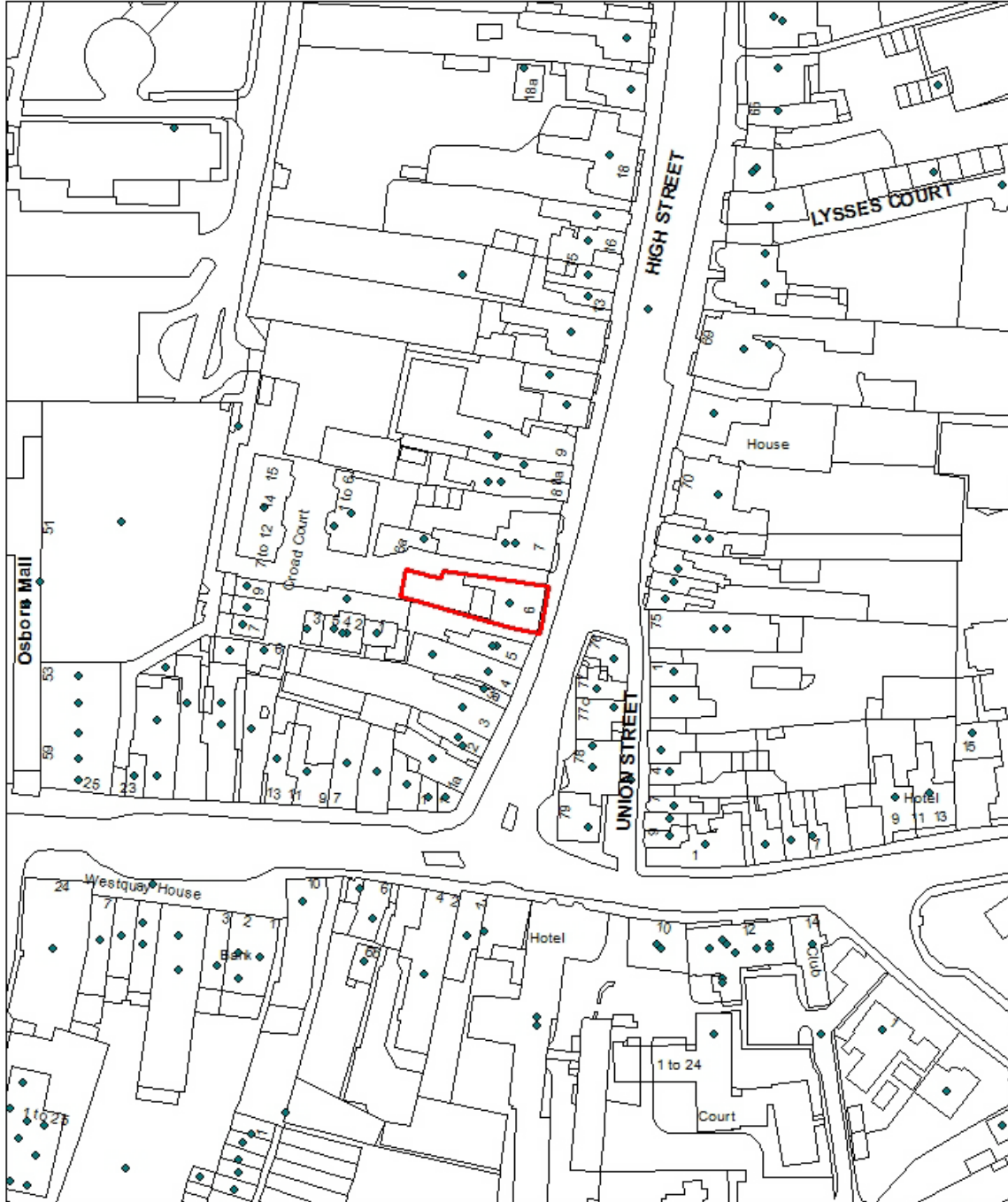
Conditions attached to P/14/0171/CU continue to apply.

Background Papers

P/14/0171/CU; P/14/0463/VC

FAREHAM

BOROUGH COUNCIL



6 HIGH STREET
SCALE: 1:1,250

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Agenda Item 6(17)

P/14/0384/FP

FAREHAM NORTH

MR A SPRAGG

AGENT: IAN MARSHALL

TWO STOREY SIDE EXTENSION INCLUDING FRONT DORMER AND SINGLE STOREY REAR EXTENSION

10 HOLLY GROVE FAREHAM HAMPSHIRE PO16 7UP

Report By

Emma Marks Extn.4756

Site Description

The application site is located on the west side of Holly Grove, south of the junction with Kiln Road.

The application site is occupied by a semi-detached house with a driveway on its southern side.

To the south of the application site is number 11 Holly Grove. The house is set away from the boundary with number 10 by the width of a driveway and pathway

Description of Proposal

Planning permission is sought to erect a two storey extension on the southern side of the house across the existing driveway, with a single storey extension across the rear of the property.

The side extension is designed to be two storey in scale at the rear sloping down to single storey eaves height at the front. A dormer window would be constructed in the roof plane fronting Holly Grove.

The single storey rear extension would replace an existing conservatory. It would project approximately 0.7 metres beyond the existing rear extension at the rear of number 9.

The submitted plans show a garage at ground level which is long enough to park two cars inside. At first floor level a bedroom and a dressing room are proposed.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS17 - High Quality Design

Development Sites and Policies

DSP2 - Design

DSP4 - Impact on Living Conditions

Relevant Planning History

No relevant planning history

Representations

One letter of objection has been received on behalf of the occupier of number 11 Holly Grove raising the following main points:

- View from kitchen window will be onto a new blank wall at a distance of 3.5 metres
- Loss of views from kitchen window and landing window
- Some loss of light to kitchen, bathroom and stairs in the morning
- Building will take place over existing drains- these may need remedial work and upgrading at the same time
- Concerns about the makeup of the land upon which the extension will be built
- Application site stands at a slightly higher level than number 11- how will extension deal with this?

Planning Considerations - Key Issues

Design and effect on the character of the area

The side extension has been sympathetically designed and in the view of Officers respects the character and appearance of these semi-detached houses.

The rear extension is single storey in scale and flat roofed. Its design is typical of extensions at the rear of properties and its design is considered acceptable.

In design terms Officers are satisfied that the proposal complies with policy CS17 of the adopted Fareham Borough Core Strategy and policy DSP2 of the emerging Local Plan Part 2: Development Sites and Policies.

Effect on the outlook and light of neighbouring properties

The two storey side extension will be most noticeable from the property to the south, number 11.

Planning Officers have visited this neighbouring property and assessed the proposal from within the house.

There are five windows within the flank wall of number 11 facing north. Two windows are at first floor level and serve a bathroom and landing; and three windows are a ground floor level. These windows serve a kitchen, a larder and a cupboard beneath the stairs.

The landing and bathroom are not rooms which are reliant on outlook and light and Officers do not consider these rooms would be materially harmed.

The representation received also makes reference to the loss of view from the landing window. The loss of a private view is not however a matter which can be taken into account in deciding this application.

Of the ground floor windows, those serving the larder and under stairs cupboard are not considered to be significant in terms of light and outlook. The main room window affected by the proposals is the kitchen.

The kitchen of number 11 sits within the north western corner of the house. It is fairly small in size and contains kitchen appliances and a sink but does not have room for a dining table or other areas to eat.

A clear glazed window facing north sits just above and to the side of the sink. This window faces directly towards the existing flank wall of the application property.

Within the west elevation of the kitchen there is a door, the top half of which is glazed with obscure glass. This is the main source of light into the room.

The distance currently between the kitchen window and the flank wall of the application property is around 7 metres. The distance between the kitchen and the flank wall of the proposed extension would be approximately 3.7 metres.

The extension is located to the north of the kitchen window, and light is also available through a door in the western end of the kitchen. Furthermore the extension is to be finished externally in a light coloured paintwork to match the existing house. Officers are satisfied that the level of sun and daylight within the room would not be materially reduced.

The matter of outlook from the kitchen window is however much more finely balanced.

Officers are aware that under the Council's Extension Design Guide, 'the minimum distance required between a side window serving a habitable room and a proposed development will normally be six metres. Only in exceptional circumstances depending upon the presence of intervening screening, the size and height of the extension and the nature of the window (main or secondary), character, levels and orientation will smaller distances to a minimum of four metres be acceptable.' The distance of 3.7 metres which would remain is marginally below the normal minimum level.

Officers have viewed the proposed two storey side extension from inside the neighbour's kitchen and have given careful consideration to the small size of the kitchen and the fact that this room gains light from both the window above the sink and the door within the west elevation. On balance officers consider that the extension to the north of the kitchen window would not create such a degree of impact upon this room as to justify refusing the application.

Officers are satisfied that the single storey rear extension would not materially harm the light or outlook available to the occupiers of neighbouring properties.

Parking and access

The side extension would be constructed upon the existing driveway/ parking area of this property. The ground floor of the extension is shown as a garage and it is deep enough to park two cars within. Two parking spaces would be appropriate for a three bed roomed house of this scale. A condition is recommended that the garage is retained and kept available for the parking of cars.

The front of the garage will be approximately 2 metres from the back edge of the footway. As a result of this, cars will not be able to pull clear of the highway whilst the garage door is being opened.

Many of the houses in the immediate vicinity do not have onsite parking and park on the highway. Holly Grove is a residential cul-de-sac which is not heavily trafficked. Officers do not consider it would cause highway safety issues if a car was parked on the highway before entering the garage.

Officers are satisfied that the proposal complies with policies CS5 and CS17 of the adopted Fareham Borough Core Strategy.

Conclusion

Officers are satisfied that in design terms and with regard to parking the proposal is acceptable and accords with adopted and emerging local plans policies.

The impact upon the outlook from the neighbour's kitchen window is however a more finely balanced judgement. For the reasons set out in the above report Officers believe the degree of impact is not so great as to warrant withholding planning permission.

Notwithstanding the objection received and subject to the imposition of a condition to ensure adequate car parking is provided on site, Officers are favourably recommending the application.

Recommendation

PERMISSION: Garage to be kept available for the parking of cars

P/14/0476/LB

FAREHAM EAST

FAREHAM BOROUGH COUNCIL

AGENT: FAREHAM BOROUGH
COUNCIL

REFURBISHMENT & RESTORATION OF EXISTING CEMETERY WALL, PIERS &
RAILINGS FRONTING WICKHAM ROAD

FAREHAM CEMETERY WICKHAM ROAD FAREHAM HANTS

Report By

Emma Marks Ext.4756

Introduction

Fareham Borough Council is the applicant for this listed building consent application.

By virtue of Regulation 13 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990, Fareham Borough Council does not have the powers to grant listed building consent for works it proposes to undertake. In this particular instance the decision on the application will be taken by the Secretary of State of the Department for Communities and Local Government.

Members are therefore invited to consider the proposals, along with the representation received and the comments of consultees, and confirm they are satisfied that:

- 1) The application should be sent to the Secretary of State of the Department for Communities and Local Government for decision; and
- 2) The conditions recommended at the end of this report be forwarded to the Secretary of State along with the application.

Site Description

This application relates to the Cemetery on the east side of Wickham Road in Fareham.

Two chapels within the grounds of the cemetery are Grade II listed buildings. The walls which are the subject of this listed building consent application are also covered by the 'listing' status as they are within the curtilage of the chapels and pre-date 1948.

Description of Proposal

The walls and railings subject to this application stand along the frontage of the cemetery immediately adjacent to Wickham Road.

Many of the wall piers show movement with some leaning badly and illustrating other failures.

The coping stone beneath the railings appears to have been crudely repaired/ filled many years ago. The coping has failed in many areas and has either come loose or come away entirely.

The railings themselves look like they were once set into the original coping stone but are not now. The base of the railings was also crudely repaired many years ago by attaching bars to the base of the railings on either side and then 'filling' the gap between the bars with some form of aggregate material to increase their stability.

The works to the walls can be summarised as follows:

Section of wall north of main entrance (upper wall):

Remove all railings- clean and repair then reinstall
Repair and where necessary replace metal stays
Repair/ replace damaged stone/ flint
Repair rendered coping stone
Repoint cracked areas of pointing

Section of wall south of the main entrance (lower wall):

Remove all railings- clean and repair then reinstall
Repair and where necessary replace metal stays
Rebuild 11 full height stone/ flint piers
Rebuild 5 intermediate/ half height stone/ flint piers
Repair/ replace damaged stone/ flint
Repair rendered coping stone
Repoint cracked areas of pointing

The coping stones which require replacement, would be replaced with coping stones made from reconstituted stone. A sample of reconstituted stone has been made available to Officers to show how well it would match in with the existing coping detail.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS6 - The Development Strategy

Development Sites and Policies

DSP6 - Protecting and Enhancing the Historic Environment

Relevant Planning History

No relevant planning history relating to the walls.

Representations

One letter of representation has been received from a resident of Fareham. The main points raised can be summarised as follows:

Nice to see that the restoration of the wall and railings is finally being done; disapprove however at the method and materials being used.

Ideally all works to an ancient piece should use the old techniques of forge welding where possible, tenoning, riveting and collaring. For structural purposes, where replacement is required, materials should be compatible with the existing wrought iron. The replication of components should be carried out in a manner similar to that which was used to the original piece, and in similar materials. These approaches are not being used to repair and renovate the railings here.

Consultations

English Heritage- no specific comments raised. Advises that application should be determined in accordance with national and local policy guidance, and on the basis of expert conservation advice.

Director of Planning and Development (Conservation) - The wall and railings are listed as curtilage structures to the Cemetery Chapel and share the same construction, described in the statutory list description as 'flint with stone dressings'. The wall is flint built on a brick base with stone copings; the piers are also flint with stone quoins and caps.

The proposal is to rebuild and strengthen leaning piers, repair and alter the railings (by fitting a bottom rail in lieu of the individual uprights bedded into the coping) and to replace the stone copings with reconstituted stone.

The existing stone should be identified and this evidence should inform the choice of the material to replace the damaged stone copings. These have been inappropriately cement repaired in the past.

The construction of the piers should be recorded before dismantling to ensure that the quoins and capping stones are accurately replaced in their original locations replicating the dimensions of their bedding joints.

The nature of the existing lime mortar used to bed the quoins, coping and flints should be analysed for use in repair work and the ratio of flints to mortar should be carefully replicated; any shortfall should be made up with flints to match.

The bottom of the railings has been badly repaired with cement in the past which has no doubt accelerated decay. This repair comprised two narrow horizontal steel plates bolted either side of the railing uprights for the length of each bay resting on the coping; the void between them was filled with cement. The proposal to fit a bottom rail (which should be of a similar profile to the top), instead of reinstating the uprights into the new coping as originally detailed, would be an adequate compromise bearing in mind their existing state but would not in my view be the ideal solution.

Planning Considerations - Key Issues

The wall and railings are in need of repair and restoration in order to address both health and safety concerns and to improve their appearance.

The railings and coping stones were crudely repaired many years ago. The nature of the repairs and their subsequent failure has contributed to the health and safety concerns and the deterioration in the appearance of the cemetery walls and railings.

The views of the Director of Planning and Development (Conservation) along with the views expressed by a local resident as to how the repairs should be undertaken are acknowledged. Clarification has been sought from the applicant as to the extent of the coping stone replacement; the materials used in the repair of the railings; the diameter of the new horizontal bar along the base of the railings.

In considering the proposal Officers have had special regard to the desirability of preserving the wall and railings or its setting or any features of special architectural or historic interest which it possesses. Officers are satisfied that the proposed works could preserve all of these aspects.

Conclusion

In light of the foregoing Officers believe that subject to the clarification set out below, the proposal represents an acceptable schedule of works to this wall which stands within the

curtilage of a Grade II listed building. The application should be forwarded to the Secretary of State with the recommendation that any consent should be subject to the conditions proposed below.

Recommendation

Subject to the receipt of satisfactory details in respect of the following matters:

the extent of the coping stone replacement; the materials used in the repair of the railings; and the diameter of the new horizontal bar along the base of the railings;

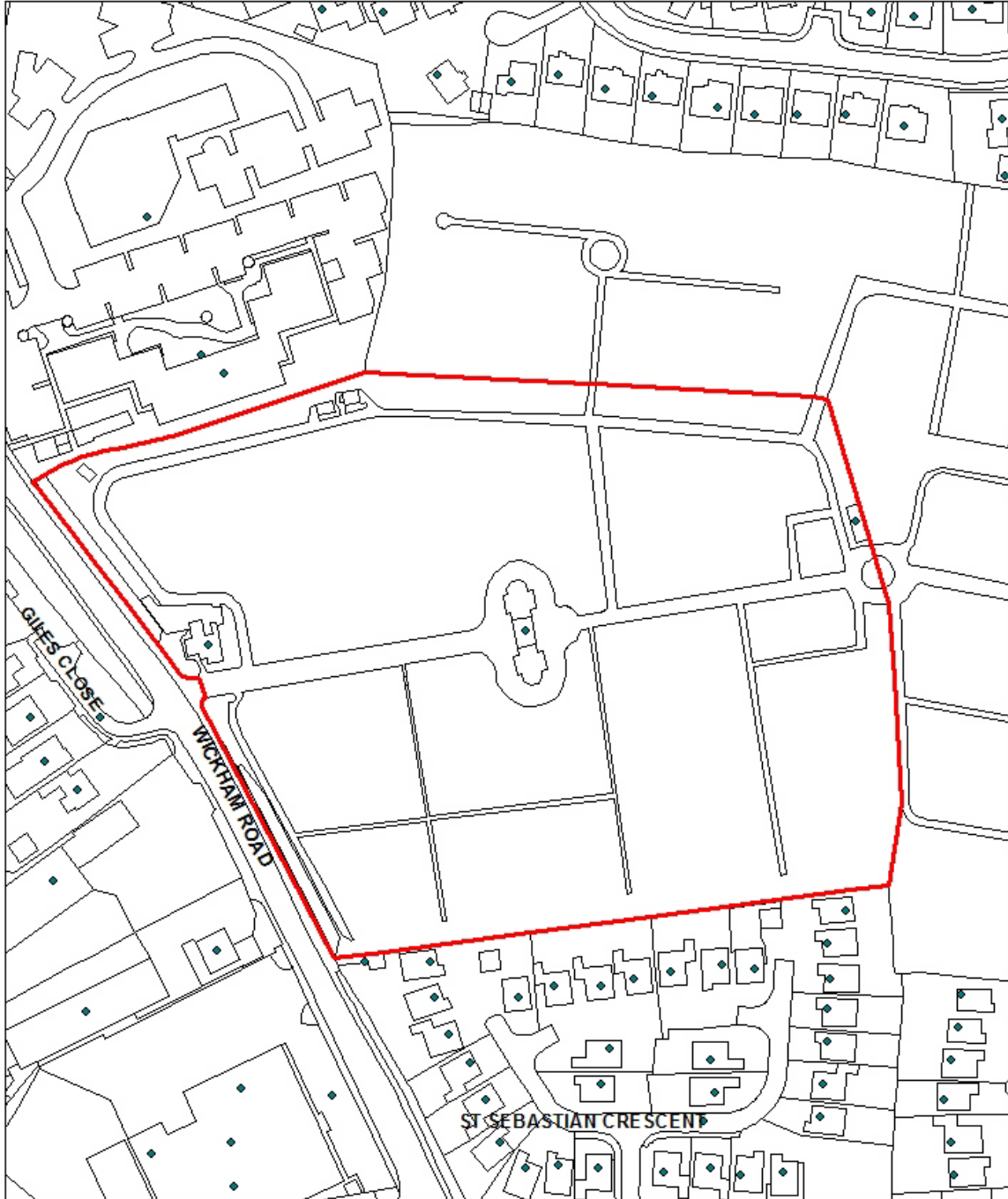
That this listed building application be forwarded to the Secretary of State of the Department for Communities and Local Government for determination; and

The Secretary of State be invited to impose the following conditions on any consent granted:

- (i) The construction of the piers should be recorded before dismantling. The piers should be reconstructed to ensure that the quoins and capping stones are accurately replaced in their original locations replicating the dimensions of their bedding joints as closely as possible.
- (ii) The lime mortar used to bed the quoins, coping stones and flints should match as closely as possible that used for the existing wall. The ratio of flints to mortar should be carefully replicated with any shortfall made up with flints to match.
- (iii) Details of the replacement coping stone shall be submitted to and approved by the local planning authority in writing before the works are carried out.

FAREHAM

BOROUGH COUNCIL



FAREHAM CEMETERY
SCALE: 1:1,250

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ZONE 3 - EASTERN WARDS

Portchester West
Hill Head
Stubbington
Portchester East

Reference

Item No

P/14/0221/FP STUBBINGTON	DAEDALUS WEST - HANGARS WEST - LAND AT - BROOM WAY PO13 9YA PLANNING APPLICATION FOR ERECTION OF TWO TERRACES OF HANGARS WITHIN CLASS B2 AND CLASS B8, TOILET BLOCK, CAR PARKING AND ASSOCIATED WORKS	19 PERMISSION
P/14/0304/FP PORTCHESTER EAST	30 PENTLAND RISE FAREHAM HAMPSHIRE PO16 8JL TWO STOREY REAR EXTENSION, PORCH AND ENLARGED DORMER TO SIDE.	20 PERMISSION
P/14/0042/FP STUBBINGTON	LEE ON SOLENT GOLF CLUB BRUNE LANE LEE ON SOLENT HANTS PO13 9PB CHANGE OF USE FROM GRAZING LAND TO GOLF COURSE, INCLUDING ADDITION OF A DRAINAGE DITCH AND EARTH MOUNDS	21 PERMISSION

P/14/0221/FP

STUBBINGTON

HOMES AND COMMUNITY
AGENCY

AGENT: CARTER JONAS LLP

PLANNING APPLICATION FOR ERECTION OF TWO TERRACES OF HANGARS
WITHIN CLASS B2 AND CLASS B8, TOILET BLOCK, CAR PARKING AND ASSOCIATED
WORKS

DAEDALUS WEST - HANGARS WEST - LAND AT - BROOM WAY PO13 9YA

Report By

Mark Wyatt - x2412

Amendments

Additional Ecology Information - 15th May 2014

External Cladding details - 16th June 2014

Introduction

This application is presented to the Planning Committee in accordance with the Council's adopted scheme of Delegation.

Site Description

The application site is located adjacent to the western boundary of the Daedalus airfield in part of the site known as 'Hangars West'. The application site includes the land between two existing hangars, referred to in the submission as 'Bellman Hangars' and a grassed area north of the hangars. The site is flat with views east over the airfield and main runway. Access to the site is to be taken from the existing access off Gosport Road along the northern boundary of the airfield. The site is enclosed to the west by a double metal mesh fence with a strip of scrub land between the two fences. Beyond these fences are the rear gardens (with rear access paths) to the dwellings in Jersey Close and Kingsmead Avenue.

Description of Proposal

The application seeks full planning permission for the erection of six hangars in two terraces of three. The two terraces will be sited in the current area between the two Bellman Hangars on the site with their opening doors facing into the concrete apron due north and/or south. The use of the proposed hangars is proposed as B2 (General Industry) and B8 (Storage and Distribution).

The hangars are designed to be constructed from a steel portal frame with profile metal composite panel cladding. Each unit would have a bi-folding door facing the hardstanding. The units are designed with a simplified gabled roof with a shallow roof pitch of five degrees. The ridge runs north to south on each one of the hangars.

In terms of dimensions each hangar is:

- 6m high to the eaves
- 7m high to the ridge
- 25m deep and 20.4m wide which equates to a Gross Internal Floor area of 466sq/m

Each terrace is therefore 61.77m long and there is a retained distance of 55.2m between the two hangars with this space to be used for the manoeuvring of aircraft using the hangars.

The northern most terrace of hangars will be located approximately 10m from the rear boundaries of the properties along Kingsmead Avenue, specifically numbers 52-56.

The southern terrace will be sited approximately 8m from the rear garden boundaries of number 7-11 Jersey Close.

As a means of reference, the two Bellman Hangars are positioned gable end onto the western site boundary (with an east to west ridge) and have an eaves height of 8.5m and a ridge height of 10.3m.

Whilst the application seeks full planning permission, the supporting Planning & Community Involvement Statement requests that "...planning permission is granted to allow the proposed hangars subject of this application to remain in situ for a period of three years" (para 2.16).

The application also proposes a small toilet block due north of the northern most Bellman Hangar and an area of proposed car parking on an existing grassed area.

Policies

The following policies apply to this application:
National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

Approved Fareham Borough Core Strategy

CS1 - Employment Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS12 - Daedalus Airfield Strategic Development Allocation

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS22 - Development in Strategic Gaps

Development Sites and Policies

DPS1 - Sustainable Development

DSP2 - Design

DSP3 - Environmental Impact

DSP9 - Economic Development Outside of the Defined Urban Settlement Boundaries

DSP13 - Nature Conservation

DSP49 - Improvements to the Strategic Road Network

DSP51 - Parking

Fareham Borough Local Plan Review

C18 - Protected Species

DG4 - Site Characteristics

Relevant Planning History

The following planning history is relevant:

<u>P/14/0081/FP</u>	CONSTRUCTION OF NEW PURPOSE BUILT INNOVATION CENTRE COMPRISING TWO STOREY OFFICE BLOCK, SINGLE STOREY WORKSHOP BLOCKS AND ASSOCIATED EXTERNAL WORKS APPROVE 02/05/2014
<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/13/0201/FP</u>	CONSTRUCTION OF PURPOSE BUILT ENGINEERING TRAINING FACILITY FOR FAREHAM COLLEGE, COMPRISING A SINGLE STOREY BUILDING INCLUDING ENGINEERING WORKSHOP, CLASSROOMS AND OTHER SUPPORTING FACILITIES INCLUDING CAR PARKING APPROVE 21/06/2013
<u>P/13/0194/FP</u>	NEW VEHICULAR AND PEDESTRIAN ACCESS FROM BROOM WAY INCLUDING ALTERATIONS TO EXISTING JUNCTION AND CONSTRUCTION OF INTERNAL ACCESS ROAD AND ASSOCIATED DRAINAGE WORKS APPROVE 03/06/2013
<u>P/13/1115/FP</u>	ERECTION OF INDUSTRIAL UNIT WITH ANCILLARY OFFICE AND STAFF ACCOMMODATION AND ASSOCIATED ACCESS AND PARKING
<u>P/11/0545/FP</u>	CONSTRUCTION OF NEW VEHICULAR ACCESS & ASSOCIATED ACCESS ROAD FROM THE B3334 GOSPORT ROAD TO PROVIDE ACCESS TO EXISTING HANGARS WEST AREA OF DAEDALUS AIRFIELD. APPROVE 13/01/2012
<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

Representations

Fifteen letters of objection from:

39, 53, 55, 57, 58 Kingsmead Avenue; 5 - 10 Jersey Close; 74 East House Avenue:

- Severe impact on the sale value of private dwellings for at least three to four years. The houses will be unsellable as nobody would want to buy with an enormous eyesore just feet from rear windows.

- I very much doubt this will be temporary. New business above the current plan would not be turned away.
- I propose that the area in hangars west shown for the permanent development should be used. There would be no loss of investment as the hardstanding already exists and the road structure is already in place. Alternatively create a temporary hangar site in hangars east between the college and proposed business site. The road structure is in place and there will be no impact upon residents.
- I am a hard working tax payer and chose to live in the desirable area of Stubbington nearly thirty years ago. This will affect my property.
- The hangars would dominate the immediate outlook of the properties resulting in a direct loss of light.
- The submission indicates that the hangars are no closer than the Bellman hangars - some 21m away. In fact the properties backing onto the southern hangars will be 18m away. The applicant also measures at the furthest dwelling away.
- Noise and air pollution are of great concern. We do not know the usage that these hangars will be put to and neither does the applicant. Neither do we know what the hours of operation are. This potentially will cause great disturbance to the neighbours.
- Engine emissions will increase if hangars are used by helicopters or aircraft.
- The construction techniques will magnify noise generated inside the hangars.
- There are other areas on the Daedalus site where the hangars could be erected.
- The applicant's noise survey is four years old and the reference points were not in the vicinity of hangars west or indeed hangars east. It does not comply with BS4142.
- If the proposed users are aviation based then the primary use will be at the weekend, therefore the assessment was not in accordance with BS4142. It is not in accordance with the NPPF.
- Also you cannot carry out a noise assessment if you don't know the end user.
- The applicant has no firm finance in place to build new hangars in hangars east. This will be funded by take up on hangars east. I fear that occupants of the temporary hangars will wish to remain in these hangars for an extended period.
- Worried about a wind tunnel being created and damage to our properties.
- Impact upon wildlife.
- This will have an emotional impact upon residents.
- Is it really the intention to remove these hangars after three years. I am appalled by the prospect of a factory sized building at the end of my garden.
- This is a Strategic Gap. Appropriate development in a Gap is for agriculture. This is

inappropriate because it is not for agriculture.

- The scale adversely affects the neighbouring residents. The result will be a darkened claustrophobic atmosphere.

- Impact upon landscape character.

- If construction takes 12 months, then the actual period of the hangars being in place would be four years plus time for demolition.

- The temporary hangars was not discussed in the outline planning permission. This is therefore a variation to the outline consent.

- The application does not support "employment based development" apart from the initial construction phase. All this does is move people around the airfield.

- The Applicant's representatives at the recent community exhibitions had little real knowledge or understanding.

- At 7m high this is some 3.5m taller than the adjacent houses and will be visually overbearing and visually intrusive.

- Since being notified of the application we have noticed that at weekends the first aircraft movements from hangars east start as early as 08.00 and the last landing is 20.15 on a Sunday. Aircraft here could give rise to noise to residents for over 12 hours of potentially continuous aircraft noise whilst residents try to enjoy their gardens.

- The submitted plans do not show how drainage will be dealt with.

- The application is not supported with an Environmental Impact Assessment to address matters such as: Air pollution, contaminated land, dust and noise, hazardous materials, light pollution, sustainable energy use, vibration, waste.

- The ecology report only refers to reptiles. There has been no account taken of other wildlife.

- The site of the hangars is over the emergency water supply holding tank - essential for fire fighting on the air field.

- The proximity of the hangars to each other is a fire risk.

- I want to enjoy what time I have left and not have my remaining years destroyed by heartless planning.

- Three years is not temporary.

- The houses have their living rooms and gardens facing the airfield.

- Views over the airfield to be common will be taken away.

- This is seen as those in authority welching on their previous agreement with residents.

- Provision must be made for an increase in traffic through Stubbington and/or Newgate Lane and major road improvements are required.
- Pedestrian access airside is required but not alongside the perimeter fence.
- Hours of use must be controlled to 8am - 6pm Monday to Friday and 8am to 1pm on Saturdays with no work on Sunday or bank/public holidays.
- External lighting must be kept to a minimum.
- We understand that other developments in this location have been refused because of the impact upon neighbours.
- There has been a severe lack of consultation on the proposal with no answers to questions posed.

Five letters of support from:

22 Vicarage Lane; 61 Lipizzaner Fields; 56 Fort Road; 10 Glenbrook Walk; 7 Viking Close:

- This is an excellent proposal. Please to see the airfield being re-vitalised and not being revitalised and not being used for more housing development.
- It will help create more jobs for local people and open up the opportunity for local people to access leisure flying.
- This is preferable to more housing or one massive gravel pit with its lorries blocking and damaging the roads.
- The replacement of old hangars with new ones will provide more jobs.
- Improvement over the existing aged hangars which are in neglect and unkempt

Consultations

Director of Planning and Development (Highways): No objection subject to conditions

Director of Planning and Development (Conservation): No objection

Director of Planning and Development (Ecology): No objection subject to conditions

Director of Community (Environmental Health - Pollution): No objection subject to conditions

Director of Community (Environmental Health - Contamination): No objection subject to condition

Gosport Borough Council: No objection

Planning Considerations - Key Issues

The key considerations in the determination of this application are:

- The Principle of Development
- Highways
- Landscape and Strategic Gap Impact

- Ecology
- Environmental Impact Assessment
- Drainage
- Neighbouring Amenity
- Contaminated Land
- Other matters

THE PRINCIPLE OF DEVELOPMENT:

Daedalus is a strategic employment site allocation within the Council's adopted Core Strategy. Policy CS12 of the Core Strategy is permissive of development where (among other things) "...it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield". The policy continues to ensure that any development proposal "...delivers or facilitates the delivery of high quality development" whilst not having an adverse impact upon air quality or the integrity of the landscape character.

The application site is located within an area safeguarded for employment within the 'Proposals Map' which forms the adopted Core Strategy. The Local Planning Authority has recently issued an outline planning permission (P/11/0436/OA refers) for the redevelopment of the Daedalus site. The location of the proposed hangars was not included within the approved parameter plan for any proposed land use in the Hangars West part of the site. The two Bellman Hangars were identified as being retained for a B2/B8 use as was the land due east and north of the site.

Core Strategy policy CS17 also requires new developments to "...respond positively to and be respectful of the key characteristics of the area". Policy CS22 only allows development within a Strategic Gap when the integrity of the gap and physical separation of settlements is preserved.

Additionally the Government Guidance in the National Planning Policy Framework (NPPF) advises in the Core Planning Principles that planning should "proactively drive and support sustainable economic development" (3rd Bullet, para 17). The NPPF also directs Local Planning Authorities that "Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment" (Para. 21). The fourth bullet point of paragraph 21 in the NPPF then advises that Local Planning Authorities should "...plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries".

In this case the application sets out (Planning and Community Involvement Statement) that in order to deliver the floorspace permitted under the outline planning permission temporary hangar space is required to "...allow the movement of businesses around the estate for a three year period to protect their ability to continue operating during construction" of the development in Hangars East (para 1.9). Whilst third party comments make suggestions for alternative sites, these do not form part of this application which must be determined on the basis of its submitted content. The submission further promotes this location because it has "...the advantage of being an existing area of hardstanding, with direct access to the runway and close to existing utilities connections" (para 3.15).

It is not considered that the proposed hangars will adversely affect the future operations of the airfield and will help facilitate the delivery of the high quality development in Hangars East. Additionally the "need" for the hangars as submitted by the applicant would align itself

with the NPPF advice in enabling the applicant to proactively drive the economic development of the wider Enterprise Zone.

Whilst this scheme was not part of the outline planning permission (as noted in third party comments) this scheme is not submitted as a reserved matter proposal pursuant to the outline planning permission.

The principle of the proposed development is therefore acceptable subject to the other relevant considerations.

HIGHWAYS:

The application proposes to utilise the existing northern access to the site off Gosport Road. Planning permission P/11/0545/FP provided for the construction of a new access and access road from Gosport Road to provide access to Hangars West. This access has been constructed and is operational. There is no highway objection to the proposal.

LANDSCAPE AND STRATEGIC GAP IMPACT:

The application site is allocated for strategic employment development and is located within the countryside and the Stubbington/ Lee-on-the-Solent and Fareham/ Gosport strategic gap. Third party comments state that the only suitable development in the gap would be those uses essential to agriculture, forestry or essential infrastructure.

The preceding text to policy CS12 sets out that the Council accepts a level of development in the gap to protect the long terms aims and objectives of retaining an operational airfield. Paragraph 5.56 of the Core Strategy advises that the key objective for the site is to provide local employment opportunities whilst respecting the countryside location and maintaining the integrity of the strategic gap.

The areas zoned for development in policy CS12 and the outline planning permission have focused on the western and eastern sides of the wider Daedalus site. As already described above, the proposed temporary hangars are to be sited in the western part of the site.

The airfield is characterised by a large expanse of flat, open land, with large areas (within the Borough of Fareham) laid to grass. These grassed areas are interrupted by the taxi aprons, runways or the number of hangars on the site. These hangars are quite significant in size and footprint and the proposal will, to an extent, reflect this character by providing two large sized buildings that benefit from a location next to the airfield and other hangars which will ensure that the large grassed open areas beyond, to the east, contribute to the setting of the new development.

Whilst the proposal will have some physical impact upon the gap by virtue of being new built form within the designation the wider integrity of the gap, by virtue of the siting of the proposed hangars between the existing two Bellman Hangars and the retention of the open nature of the airfield, would ensure that any impact would not be materially harmful. The location of the modestly sized toilet block is adjacent to the substantially bigger northern most Bellman Hangar and the parking area is to be provided with a grasscrete finish such that the full impact of the development is acceptable.

Additionally, the parameters of the outline planning permission limited the buildings to a maximum eaves height of 7 metres. As described above, the finished ridge height of the proposed buildings are at 7m which is well within the eaves height parameter.

It is considered therefore that the height and scale of the building respects the nature of the site and the strategic gap and that the proposal complies with Policies CS12 and CS22 of the adopted Core Strategy.

ECOLOGY:

The site for the development primarily consists of an existing area of hardstanding (between the two Bellman Hangars) and an area of short mown grass for the parking and toilet block. The application is supported by an Ecological Statement prepared by Thompson Ecology. Clarification was sought from the applicant on a number of points in this part of the submission specifically with regard to the matter of reptiles using the application site and how any impact to reptiles can be mitigated.

The applicant has submitted further ecological information to confirm the following:

- An extended phase 1 habitat survey was undertaken in January 2014. This established that there is some suitable habitat for reptiles located near to the allocated parking area, however, the development does not extend to this part of the airfield and as such there is no need for further survey information. Mitigation measures are proposed to protect reptiles on implementation of any planning permission for the temporary hangars.
- Suitable reptile fencing will be erected to prevent them moving to the construction site. Eventually reptiles will be trans located to a site in Hangars East.
- The proposal will not impact on any of the three surveyed badger setts as all the proposed development is over 50m away. Mitigation for badgers will be employed during construction.
- Ecological enhancements will come forward with the wider Hangars West proposals.

The Ecologist has reviewed this additional information and found the mitigation measures to be acceptable. These measures can be secure by planning condition. There is no objection to the proposal from the Ecologist.

ENVIRONMENTAL IMPACT ASSESSMENT:

Third parties are critical that the application is not supported by an Environmental Impact Assessment (EIA). EIA is a procedure that needs to be followed for certain types of development before any planning permission is granted. The procedure, if a development is an EIA development, would require the developer to submit an Environmental Statement (ES) describing the likely significant effects of the development on the environment and proposed mitigation measures.

The EIA Regulations require Local Planning Authorities to "screen" development proposals to conclude if it is an EIA development or not. The Regulations provide a list of certain developments in Schedules 1 and 2. Schedule 1 developments automatically require an EIA. In this case the proposal is not a Schedule 1 development.

Schedule 2 lists a number of development types and then a number of thresholds which if breached would require the LPA to 'screen' the development and adopt an Opinion as to whether the proposal was an EIA development or not. The application does fall within development category 10 in Schedule 2, the thresholds are also exceeded such that the Local Planning Authority should screen the proposal.

As a starting point for assessing the potential environmental impact authorities are directed

to study Schedule 3 to the Regulations which sets out the 'selection criteria' which must be taken into account in determining whether a development is likely to have significant effects on the environment. Not all of the criteria will be relevant in every case. It identifies three broad criteria which should be considered:

- i) the characteristics of the development (eg its size, use of natural resources, quantities of pollution and waste generated);
- ii) the environmental sensitivity of the location; and
- iii) the characteristics of the potential impact (e.g. its magnitude and duration).

On assessment of the detail in Schedule 3 to the Regulations and given how this site sits in the context of the wider airfield which benefits from a planning permission, the proposal is not considered to have such a significant impact on the environment that the proposal would require an Environmental Impact Assessment.

DRAINAGE:

Neighbouring comments have referred to the issue of drainage and where the water will run off to from the new hangars roofs. The application form indicates that the surface water will be disposed of through both a soakaway and mains sewer connection.

The Planning and Community Involvement Statement also addresses this matter. The submission sets out that the existing drainage solution is a mixture of piped network to outfall and local soakaways. "The new temporary hangars will continue to discharge to this mixture of piped network and local soakaways.

The detail of the soakaway design will ultimately be a matter for the applicant to address through the Building Regulations.

The application form also indicates that foul sewage will be managed through a connection to the existing on site pumping station.

NEIGHBOURING AMENITY:

Third party comments refer to the distances between the proposed hangars and the adjacent gardens to the west of the site. As described above, the southern hangar terrace will be sited approximately 8m from the rear garden boundaries of number 7-11 Jersey Close and the northern most terrace of hangars will be located approximately 10m from the rear boundaries of the properties along Kingsmead Avenue, specifically numbers 52-56. Measuring the gardens depth of those dwellings midway along the depth of the proposed hangars, namely 53 Kingmead Avenue and 9 Jersey Close, the separation distance on the Layout Proposal (Drawing 3756_HW_003) building to building is 20m and 19m respectively.

It is accepted that the outlook from these properties have benefited from open views over the airfield with no substantial features at the end of their gardens for some time. However, there is also the fact to consider that these dwellings have been constructed adjacent to a historic airfield.

The proposed hangars have been designed with the eaves of the building, and as such the lowest part of the proposed buildings, closest to the western boundary from which the roof will pitch up away from the boundary such that the highest point of the building is even further offset from the boundaries with neighbouring properties.

The 6m high eaves height of the building, whilst substantial, is off-set at least 19m from the dwellings and at least 8m from the boundary fences at the rear of the gardens. The

applicant has agreed that the chosen material on the western elevation be conditioned to be a light coloured grey material rather than a darker colour such that the bulk of this new building is lightened and the impact of the building is further reduced.

Given that the building is sited with the lowest part of the building adjacent to the residential gardens and given the separation distances involved coupled with the historic use of the site as an airfield, it is considered, on balance, that the proposal will not result in a dominant or overbearing impact causing significant demonstrable harm upon the amenities of the neighbouring properties.

Representations have referred to their right to light. Rights to light are private property rights that benefit buildings, both residential and commercial. Not all buildings have them. Rights to light are sometimes created deliberately, but more often arise informally, over time. This can happen if light comes through a window over a neighbour's land for 20 years. Compensation is payable in the event that a right to light is blocked between the party affected and the development, however this assessment is entirely separate from planning law.

The use of the buildings is described in the application as a mixture of B2 (General Industrial) and B8 (Storage and Distribution). Third parties have expressed concern at the uncertainty at not knowing the end users of the hangars, yet it is not uncommon to consider a commercial planning proposal on the basis of its use rather than with a specific end user identified.

These uses are consistent with the use of the site as an airfield and in fact the very site for the hangars is used for the open storage of aviation related items now, just positioned on the hardstanding as opposed to potentially being within a building.

The buildings are designed such that there are no openings on the western elevation. However each hangar will have a main bi-fold door facing either north or south onto the existing hardstanding.

An Environmental Noise Report accompanies the application. The representations have been critical of the methodology and content of the noise report. The third parties are critical of the report failing to comply with the British Standard 4142 on assessing noise. PPG24 (which was cancelled with the publication of the NPPF) previously required noise assessments to use this standard. The NPPF does not carry forward the same requirements. Paragraph 123 of the NPPF requires decisions to "...avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of the development". The NPPF refers to the Noise Policy Statement for England (NPSE) on how to best assess and deal with noise. It is no longer a case of a strict assessment against a British Standard.

Notwithstanding this, the submitted noise report refers to the BS4142 approach to assessing noise. This approach identifies the baseline conditions and then compares this with the modelled noise level from the proposed use.

Third parties are concerned that the baseline condition data was gathered in March 2010 and that the three locations were not close enough to the application site.

The noise report has been assessed and considered by the Environmental Health Officer (EHO) who considers that the noise report is acceptable and fit for purpose. The report

proposes noise limit criteria for noise associated with the proposed hangars at local receptors. The limits are set at 35 decibels. The EHO has advised that this level of noise is actually very low and when compared against the World Health Organisation (WHO) and British Standards this level of noise is significantly below the levels that would give rise to sleep disturbance and those that would cause outdoor annoyance.

Whilst the age of the data collected and the sample points have been challenged by third parties, again the EHO does not challenge this part of the noise report. The data collection and sampling has resulted in the proposal proposing a maximum noise limit of 3dB which, as discussed above, is below the WHO standards.

The noise report sets out that there are certain construction methods that will need to be incorporated to ensure that any noise from within the building is contained and is within the permitted level at the site boundaries.

The EHO has raised no objection to the proposal subject to conditions.

CONTAMINATED LAND:

No information is submitted by the applicant in relation to the contamination risks. The applicant's agent has referred to the reports prepared for the Outline Planning Permission for the site which identified certain constraints in the Hangars West part of the airfield. However, the report that accompanies the outline permission does not take account of the proposed development and therefore the risk in the context of this proposed use has not been fully assessed. As such, no objection is raised by the EHO subject to a detailed contaminated land report being provided prior to the commencement of development. This report will include a preliminary risk assessment, a site investigation of all potential pollutant linkages and details of any remediation that may be required as a result of the investigation.

OTHER MATTERS:

Representations have expressed concern at the hangars remaining for a period greater than the three years suggested in the application especially in light of the applicant's funding mechanisms. The applicant's financial position or ability to build out this proposal or the wider outline planning permission does not attract weight in this decision.

Any planning permission can be controlled by planning condition limiting the period of retention to three years. Should the applicant seek to renew this temporary period then such a proposal would be assessed at that time and considered on its merits.

CONCLUSION:

On balance it is considered that the proposed temporary hangars are acceptable without significant demonstrable harm to the visual amenities of the area or the amenity of neighbouring residential properties.

Recommendation

PERMISSION Subject to conditions and notes:

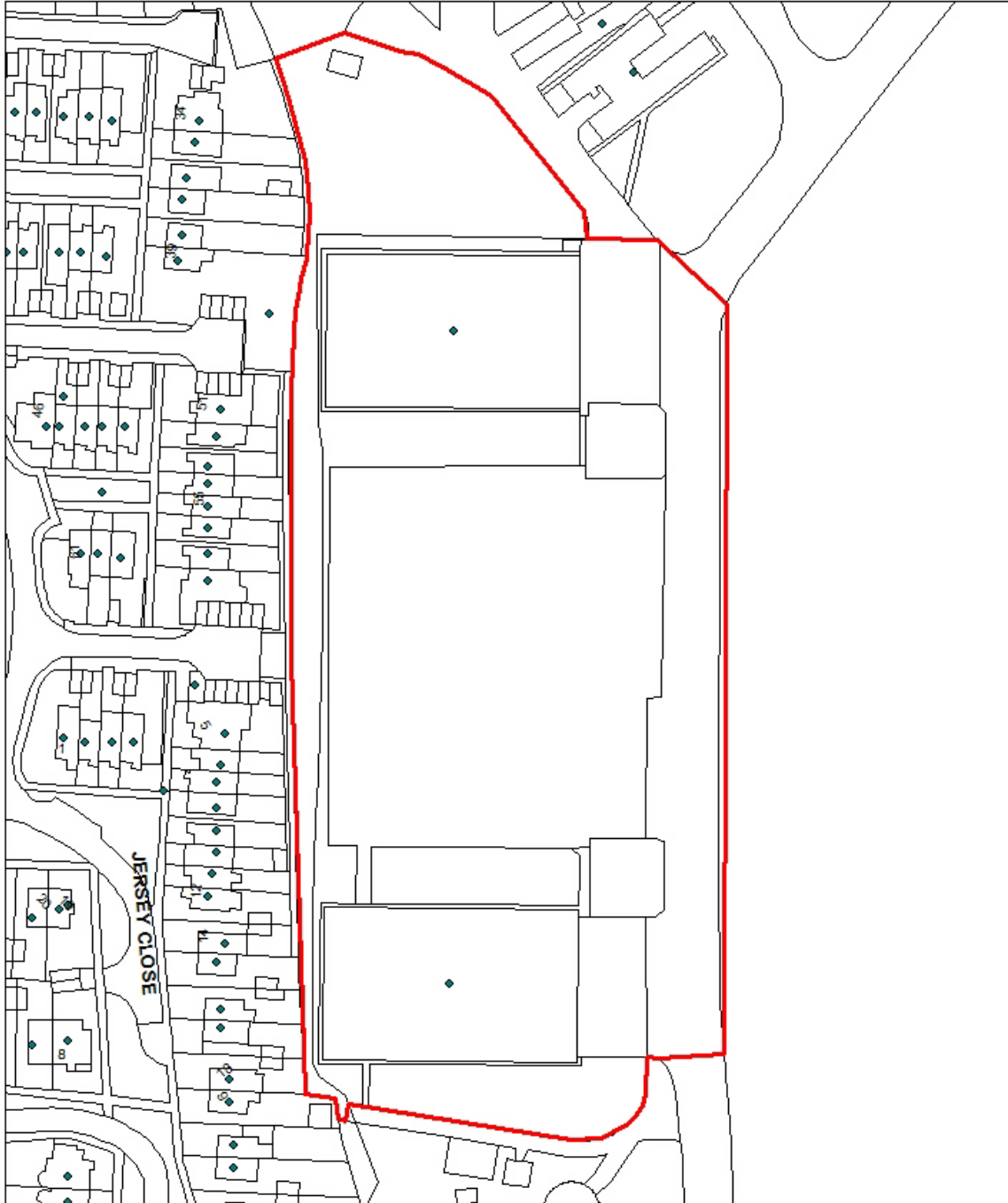
Temporary permission for three years, external materials to be in accordance with submitted details, development to be carried out in accordance with ecology reports, Use restricted to B2/B8 only, B2 use to be restricted to within the hangars only with the bi-fold doors closed except for access; hours of use restricted to 0700 - 2300; detailed report to be approved in writing for the acoustic properties of the building to demonstrate how the noise limit at the site boundaries will not be exceeded; details of lighting prior to installation; detailed contamination report required

Background Papers

P/11/0436/OA, P/13/0194/FP, P/13/0201/FP, P/13/1107/FP, P/13/1115/FP, P/13/1122/PA,
P/14/0081/FP

FAREHAM

BOROUGH COUNCIL



DAEDALUS WEST - HANGARS WEST
- LAND AT -
SCALE: 1:1,250

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Agenda Item 6(20)

P/14/0304/FP

PORTCHESTER EAST

MR MICHEAL JOHNS

AGENT: D WINDSOR

TWO STOREY REAR EXTENSION, PORCH AND ENLARGED DORMER TO SIDE.
30 PENTLAND RISE FAREHAM HAMPSHIRE PO16 8JL

Report By

Kim Hayler - Ext 2367

Introduction

Members will recall the above application was reported to the Planning Committee on 4 June 2014. At that meeting Members resolved to grant planning permission.

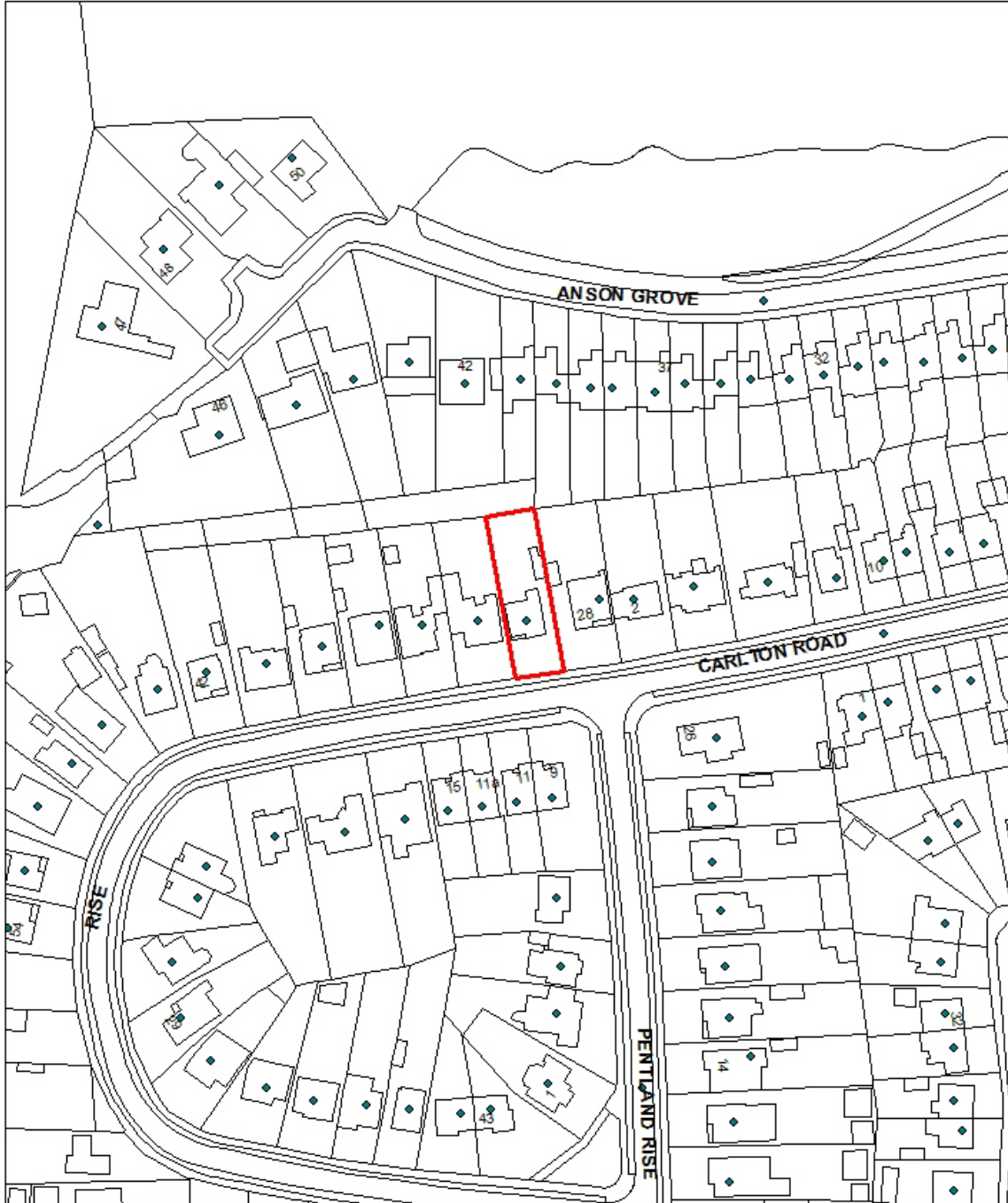
Officers have been contacted by the neighbour who submitted a representation relating to the application. These comments were reported within the report. However, the neighbour is unhappy that his comments were reported as an objection and has asked if Members could be advised and note that his representations were comments only.

Background Papers

P/14/0304/FP

FAREHAM

BOROUGH COUNCIL



30 PENTLAND RISE
SCALE: 1:1,250

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Agenda Item 6(21)

P/14/0042/FP

STUBBINGTON

LEE ON SOLENT GOLF CLUB

AGENT: LEE ON SOLENT GOLF CLUB

CHANGE OF USE FROM GRAZING LAND TO GOLF COURSE, INCLUDING ADDITION OF A DRAINAGE DITCH AND EARTH MOUNDS

LEE ON SOLENT GOLF CLUB BRUNE LANE LEE ON SOLENT HANTS PO13 9PB

Report By

Graham Pretty (Ext.2526)

Site Description

The application site is located on the southeast corner of the junction of Broom Way with Brune Lane. Brune Lane runs southeastwards to Shoot Lane through the greens associated with Lee-on-Solent Golf Course and provides access to the Clubhouse which is located on the southwest side. The application site is currently used for the keeping of horses and comprises various paddocks with makeshift stable structures. The site is bounded to the north and west by significant hedgerows; to the south and east the land forms part of a Site of Interest for Nature Conservation which covers much of the area of the golf club. The terrain is flat.

Description of Proposal

The proposal is to create a dedicated junior course of 5 holes with low (600mm) mounding to the north and west topped with landscape planting. A drainage ditch is proposed running roughly northwest to southeast to meet with the existing drainage ditch running along the southeast boundary, through the existing woodland.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS14 - Development Outside Settlements

CS17 - High Quality Design

CS22 - Development in Strategic Gaps

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

Development Sites and Policies

DSP13 - Nature Conservation

DSP3 - Environmental Impact

DSP8 - New Leisure and Recreation Development Outside of the Defined Urban Settlement

Fareham Borough Local Plan Review

C18 - Protected Species

DG4 - Site Characteristics

Representations

Five representations have been received raising the following issues:

- Disturbance to wildlife
- Potential for golf balls to hit passing vehicles
- Impact on SINC
- Impact on the countryside

Consultations

Environment Agency - No Comments

Natural England -

No objection in respect of proximity to the Wild Grounds SSSI; the Planning Authority should assure itself that the impact on locally important nature conservation sites is acceptable; the impact on protected species has not been assessed; the application may provide opportunities for biodiversity and landscape enhancements

Director of Planning and Development (Arboriculture) - No objection

Southern Water - No objection

Director of Planning and Development (Highways) -

Subject to the three adjacent gates from Brune Lane being kept locked, except for maintenance purposes, no highway objection is raised to the application.

Director of Planning and Development (Ecology) -

The site has been found to consist mostly of improved (horse-grazed) grassland, bordered by hedgerows and trees to the west and north, and by a ditch and mature trees to the east. Immediately to the south and within the east of the proposal site is the Lee-on-Solent Golf Course SINC. There are no particular protected species concerns which have been identified within the submitted report, however it is suggested that clarification is sought regarding the following points:

- The treatment of the watercourse to the east of the site, which appears to be crossed by the proposed access and be impacted by drainage works. It is unclear whether this will be a culvert or a bridged structure etc, and what the operational impacts on the watercourse will be in terms of water quality and quantity. It is possible that Ordinary Watercourse Consent may be required.
- The treatment of trees. According to the DAS no trees will be affected, however it appears that the new access (including for maintenance vehicles) is proposed through the trees in the east of the site.
- No detailed planting plans have yet been provided. Clarification is sought as to whether native planting (of trees, scrub) and wildflower seeding is proposed as part of the scheme, in order to enhance the biodiversity of the site.
- The impact to SINC habitat (including loss), which is within the footprint of the proposed access works.
- Potential for Great crested newts to be present and impacted by the proposals. From mapping it appears that there are several ponds within proximity to the site, which appear to have not been assessed within the ecological work carried out.

Planning Considerations - Key Issues

The Key Issues in this case are:

- The Principle of the Development
- Impact upon the Character and Appearance of the Area
- Highways
- Ecology

Principle of development

The application site is located in the countryside which forms part of the strategic gap. The aim of the strategic gap is to maintain the physical and visual separation of settlements as set out in Policy CS22 of the Fareham Borough Core Strategy. The proposal for an extension to the golf course will maintain the integrity of the gap so that there would be no conflict with this policy.

Policy CS14 of the Core Strategy specifically refers to 'built development' and seeks to ensure that development proposals do not harm the landscape character and appearance of the countryside. There is some 'operational development' associated with the application involving mounding and drainage. The proposed mounding would be low and is not such that it would harm the landscape character. The same applies to the proposed drain. It is not considered that the proposed development would conflict with this policy.

Draft Policy DSP8 of the Fareham Borough Local Plan Part 2: Development Sites and Policies is a policy which may now be afforded significant weight in the decision making process and is encouraging of new leisure and recreation development outside the defined urban boundaries subject to meeting the requirements of a sequential test, that (subject to their scale) they meet the requirements of an impact assessment and that there are no unacceptable adverse impacts on the highway network. In this case, a sequential test is not considered appropriate or necessary since, not only is a countryside location required for the golf course use but also the location is dictated by the existing golf course. Whilst the reference to an impact assessment does not mean the submission of an Environment Impact Assessment nonetheless the site does fall within the scope of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011; under these regulations golf courses and associated developments are considered to be Schedule 2 developments if they are over 1ha in area. The area of the application site is 2.35ha so that it may be considered under the regulations as possible Environmental Impact Assessment (EIA) development. Although no 'screening request' has been submitted to determine if an EIA is required the regulations set out three tests in determining if one should be submitted -

- The characteristics of the development
- The location of the development and
- The characteristics of the potential impact

In this case it is considered that the particular characteristics of the development, being an extension to an existing golf course, in relation to the location which is well related to the existing course, the characteristics of the land which is flat and well screened, and the potential for there being an impact, which is low, are such that an EIA would not have been sought.

Since the development is for a junior course it is expected that golfers will either cycle to the site or be taken by adult golfers so that the impact on the highway network is likely to be small. Detailed matters relating to the access arrangements are set out further below.

In view of the above it is not considered that the proposed development would conflict with draft policy DSP8.

Impact on character of the area

The locality is important as countryside forming part of a strategic gap but less so for its specific landscape characteristics since the area is relatively flat. The existing use of the land for the keeping of horses with its associated makeshift stable structures does not harm the character. The proposed golf greens will provide a well maintained area with additional planting which may be seen as a positive contribution, but in any event a coulf course is not an unusual feature to be found within the countryside.

Highways

The Director of Planning and Development (Highways) did raise some initial concern over matters of:

- the access to the site and
- hazard from balls being hit over the highway

Access - the application shows the provision of a new gravel path from the eastern side of the site to existing gates onto Brune Lane. The concern was that if this were intended for use by the golfers then this could be a encouragement to park on the highway verge (albeit wide at this point) or for junior golfers to be walking to the site along Brune Lane. The applicants have confirmed that the access to the greens for golfers will be informal and from the existing greens to the south and thence from the clubhouse; the gravel access is to be for green maintenance only. The Director of Planning and Development(Highways) is satisfied that this will be acceptable.

Hazard from Golf Balls - The applicants have clarified their design ethos in respect to the holes. They confirm that of the five holes, No.4 was of concern as this is closest to Broom Way. They point out that the hole was shortend to 91m to obviate the need to use clubs that could result in 'hooked' balls. For added protection they have proposed additional planting between the hole and Broom Way. Brune Lane is protected by trees. They have referred to the similar design of Holes 14, 15, 17 and 18 of the main course that are similar design. The Director of Planning and Development (Highways)is satisfied that this will be acceptable.

Ecology

No in principle objection has been raised by Natural England or the Director of Planning and Development (Ecology) although a number of points of clarification have been suggested.

1. Treatment of Watercourse - the applicants have confirmed that the watercourse would be bridged so as not to impede flow. Neither the Environment Agency nor Southern Water have objected to the development and it is proposed to add a condition, should permission be granted, to provide details of the bridge.

2. New Access - the applicants have confirmed that the new access into the field is through the existing trees and will be constructed by the removal of minimum topsoil and laying of 150mm of Gravel scalping's again similar to other tracks on the course. This access is only required for maintenance equipment grass cutters and similar. These machines are designed to have a low impact on the soil and do not affect the tree roots. Construction machines will use the existing field access points off Brune Lane which will be closed on completion.

3. Treatment of trees - No objection has been raised by the Director of Planning and Development (Arboriculture).

4 Planting - The applicants have confirmed that they are happy for this detail to be conditioned.

5.Impact on SINC - the applicants have reiterated that the proposed site other than the maintenance access falls outside of the SINC. They have referred to their Ecological survey which sets out the criteria for which the SINC was designated and which confirms that the area to be lost to the access does not support any of the habitats or features for which the site was designated.

5. Great Crested Newts - The applicants have confirmed that the nearest pond is located in the woodlands between the sixth seventh and eighth fairways. This is approx. 250m distance from the application site on the other side of Brune Lane where there is no natural or man made crossing for newts. There is also a small pond adjacent to the clubhouse 175m distance which has a Carp population and does not support newts. For these reasons it is not considered that there will be any conflict with the interests of this protected species.

Conclusion

The application site is closely related to the existing golf course use and is appropriate within the countryside. The scale form, location and impacts of the development are not such as to require an EIA and the development is therefore considered to be in line with the adopted Policies of the Fareham Borough Core Strategy, the Fareham Borough Local Plan Review and the emerging Fareham Borough Local Plan Part 2: Development Sites and Policies. It is not considered that there would be any adverse impact upon the ecological interests of the adjacent SINC nor that the development would result in any unacceptable highways safety issue.

PERMISSION

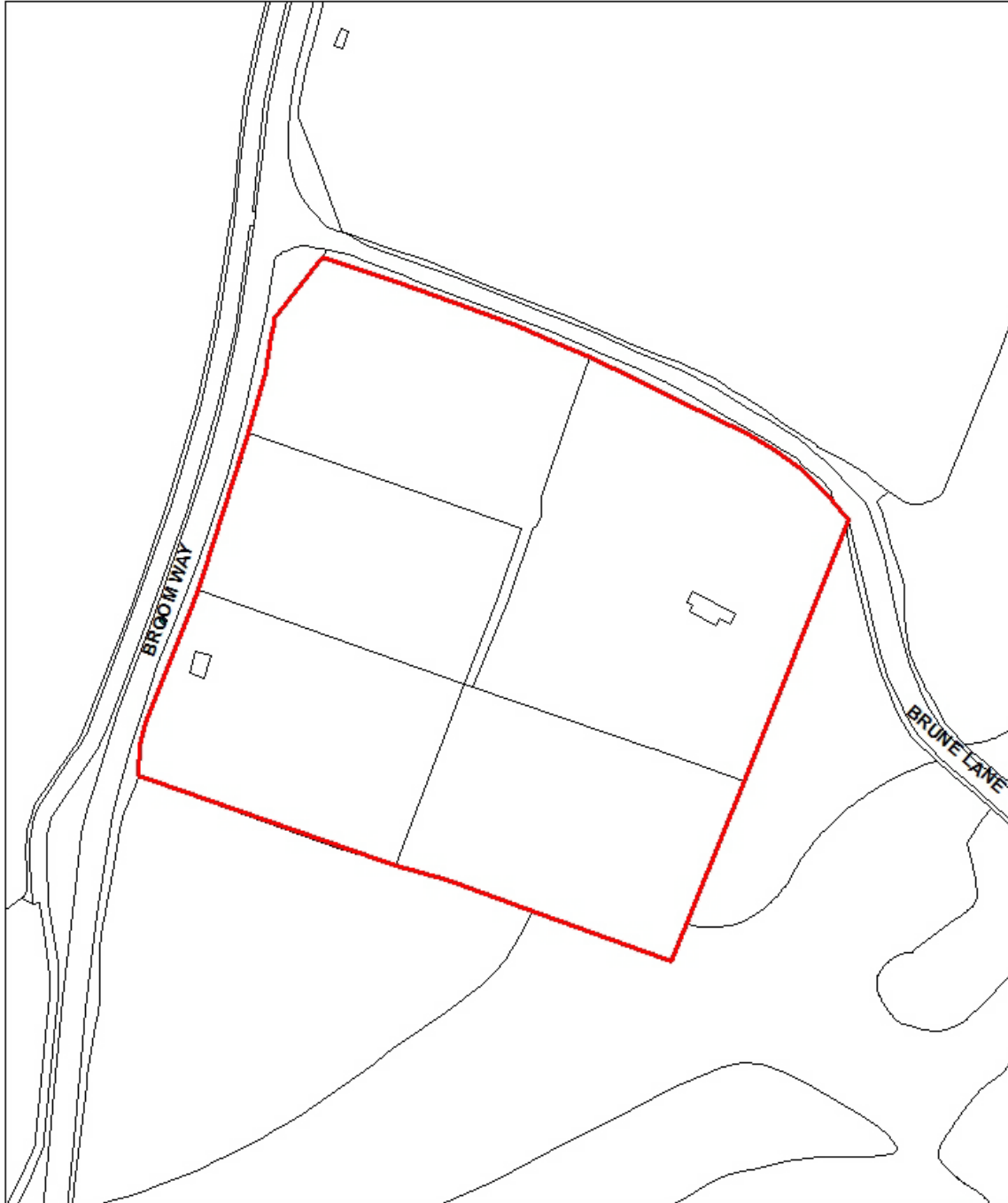
Details of proposed bridge and drainage ditch; detail of proposed access track; details of bat boxes as proposed in ecological report; development to be carried out in accordance with ecological report; access on to Brune Lane to remain locked unless in use for maintenance; landscaping detail to include biodiversity enhancements; landscape implementation; development to be used only in conjunction with the remainder of the golf course; submission of CEMP (Construction Environment Management Plan).

Background Papers

P/14/0042/FP

FAREHAM

BOROUGH COUNCIL



LEE ON SOLENT GOLF CLUB
BRUNE LANE
SCALE: 1:1,250

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PLANNING APPEALS

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

CURRENT

ENF/13/0009

Appellant: Mr T. Beal Kensington Homes Ltd
Site: 68 High Street Fareham
Date Lodged: 02 January 2014
Reason for Appeal: An appeal against the issue of an enforcement notice by Fareham Borough Council. It relates to the erection of a fence to the rear of the building built between the adjoining boundary walls (burgage walls) to contain the rear of the site in its totality.

P/13/1121/OA

Appellant: VILLAGE GREEN PLC
Site: The Navigator - Land Adjacent - Swanwick Lane Swanwick Southampton
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 17 June 2014
Reason for Appeal: ERECTION OF 37NO DWELLINGS TOGETHER WITH ASSOCIATED ACCESS AND PARKING FOR EXISTING PLAY AREA (OUTLINE APPLICATION)

P/14/0056/CU

Appellant: MR ROY HOLT
Site: 68 High Street Fareham Hampshire PO16 7BB
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 12 June 2014
Reason for Appeal: CHANGE OF USE FROM CLASS A3 (RESTAURANT) TO CLASS C3 (DWELLING HOUSE)

PLANNING APPEALS

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

CURRENT

P/14/0245/FP

Appellant: MR & MRS HUMPHREYS
Site: 2 Irvine Close Fareham Hampshire PO16 7QB
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 10 June 2014
Reason for Appeal: SINGLE STOREY FRONT, SIDES & REAR EXTENSIONS

DECISIONS

P/13/0834/FP

Appellant: MR BRIAN ROGERS
Site: Hill Park Baptist Church 217 Gudge Heath Lane Fareham PO15 6PZ
Decision Maker: Committee
Recommendation: APPROVE
Council's Decision: APPROVE
Date Lodged: 26 February 2014
Reason for Appeal: Demolition of Existing Building and Erection of Replacement Church Buildings

The Appeal is against the decision to impose condition 13. The premises shall be used for, or in connection with, public worship or religious instruction and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Decision: DISMISSED
Decision Date: 10 June 2014

PLANNING APPEALS

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

DECISIONS

P/13/1100/FP

Appellant: MISS CATHERINE BENNET
Site: 358 Brook Lane Sarisbury Green Southampton SO31 7DP
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 17 April 2014
Reason for Appeal: ERECTION OF FRONT PORCH AND TWO STOREY REAR EXTENSION
Decision: PART ALLOWED
Decision Date: 04 June 2014

P/14/0058/FP

Appellant: MS YVE CRATE
Site: 124 Gosport Road Fareham PO16 0QN
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 01 April 2014
Reason for Appeal: ERECTION OF TWO STOREY SIDE EXTENSION COMPRISING ADDITIONAL FIRST FLOOR LIVING SPACE OVER CAR PORT
Decision: DISMISSED
Decision Date: 07 May 2014