

FAREHAM

BOROUGH COUNCIL

AGENDA PLANNING COMMITTEE

Date: Wednesday, 16 August 2017

Time: 2.30 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor N J Walker (Chairman)

Councillor C J Wood (Vice-Chairman)

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

Deputies: S Cunningham
Mrs C L A Hockley
L Keeble
Mrs K K Trott



1. Apologies for Absence

2. Minutes of Previous Meeting (Pages 1 - 11)

To confirm as a correct record the minutes of the Planning Committee meeting held on 19 July 2017.

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 12)

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

ZONE 1 - WESTERN WARDS

(1) **P/16/1415/DP/A - DRIFT HOUSE BROOK AVENUE WARSASH SOUTHAMPTON SO31 9HN (Pages 14 - 17)**

(2) **P/17/0610/CU - 23 CYPRUS ROAD FAREHAM PO14 4JY (Pages 18 - 22)**

(3) **P/17/0697//FP - LAND TO THE REAR OF 184 BRIDGE ROAD SARISBURY GREEN FAREHAM SO31 7ED (Pages 23 - 33)**

(4) **P/17/0765/FP - WILLOWS END 312 OLD SWANWICK LANE LOWER SWANWICK SOUTHAMPTON SO31 7GS (Pages 34 - 46)**

ZONE 2 - FAREHAM

ZONE 3 - EASTERN WARDS

(5) **P/17/0569/FP - HILL HEAD BEACH EAST OF GIBLET ORE FAREHAM HAMPSHIRE (Pages 49 - 52)**

(6) **P/17/0608/FP - SOLENT AIRPORT AT DAEDALUS LEE-ON-THE-SOLENT FAREHAM PO13 9FL (Pages 53 - 61)**

(7) **P/17/0699/FP - 13 MONTROSE AVENUE FAREHAM PO16 8HT (Pages 62 - 65)**

(8) **Planning Appeals (Pages 66 - 68)**



P GRIMWOOD
Chief Executive Officer

Civic Offices
www.fareham.gov.uk
8 August 2017

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, 19 July 2017

Venue: Collingwood Room - Civic Offices

PRESENT:

Councillor N J Walker (Chairman)

Councillor C J Wood (Vice-Chairman)

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

Also Present: Councillor Mrs C L A Hockley (Item 6 (3))



1. APOLOGIES FOR ABSENCE

There were no apologies of absence made at this meeting.

2. MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the Planning Committee meeting held on 21 June 2017 be confirmed and signed as a correct record.

3. CHAIRMAN'S ANNOUNCEMENTS

There were no Chairman's announcements.

4. DECLARATIONS OF INTEREST

There were no declarations of interest made at this meeting.

5. DEPUTATIONS

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

Name	Spokesperson representing the persons listed	Subject	Supporting or Opposing the Application	Minute Application No/Page No
ZONE 1 – 2.30pm				
Mr S Browning	Mr J Nolan Mr A Dinsdale Mr D Holland	274 BOTLEY ROAD, BURRIDGE, SOUTHAMPTON – ERECTION OF ONE CHALET BUNGALOW TOGETHER WITH ASSOCIATED CAR PARKING AND LANDSCAPING	Opposing	6 (1) P/17/0257/OA Pg 9
Mr J Gardiner (Agent)		-Ditto-	Supporting	-Ditto-
Mr C Freeman		BURRIDGE VILLAGE HALL, BOTLEY ROAD, BURRIDGE, SO31 1BS – SCOUT HUT, RE- SITED STORAGE CONTAINER, NEW ACCESS FROM A3051 AND PROVISION FOR 12NO. CAR PARKING SPACES	Opposing	6 (3) P/17/0648/FP Pg 29

Mr T King		-Ditto-	Supporting	-Ditto-
Mr J Wood	Burrige & Swanwick Resident's Association	-Ditto-	-Ditto-	-Ditto-
ZONE 2 – 2.30pm				
ZONE 3 – 2.30pm				
Ms P Wayman		54 CORNAWAY LANE, FAREHAM, PO16 9DD – CONSTRUCTION OF TWO PAIRS OF 2-STOREY SEMI-DETACHED HOUSES WITH ASSOCIATED CAR PARKING, CYCLE STORAGE, MEANS OF ENCLOSURE AND LANDSCAPING AFTER DEMOLITION OF EXISTING BUILDINGS	Opposing	6 (5) P/17/0519/FP Pg 41

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

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

(1) P/17/0257/OA - 274 BRIDGE ROAD BURRIDGE SOUTHAMPTON

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

The Committee's attention was drawn to the Update Report which contained the following information: - *The applicant has made a financial contribution towards to the Solent Recreational Mitigation Strategy (SRMS) and this has been secured through an agreement under section 111 of the Local Government Act 1972.*

Officers have sought clarification from the applicant's agent concerning the provision of services to the site. The agent has confirmed that the plot benefits from water and electricity supplies which were laid under the access track over 20 years ago and which extend from Botley Road. It is the applicant's intention for the proposed dwelling to be served by a private foul drainage system. A gas supply is said not be required. Given that clarification it is not considered that it will be necessary for a service trench to be dug along the route of the access within close proximity to protected trees. A suitable planning condition is recommended to be imposed in relation to this matter.

PERMISSION, subject to the following conditions:

1. *Application for approval of details of the appearance and scale of the dwelling hereby permitted (all referred to as the ‘reserved matters’) shall be made to the local planning authority before the expiration of three years from the date of this permission either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.*

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

2. *The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:*
 - a) *Revised location plan – dwg no. 1131-01 received on 26th April 2017;*
 - b) *Layout Analysis Plan – drawing no. 1131-05*
 - c) *Illustrative Site Layout Plan – drawing no. 1131-04*
 - d) *Revised block plan – dwg no. 113-02 – received on 26th April 2017*
 - e) *Drawing no. C075Drg11C – Available Visibility Splay including proposed access improvements – received 10th May 2017*
 - f) *Extended Phase 1 Habitat Survey September 2014 – Part 1 of 3*
 - g) *Extended Phase 1 Habitat Survey September 2014 – Part 2 of 3*
 - h) *Extended Phase 1 Habitat Survey September 2014 – Part 3 of 3*
 - i) *Tree Report by Mark Hinsley Arboricultural Consultants Ltd – January 2012*

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

3. *None of the development hereby permitted shall commence until the improvements shown on the approved drawing no. C075Drg11C and approved drawing no. 1131/02 to widen the access to 5 metres over its first 10 metres back from the edge of the carriageway have been carried out and completed in full and until the visibility splays at the junction of the access to the existing highway have been provided in accordance with the approved details. The access and visibility splays shall thereafter be retained in the approved conditions at all times and the visibility splays kept clear of obstruction (nothing over 0.6m in height) at all times.*

REASON: In the interest of highway safety.

4. *None of the development hereby permitted shall commence until details of the construction of and materials to be used in the improvement and resurfacing of the access track from Botley Road to the dwelling itself have been submitted to and approved by the local planning authority in writing. The dwelling hereby permitted shall not be occupied until the resurfacing of the access track from Botley Road to the dwelling itself has been carried out in full and in accordance with the approved details and the approved drawing no. C075Drg11C and approved drawing no. 1131/02. The access thereafter be retained in that condition at all times.*

REASON: In the interests of highway safety.

5. *None of the development hereby permitted shall commence until details have been submitted to and approved in writing by the local planning authority of how vegetation on either side of the access track will be removed, trimmed and maintained to provide adequate visibility for drivers and pedestrians using the access track from Botley Road to the curtilage of the dwelling hereby permitted. The works to remove and trim existing vegetation shall be carried out in accordance with the approved details prior to development commencing on site. The vegetation shall be maintained in accordance with the approved details at all times thereafter.*

REASON: In the interests of safety of users of the public footpath.

6. *None of the development hereby permitted shall commence until a Construction Management Plan (CMP) setting out how provision is to be made on site for the parking and turning of operatives vehicles, wheel cleaning, the areas to be used for the storage of building materials, plant, excavated materials and huts associated with the implementation of the approved development, has been submitted to and approved in writing by the local planning authority (LPA). The development shall be carried out in accordance with the CMP and areas identified in the CMP for specified purposes shall thereafter be kept available for those uses at all times during the construction period, unless otherwise agreed in writing the LPA.*

REASON: in the interests of highway safety and in order to secure the health and wellbeing of the trees and vegetation which are to be retained at the site and/or to ensure that the occupiers of nearby residential properties are not subjected to unacceptable noise and disturbance during the construction period.

7. *No development shall proceed beyond damp proof course level until details of all proposed external materials have been submitted to and approved by the LPA in writing. The development shall be carried out in accordance with the approved details.*

REASON: To secure the satisfactory appearance of the development.

8. *None of the development hereby approved shall be occupied until details of the proposed bin storage areas, including bin collection points, have been submitted to and approved by the local planning authority and the approved areas fully implemented. The details shall include the siting, design and the materials to be used in construction. The areas shall be subsequently retained for bin storage or collection at all times.*

REASON: To ensure that the character and appearance of the development and the locality are not harmed.

9. *None of the development hereby approved shall be occupied until a plan of the position, design, materials and type of boundary treatment to be erected to all boundaries has been submitted to and approved in writing by the Local Planning Authority and the approved boundary treatment had*

been fully implemented. It shall thereafter be retained at all times unless otherwise agreed in writing with the local planning authority.

If boundary hedge planting is proposed details shall be provided of planting sizes, planting distances, density, and numbers and provisions for future maintenance. Any plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To protect the privacy of the occupiers of neighbouring properties; in the interests of the appearance and character of the area.

10.No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the local planning authority in writing.

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

11.The landscaping scheme submitted under Condition 9 shall be implemented and completed within the first planting season following the commencement of the development or as otherwise agreed in writing with the local planning authority and shall be maintained in accordance with the agree schedule. Any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

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

12. The development hereby approved shall be carried out in full in accordance with the recommendations and enhancements set out in the approved Extended Phase 1 Habitat Survey submitted as part of the application.

REASON: To ensure that protected species are not harmed and that habitat is enhanced as a result of the proposed development.

13.No development shall commence until an Arboricultural Impact Assessment and Method Statement for tree and hedgerow protection has been submitted to and approved by the local planning authority in writing. The method statements shall include details of what measures will be taken during construction of the development (in particular the formation of hardsurfaced areas such as the access track and driveway to the dwelling) to avoid harm to adjacent trees both on and off the site. The development shall be carried out in accordance with the approved details. The tree and

hedgerow protection shall be retained throughout the development period until such time as all equipment, machinery and surplus materials have been removed from the site.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability during the construction period.

14. Notwithstanding the provisions of Parts 10, 13, 15 & 16 of Schedule 2 of the Town and Country Planning (General Permitted Development Order) 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no development (including excavation or resurfacing) except for that expressly authorised by this permission shall take place on the part of the application site providing access to the dwelling hereby approved unless first agreed in writing with the local planning authority.

REASON: To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability; To protect the character and appearance of the locality.

15. Notwithstanding the provisions of Classes A, B, C, D, E, F and G of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development Order) 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no extensions, no additions or alterations to the roof (including the insertion of new openings), porches, out buildings or additional hard surfaced areas shall be constructed within the curtilage or the dwelling house hereby approved unless first agreed in writing with the local planning authority.

REASON: To protect the outlook and privacy of the adjacent residents; the proposed development would be likely to increase the number of bedrooms at the property resulting in inadequate on site car parking; To protect the character and appearance of the locality; To ensure the retention of adequate garden area; To ensure that the trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability.

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

REASON: To protect the occupiers of nearby residential properties against noise and disturbance during the construction period.

17. Before the dwelling hereby approved is first occupied the approved parking and turning areas for that property shall be constructed in accordance with the approved details and made available for use. These areas shall thereafter be kept available for the parking and turning of vehicles at all times unless otherwise agreed in writing by the local planning authority following the submission of a planning application for that purpose.

REASON: In the interest of highway safety.

A motion was proposed and seconded to refuse planning permission, and was voted on and CARRIED.

(Voting: 8 in favour; 1 against)

RESOLVED that PLANNING PERMISSION be REFUSED.

Reasons for Refusal

The development would be contrary to Policy CS5 of the adopted Fareham Borough Core Strategy 2011 and is unacceptable in that:

The proposal fails to provide satisfactory visibility for drivers of vehicles exiting the site at the junction of the access track with Botley Road harmful to the safety of highway users.

(2) P/17/0651/OA - EGMONT NURSERIES BROOK AVENUE WARSASH SO31 9HN

The Committee's attention was drawn to the Update Report which contained the following information: - *This application has been withdrawn at the request of the applicant.*

(3) P/17/0648/FP - BURRIDGE VILLAGE HALL BOTLEY ROAD SO31 1BS

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

At the invitation of the Chairman, Councillor Mrs C L A Hockley addressed the Committee on this item.

The Committee's attention was drawn to the Update Report which contained the following information:- *The following Conditions are proposed to be imposed should planning permission be granted:*

1. *The development hereby permitted shall begin before three years following the date of this permission.*

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

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

- a) *Location Plan (Drawing: L01);*
- b) *Site and Block Plan (Drawing: S02);*
- c) *Proposed Floor Plan (Drawing: V4);*
- d) *North Elevation (Drawing: 003);*
- e) *West Elevation (Drawing: 004);*
- f) *South Elevation (Drawing: 005);*
- g) *East Elevation (Drawing: 006);*

h) *Foul Drainage Plan (Drawings: 007/1 & 007/2); and,*

i) *Access Gate Details (Drawing: 008).*

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

3. *The development hereby permitted shall be constructed using external materials and finished as stated on the application forms, unless otherwise agreed in writing with the Local Planning Authority.*

REASON: In the interests of visual amenity.

4. *The scout hut hereby permitted shall be brought into use, until the parking spaces marked on the approved plan, have been provided on site and these spaces shall be subsequently retained at all times.*

REASON: The car parking provision on site has been assessed in the light of the provision of parking spaces so that the lack of these spaces may give rise to on street parking problems in the future.

5. *The development hereby permitted shall not be brought into use until such time that a scheme of landscaping relating to additional planting along the eastern (road side) elevation of the re-sited storage container has been submitted to and approved in writing by the Local Planning Authority.*

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

6. *The landscaping scheme, submitted under Condition 5, shall be implemented and completed within the first planting season following the positioning of the container on site or as otherwise agreed schedule. Any tress or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the sane species, size and number as originally approved.*

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

7. *The development hereby permitted shall not be brought into use until the visibility splays at the junction with the existing highway (Botley Road) have been provided. The splays shall conform to 2.4m by 180m to the north and 2.4m by 60m to the south. The visibility splays shall thereafter be retained and kept clear of obstruction at all times.*

REASON: In the interest of highway safety.

8. *The initial 10 metres of the access track to serve the development hereby permitted shall be laid to a new metalled surface and suitably drained away from the Botley Road. The re-surfaced access track shall be undertaken prior to the first occupation of the development hereby permitted, and shall be retained in that condition for the lifetime of the use of the development.*

REASON: In the interests of highway safety.

9. *The development hereby permitted shall not be brought unto use until a suitable sign has been erected at the entrance to the car park stating 'Strictly no parking on this road. Use Village Hall Car Park in the event that this car park is full'. The sign shall thereafter be retained for the lifetime of the use of the site.*

REASON: In the interests of highway safety.

10. *No sound reproduction or amplification equipment (including public address systems, loudspeakers, etc) which is audible at the site boundary shall be installed or operated at any time on the site without prior written consent of the Local Planning Authority.*

REASON: To protect residential amenity.

11. *No external lighting shall be installed either on the eastern, southern or western elevation of the building hereby permitted. This exclusion shall not prohibit the installation of sensor-controlled security lighting which shall be designed and shielded to minimise light spillage beyond the site boundary.*

REASON: in the interest of the amenities of the locality.

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

(Voting: 9 in favour; 0 against)

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

(4) P/17/0613/FP - 126 OAK ROAD FAREHAM PO15 5HP

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

(Voting: 9 in favour; 0 against)

RESOLVED that PLANNING PERMISSION be granted.

(5) P/17/0519/FP - 54 CORNAWAY LANE FAREHAM PO16 9DD

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

The Committee's attention was drawn to the Update Report which contained the following information:- *Community Consultation*

14 representations have been received of which one is in support of the application and 14 object.

The objections raise the following issues:

- *Encroachment onto access to garages*
- *Loss of light to 52 and 52a Cornaway Lane*
- *Intrusive impact on 52A Cornaway Lane*
- *Loss of privacy to 52 and 52A Cornaway Lane*
- *Overdevelopment*
- *Contamination from leaking underground oil tank*
- *Parking for plots 3 & 4 would block access for emergency vehicles*
- *Poor access to plots 3 & 4*
- *Lack of lighting on access to garages*
- *Narrow access to plots 3 and 4*
- *Impact on access to garages*

- *How will delivery vehicles access plots 3 and 4?*
- *Plot 4 is too close to the boundary wall*
- *Increased likelihood of cars parking on highway*
- *Clearance of the site has commenced*
- *Disturbance during construction works*
- *Additional sewage generation*
- *Loss of outlook from light to no. 8 Kenya Road*
- *Proposed tandem parking is impractical*
- *Lack of natural surveillance of plots 3 and 4*

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

(Voting: 9 in favour; 0 against)

RESOLVED that PLANNING PERMISSION be REFUSED.

Reasons for Refusal

The proposed development is contrary to Policies CS17, DSp2 and DSP3 of the Local Plan, the advice in the National Planning Policy Framework and the Fareham Residential Design Guidance Supplementary Planning Document and is unacceptable in that:

- By virtue of the height, depth and bulk of the dwelling on plot o. 3 and it's proximity to the rear gardens of no's 52 and 52a Cornaway lane, would represent an overbearing and unneighbourly form of development detrimental to the amenities of these properties.
- The sitting of the bin collection point serving plot no's 3 and 4 to the garden of the dwelling in plot 1 would represent an unneighbourly form of development detrimental to the amenities of this property.
- The proximity of the car parking space to the living room window of the dwelling within plot 4 would not constitute high quality design to the detriment of the occupant in plot 4.

(6) Planning Appeals

The Committee noted the information in the report.

(7) UPDATE REPORT

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

(The meeting started at 2.30 pm
and ended at 4.20 pm).

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date: 16 August 2017

Report of: Director of Planning and Regulation

Subject: PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS

SUMMARY

This report recommends action on various planning applications and miscellaneous items

RECOMMENDATION

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

AGENDA

The meeting will take place at the Civic Offices, Civic Way, Fareham, PO16 7AZ.

(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 Fareham Town: Fareham South, Fareham North, Fareham North-West, Fareham East and Fareham West Stubbington, Hill Head, Portchester East and Portchester West will not be heard before 4.00pm

ZONE 1 - WESTERN WARDS

Park Gate
Titchfield
Sarisbury
Locks Heath
Warsash
Titchfield Common

Reference		Item No
P/16/1415/DP/A WARSASH	DRIFT HOUSE BROOK AVENUE WARSASH SOUTHAMPTON SO31 9HN DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT 5-BED DWELLING; DETAILS PURSUANT; CONDITION 6 (LANDSCAPING)	1 APPROVE
P/17/0610/CU TITCHFIELD COMMON	23 CYPRUS ROAD FAREHAM PO14 4JY USE OF OUTBUILDING AS A HOLIDAY-LET.	2 REFUSE
P/17/0697/FP SARISBURY	LAND TO THE REAR OF 184 BRIDGE ROAD SARISBURY GREEN FAREHAM SO31 7ED 1NO. 2-BEDROOM HOUSE, 4NO. 3-BEDROOM HOUSES AND 3NO. 4-BEDROOM HOUSES FOLLOWING THE DEMOLITION OF WORKSHOPS AND A SIDE EXTENSION TO 184 BRIDGE ROAD TO FORM SITE ACCESS FROM BRIDGE ROAD. ACCESS TO 186 BRIDGE ROAD, ESTATE ROADS, CAR PARKING AND CYCLE STORES, LANDSCAPING AND BOUNDARY TREATMENTS AND OTHER ASSOCIATED WORKS	3 PERMISSION
P/17/0765/FP SARISBURY	WILLOWS END 312 OLD SWANWICK LANE LOWER SWANWICK SOUTHAMPTON HAMPSHIRE SO31 7GS ERECTION OF TWO 1-BED FLATS AND FIVE 2- BED FLATS WITH ASSOCIATED PARKING AND ACCESS FOLLOWING DEMOLITION OF EXISTING BUNGALOW	4 PERMISSION

Agenda Item 6(1)

P/16/1415/DP/A

WARSASH

MR S HEATHORN

AGENT: M2 ARCHITECTURE

DEMOLITION OF EXISTING DWELLING AND ERECTION OF REPLACEMENT 5-BED DWELLING; DETAILS PURSUANT; CONDITION 6 (LANDSCAPING)

DRIFT HOUSE BROOK AVENUE WARSASH SOUTHAMPTON SO31 9HN

Report By

Susannah Emery - Direct Dial 01329 824526

Introduction

In February 2017 the planning committee resolved to grant planning permission for the demolition of the existing dwelling on the site and the erection of a replacement dwelling. At that time Members did not consider the proposed landscaping scheme to be adequate and a planning condition was imposed for the landscaping scheme to be submitted and agreed prior to development proceeding beyond damp proof course level. The landscaping scheme has now been received and is reported to the planning committee for consideration.

Site Description

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

The site has been cleared in preparation for development with the majority of landscaping removed from the site and the boundaries with neighbouring properties. A front boundary laurel hedge measuring approx. 3 metres in height has been retained along Brook Avenue. The levels on site slope gradually downhill from east to west with the site survey plan provided with the application showing the difference in levels to be approximately 9 metres from the road to a point towards the end of the rear garden.

Description of Proposal

The landscaping scheme prepared by Hillier Landscapes includes ornamental low level planting immediately to the front and rear of the dwelling, replacement boundary trees and evergreen shrub planting along the southern boundary to restore privacy. A native wildflower meadow is proposed to be planted at the western end of the site adjacent to the waterfront to increase the biodiversity in the area. The centre of the site would be laid to lawn and relatively free from planting with the exception of some sporadic evergreen shrub planting at the lower end of the garden adjacent to the wildflower meadow. The existing laurel hedgerow on the Brook Avenue frontage would be retained and a replacement laurel hedgerow would be planted on the frontage along the boundary with Hamble's Edge.

Relevant Planning History

The following planning history is relevant:

P/16/0421/FP

Demolition of Existing Dwelling & Erection of Replacement Dwelling

REFUSE

13/10/2016

P/16/1415/FP

**Demolition of Existing Dwelling and Erection of Replacement 5-
Bed Dwelling**

APPROVE

23/02/2017

Representations

Three representations have been received raising the following concerns;

- the landscaping is inappropriate and inadequate as replacement for the mature trees and shrubs removed from site
- the planting plan makes no attempt to reduce the effect of the increased size of the house
- the length and height of the replacement hedge along the front boundary with Hamble's Edge is inadequate
- the shrubs proposed on the boundary adjacent to Hamble's Edge are not sufficient to protect privacy and should be replaced with mature trees

Planning Considerations - Key Issues

Officers primary objective with the landscaping scheme was to seek the reinforcement of the site boundaries to the rear of the permitted dwelling with semi- mature native trees to assist in softening the visual appearance of the new dwelling. The properties along this stretch of Brook Avenue tend to have relatively open rear gardens which means the dwellings can be viewed from the River Hamble public footpath but in turn the properties benefit from uninterrupted views of the River Hamble. The boundaries between the properties tend to be well lined with trees and vegetation and provide screening of the properties in long distance oblique views from the public footpath so that the properties are viewed in turn as you move along the footpath.

Since the previous landscaping scheme was considered additional native boundary trees have been added to the scheme resulting in a total of twenty-seven trees to be planted. The species include six Field Maple, one Birch, one Hornbeam, one Hawthorn, one Beech, six Sweet Gum, three Bird Cherry, four Blackthorn, three Oak and three Whitebeam. The initial planting size or maturity of a number of these trees has also been increased since the previous scheme with six of those trees being planted with an initial girth of 18-20cm which gives an approx. height of 5 metres. Nineteen of the trees would be planted with a girth of 10-12cm which gives an approx. height of 3-3.5 metres. The trees are primarily arranged to fill gaps within the boundary line particularly concentrated closer to the dwelling rather than towards the waterfront as this is in keeping with other neighbouring properties. Officers requested that two of the boundary trees were set in slightly from the boundary approximately midway down the garden adjacent to existing trees on the the neighbouring properties. It is considered that the positioning of these trees would create a more dense and natural boundary screen and also create a discrete pinch point within views of the dwelling from the public footpath.

The planting of a replacement hedge to the front of the permitted dwelling adjacent to the boundary with Hamble's Edge has also been sought following recent vegetation clearance. It has been confirmed that this hedgerow would extend behind the permitted garage of Drift House running alongside the detached annexe on the frontage of Hamble's Edge right up to the front of Hamble's Edge. The laurel hedge would be planted at an initial height of 2-2.5m and would consist of one row of plants planted at 600mm centre spacing. A 1.8m close boarded fence has been erected on the boundary between Drift House and Hamble's Edge

and the hedgerow would be planted on the inside of this fence. It is considered that the boundary fence and hedgerow would provide an adequate screen to secure the privacy of the neighbouring property.

Concerns have been raised regarding the privacy afforded to the rear of Hamble's Edge and it has been suggested that additional tree planting should take place on the boundary to the rear of the two properties. The landscaping scheme includes a bed of shrub planting which would sit alongside the indoor swimming pool of Hamble's Edge and the terrace to the rear of this. It is proposed to plant a species of winter flowering evergreen shrub (*Virburnum Tinus 'Eve Price'*) to the rear of this bed which grows to 2.5-4 metres in height. It is considered that this would be more appropriate and would provide a better vegetation screen than the planting of trees in close proximity to the dwellings.

The nature of the low level planting and ornamental trees to the front and immediately to the rear of the dwelling is not considered to be of importance having no significant impact on the character or appearance of the surrounding area.

The site at present clearly has a stark appearance but in time Officers are of the view that the comprehensive landscaping scheme should restore the original character of the plot so as to be in keeping with the neighbouring properties. The landscaping could not be expected to screen the replacement dwelling from view but should provide an attractive and verdant setting and Officers consider the landscaping scheme to be acceptable. Once the landscaping is completed the Local Planning Authority can vary the TPO which applies to the site to include those trees which are considered worthy of future protection.

Recommendation

APPROVE;

1. To avoid any doubt over what has been approved, those details consist of the following:

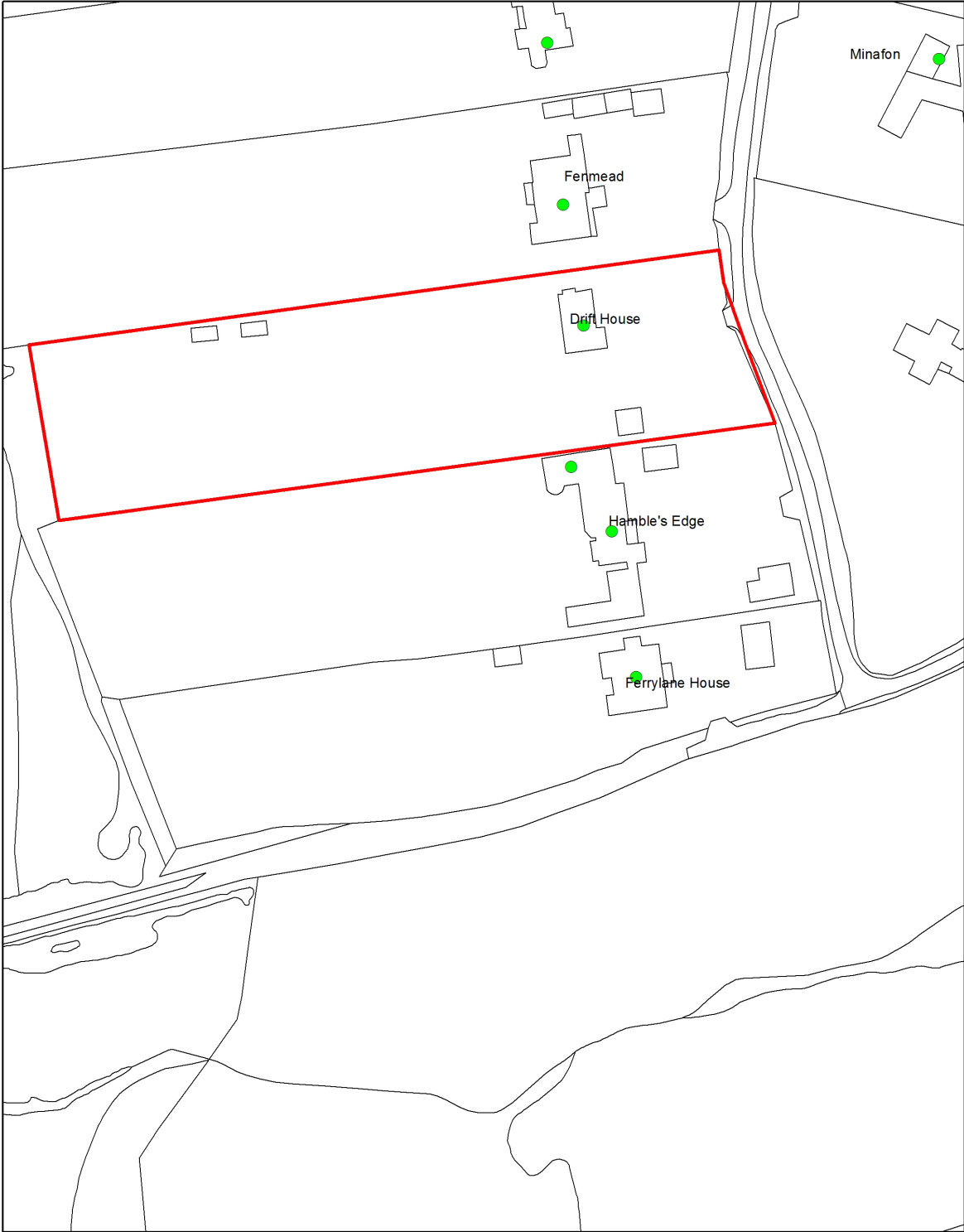
Site Plan - drwg No.4000 Rev E
Planting Plan Scheme & Overview - drwg No. 16054-9 Rev A
Planting Plan Sheet 1 : Beds 1-4 Rev B
Planting Plan Sheet 2: Beds 5-8 Rev C
Planting Plan Sheet 3: Beds 9-11 Rev B
Planting Plan Sheet 4: Area 12 Rev C
Planting Plan Sheet 5: Area 13 Rev C
Planting Plan Sheet 6 : Area 14-16 Rev B
Planting Plan Sheet 6: Wildflower Meadow
Planting Plan Sheet 8: Areas 17 & 18
Landscape Specification & Management 28 July 2017
Drift House Plant Schedule (29 June 2017)

Background Papers

P/16/1415/FP

FAREHAM

BOROUGH COUNCIL



Drift House, Brook Avenue
Scale 1:2500



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Agenda Item 6(2)

P/17/0610/CU

MR & MRS S. CHURCH

TITCHFIELD COMMON

AGENT: ROBERT TUTTON
TOWN PLANNING
CONSULTANTS LTD

USE OF OUTBUILDING AS A HOLIDAY-LET.

23 CYPRUS ROAD FAREHAM PO14 4JY

Report By

Arleta Miszewska 01329 824666

Site Description

This application relates to a semi-detached bungalow situated on the western side of Cyprus Road, opposite its junction with Pound Gate Drive. The property has a rear garden measuring over 30 metres in length.

Two outbuildings are sited in the rear garden. The smaller of the two is sited in the bottom of the garden adjacent to the western rear garden boundary. The larger of the two outbuildings, subject of this application, is sited in front of the smaller outbuilding. Both outbuildings were erected under householder permitted development rights and did not require planning permission.

Description of Proposal

The application seeks planning permission for a change of use of the larger garden outbuilding to a holiday-let use. The planning unit would remain as one with the main house being used as a family dwelling. The larger outbuilding would be used as accommodation on a short-let for holiday makers. As explained above, the outbuilding was constructed under householder permitted development rights and did not require planning permission. Recently, roof maintenance works have been completed which increased the height of the outbuilding. Subsequently, in March 2017, planning permission was granted by the Planning Committee to retain the new roof.

The outbuilding is 12 metres long, 4.5 metres wide and 3.3 metres high. A new access to the outbuilding would be provided from the front of no. 23 Cyprus Road, via a gated footway to the south side of the dwelling and the rear garden.

The outbuilding would be fitted out to provide a kitchen/living room, a bedroom and a bathroom. In addition to the internal accommodation, there would be a blocked-paved area and raised decking in the garden for the use of residents of both the main dwelling and the holiday-let.

The frontage of the dwelling would provide three car parking spaces, two for the residents of 23 Cyprus Road and one for the holiday-let users.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Development Sites and Policies

DSP2 - Environmental Impact

Relevant Planning History

The following planning history is relevant:

<u>P/17/0044/FP</u>	Retention of new roof to outbuilding and change to windows and doors.
APPROVE	24/03/2017

Representations

Nine letters of representation have been received. This includes eight letters of objection received from five households. The objections are made on the following grounds:

- Inadequate car parking provision, development will result in on-street car parking;
- Will set a precedent;
- Out of keeping and character of the area;
- Noise;
- Could be used for working holiday let;
- Residential use in the back garden;
- The case of 47 Cyprus Road is different;
- No access from Oaklands Way;
- No connection to storm water drainage;
- Impact on residential amenities;
- Could be used as workers' permanent accommodation;
- The internal layout suggests possibility of division to two separate units;
- Risk of fire;
- Raised decking would lead to loss of privacy;
- Visual impacts;
- Outbuilding too close to the boundary;

Planning Considerations - Key Issues

Impact on the character of the area

The predominant character of the area surrounding the application site is residential. The outbuilding, being located at the rear of 23 Cyprus Road, is also situated in close proximity to the properties at Oaklands Way, namely nos. 28C and 30. It is proposed to introduce a holiday-let use into this location.

The short term nature of the let indicates a pattern of use involving frequent arrivals and departures likely to be in excess of conventional residential comings and goings due to the frequent trips to visit nearby sights and attractions. This form of occupation is materially different from that of a permanent resident and less likely to be compatible with the established residential properties in the vicinity. A holiday-let use is often characterised by its intensity of activity, throughout the day and later in the evening, for example when holiday-makers may return from a night out.

The introduction of this type of use into a back garden location within a predominantly residential area is considered harmful to its character.

Impact on living conditions

Noise and disturbance - additional car trips

Whilst some customers may walk to and from the premises, the majority are likely to use their own car or a taxi. With each trip there is a potential for engine noise, door slamming, car radios and raised voices. This would be particularly detrimental to the residents during early morning and evening hours, when this residential area is ordinarily quiet. During the hours of darkness there is also the potential for disturbance from car headlights.

Noise and disturbance - the use of side access

The access to the holiday-let is proposed to be provided to the side of no. 23, alongside the boundary with no. 21A Cyprus Road, and via the rear garden. The use of this access, due to frequent comings and goings and associated excitement, would likely cause disturbance to the nearby neighbours, especially during late hours when this residential area is quiet.

Noise and disturbance - the use of garden area

Some holiday-makers after returning from a night out or other visits may, especially during warmer months of the year choose to socialize in the outdoor garden area, which could give rise to additional noise and disturbance. There would be likelihood of barbecues and other activities taking place in the outdoor area more frequently than it could normally be expected from a single family dwelling. This could happen at various times during a day and evening.

Noise and disturbance - the use of the outbuilding

It would also not be unusual for holiday-makers to stay up until late evening or night hours. During summer time, the windows in the outbuilding would likely be kept open leading to more noise disturbance in the area where residents currently enjoy peace and quiet in their own homes.

Summary

The proposed holiday-let at the back of this single family dwelling would create a separate focus of activity tantamount to a new dwelling but with a more significant and adverse effect on the amenities of neighbours. Its occupation is likely to be incompatible with the lifestyles of permanent residents living adjacent and nearby.

As a result the proposed change of use would have an unacceptably harmful effect on the living conditions as regards noise and disturbance for nearby residents and would unacceptably increase the activity at the rear of this residential dwelling to the detriment of the character of the area. This would be in conflict with the Council's Policy DSP2 which seeks to protect residential environments from adverse impacts, including noise, and Policy CS17, which requires development to respond positively to and be respectful of the key characteristics of the area.

The submitted Planning Statement states that the proposal would generate 'valued benefits to the local economy'. However, it does not offer a further explanation of the sorts of benefits it would generate or what demonstrable need for this type of accommodation there is in the Borough. There are no clear benefits which might outweigh the undue disturbance the use would cause to the living conditions of the nearby residents and the character of the area.

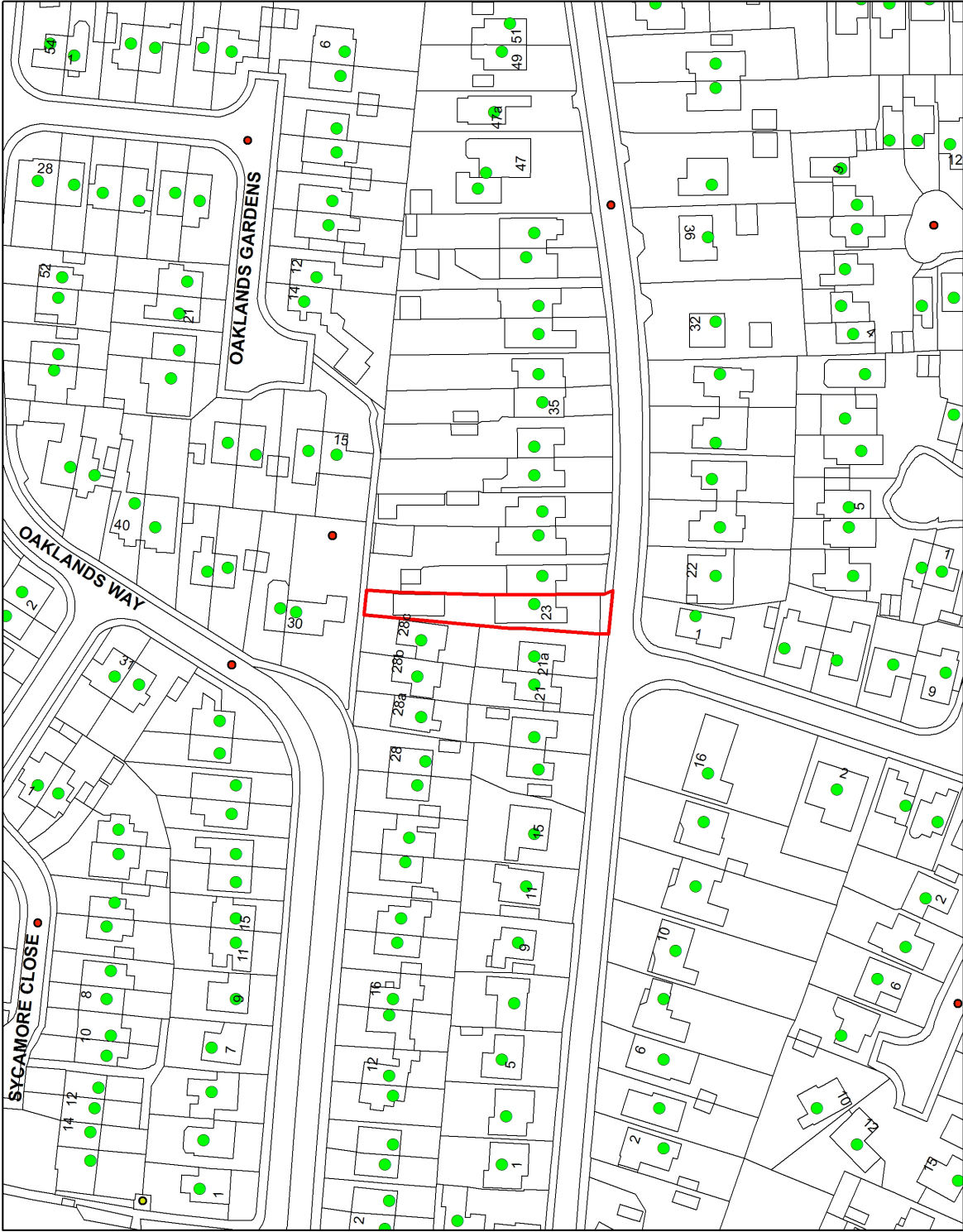
Recommendation

REFUSE

The proposed development would be contrary to Policy DSP2 of the Local Plan Part 2:Development Sites and Policies Plan and Policy CS17 of the adopted Fareham Borough Core Strategy and is unacceptable in that the proposed use would have an unacceptably harmful effect on the living conditions as regards noise and disturbance for nearby residents and would unacceptably increase the activity at the rear of this residential dwelling creating a separate focus of activity tantamount to a new dwelling to the detriment of the character of the area.

FAREHAM

BOROUGH COUNCIL



23 Cyprus Road
Scale 1:1250



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Agenda Item 6(3)

P/17/0697/FP

SARISBURY

CRAYFERN HOMES LIMITED

AGENT: MATPLAN LIMITED

1NO. 2-BEDROOM HOUSE, 4NO. 3-BEDROOM HOUSES AND 3NO. 4-BEDROOM HOUSES FOLLOWING THE DEMOLITION OF WORKSHOPS AND A SIDE EXTENSION TO 184 BRIDGE ROAD TO FORM SITE ACCESS FROM BRIDGE ROAD. ACCESS TO 186 BRIDGE ROAD, ESTATE ROADS, CAR PARKING AND CYCLE STORES, LANDSCAPING AND BOUNDARY TREATMENTS AND OTHER ASSOCIATED WORKS LAND TO THE REAR OF 184 BRIDGE ROAD SARISBURY GREEN FAREHAM SO31 7ED

Report By

Peter Kneen - direct dial 01329 824363

Site Description

The application site is located principally within the existing defined urban area of Sarisbury Green, and presently forms part of the rear garden area of 184 Bridge Road (A27), which is located on the northern side of the road. In addition to the rear garden area, the site also comprises several large, single storey workshop buildings, accessed via the commercial service road to the east of the site. There is a small area of the site on the northern and western boundaries that lies outside the designated urban area.

The main garden area, which falls away to the north from the site entrance on Bridge Road, is largely laid to grass, and includes several terraced areas, with an abandoned swimming pool at the lower level. To the northern and western boundaries the site is more unmaintained in appearance, with clusters of trees and shrubs to the boundaries. To the north of the site lies woodland, and residential gardens are located on the western and southern boundaries. The properties that front Bridge Road, adjacent to the site are set at a higher level than the application site. The eastern boundary comprises the single and two storey commercial buildings.

The site frontage comprises the Bridge Road Parade of shops, and the site lies within the Sarisbury Green Conservation Area.

Description of Proposal

This application seeks planning permission for the construction of 8no. dwellings (comprising 1no. 2-bed, 4no. 3-bed and 3no. 4-bed houses), following the demolition of the existing workshop buildings. The site has been designed to wrap around an existing mature magnolia tree, located within the centre of the site with the main estate road wrapping around the tree, creating a central focal area within the site. The proposals comprise 2no. detached dwellings and two terraces comprises 3no. dwellings in each. Each property includes private amenity space, off-street allocated car parking, secure cycle storage and bin storage areas.

A small area of the site to the north and northwest corner is located within the designated countryside (outside the defined urban area), and would form part of the rear gardens of Plots 5, 6, 7 and 8. These areas, whilst located within the rear gardens would be landscaped to a more rural appearance, with many of the trees/shrubs retained where possible.

The application has been supported with detailed Ecological Surveys, Tree Reports, Contaminated Land Assessment, Noise Assessment and Drainage Strategy.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

- CS2 - Housing Provision
- CS5 - Transport Strategy and Infrastructure
- CS6 - The Development Strategy
- CS9 - Development in Western Wards and Whiteley
- CS17 - High Quality Design
- CS18 - Provision of Affordable Housing
- CS20 - Infrastructure and Development Contributions

Approved SPG/SPD

RCPSPG - Residential Car Parking Guide (replaced 11/2009)

Design Guidance Supplementary Planning Document (Dec 2015)

EXD - Fareham Borough Design Guidance Supplementary Planning Document

Development Sites and Policies

- DSP1 - Sustainable Development
- DSP2 - Environmental Impact
- DSP3 - Impact on living conditions
- DSP5 - Protecting and enhancing the historic environment
- DSP13 - Nature Conservation
- DSP15 - Recreational Disturbance on the Solent Special Protection Areas

Relevant Planning History

No recent relevant planning history on this site.

Representations

Twenty nine respondents have objected to the proposed development. The key matters of concern raised were:

- Highway congestion along A27;
- Insufficient capacity in local infrastructure;
- Development in countryside/woodland unacceptable;
- Do not need more unaffordable housing;
- Impact on wildlife;
- Overlooking and loss of privacy;
- Noise disturbance;
- Exacerbate parking issues in Sarisbury Green Parade; and,
- Impact on Conservation Area.

Consultations

INTERNAL

Ecology: No objection.

Trees: No objection raised on the loss, pruning and other site operations on local tree cover, subject to compliance with the recommendations of the Barrell Tree Report.

Environmental Health (Contaminated Land): No objection subject to condition.

Environmental Health (Noise): No objection.

Waste and Recycling: No objection received subject to the site access and estate road meeting required standards.

Highways: No objection, subject to S.278 Agreement with Hampshire County Council to improve access, and appropriate conditions in respect of access works, parking and turning provisions, cycle and refuse storage and construction management plan.

Conservation: No objection in principle to the proposed development, which is considered to be similar to the scheme permitted to the rear of the former public house to the east. Several concerns regarding the access, materials and boundary treatment, however, amended plans addressed the issues raised. In addition, amended plans have addressed concerns over the use of materials, and details regarding boundary treatment.

Planning Considerations - Key Issues

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

- Principle of the development;
- Impact on Character and Appearance of the Conservation Area;
- Design and Appearance of the proposal;
- Impact on living conditions to neighbouring occupiers;
- Affordable Housing;
- Highway safety and car parking; and,
- Ecology.

Principle of the development:

The site is located within the defined urban area of the Western Wards (Sarisbury), although a small area of the site to the northern and western boundaries are located within the designated countryside. No development is proposed to be located within this area. Given the location of the site within the defined urban area, there is a presumption in favour of new development, in principle. The site, located within Sarisbury Green, which as part of the Western Wards represents a highly sustainable location for new development, providing a wide range of services and facilities, including schools, shops, access to public transport and a wide mix of employment opportunities.

Impact on Sarisbury Green Conservation Area:

The site lies within the Sarisbury Green Conservation Area where it is important to have regard to Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (as amended) which requires developments to pay special attention to the desirability of preserving or enhancing the character and appearance of that area. The Council's

Conservation Planner has raised no objection to the principle of the development on this site, subject to amendments and additional information regarding the access from Bridge Road, the use of materials and boundary treatment.

As part of the development old commercial buildings would be demolished. These buildings are considered to be detrimental to the character and appearance of the Conservation Area, and their loss, together with other works to clean up the site are considered to be significant improvements to the appearance of the Conservation Area. The proposal also includes the demolition of an existing flat roofed single storey side extension and garage to 184 Bridge Road, together with a boundary wall dividing the existing driveways between 184 and 186 Bridge Road. The existing large, tarmacked forecourt area in front of these properties could be converted into the access driveway, promoting a pedestrian priority over the access. The use of conservation tarmac, conservation kerb edges and granite sets seeks to replicate the access created for the Sarisbury Green Parade, and is therefore now considered to contribute towards enhancing the character of the Conservation Area in this location.

In addition, to support the application a street scene elevation was provided demonstrating the visual appearance of the site when viewed from Bridge Road. Given the change in levels and the location of the mature magnolia tree within the centre of the site, any view from Bridge Road into the site would largely comprise a view of this tree, with only glimpsed views of the Plot 8 beyond.

Other changes made to the scheme include the use of natural materials in the construction of the properties, including plain clay tiled roofs, multi-red coloured bricked elevations and chimney with terracotta bricked detailing. These changes were considered to be an acceptable solution to the already well designed scheme, and subject to samples being provided, would contribute positively to preserve and enhance the character and appearance of the Conservation Area.

Overall therefore, it is considered, subject to appropriate conditions, the proposals would contribute towards enhancing and preserving the character and appearance of the Conservation Area.

Design and Appearance of Proposal:

The application seeks the erection of 8no. new dwellings constructed using traditional late nineteenth century Victorian features, including brick chimneys with clay chimney pots, plain clay tiled roofs, bay windows and brick detailing on the elevations. The design and appearance of the buildings has been led by key design cues from the important buildings outlined within the Sarisbury Green Conservation Area Character Appraisal, and subject to good quality materials, the scheme would both provide an additional provision of housing for the Borough whilst integrating into the character of Sarisbury Green.

A detailed landscaping scheme would be subject to a planning condition to ensure suitable native planting is provided to contribute positively to further integrate the site within the Conservation Area.

Access arrangements have been amended to better reflect the enhancements made in 2002 and at the New Inn Court development (to the east of the site). The use of conservation kerbs and other surfacing materials is to be integrated into the scheme which will enhance the visual appearance of this part of the street scene, whilst also opening up a

further view to the woodland to the north of the site from Bridge Road.

It is therefore considered, subject to the approval of high quality materials and finishes that the overall design and appearance of the proposed dwellings and estate roads would contribute positively to the area, enhancing the appearance of 184 Bridge Road, and providing an overall improvement to the street scene along this part of Bridge Road.

Impact on living conditions to neighbouring occupiers

The proposed development is bounded to the southern boundary by the existing Bridge Road frontage development, comprising 5no. dwellings (184, 186, 188, 192 and 194 Bridge Road). The large rear garden of 198 Bridge Road forms the entire length of the western boundary of the site. The proposed development has been carefully laid out to ensure the siting of the properties would not have an adverse impact on the living conditions of neighbouring occupiers. The 5no. properties fronting Bridge Road are all set at least 2m higher than the closest property (Plot 1), which is set with no habitable room windows orientated to the south (towards the properties along Bridge Road). At its closest, Plot 1 is located 17.5m away from the rear elevation of 188 Bridge Road. 188 Bridge Road only comprises a 2m separation to the neighbours boundary (to the north), and given its elevated position currently benefits from long distance views across the woodlands to the north. Given the relative topography of the site, and the layout of the site, the property would still benefit from a good outlook, between the front elevations of Plots 1-5 and side elevation of Plot 6.

The rear elevations of 192 and 194 Bridge Road currently comprise mature trees between the application site and their rear boundaries. These trees fall outside the application site, and are therefore unaffected by the scheme. The views from these properties would therefore be largely unaffected, although views in the winter of the application site would be visible through the trees. This is not considered therefore to be overly detrimental to their living conditions, with Plot 1 located over 24m away from the rear elevations of 192 and 194 Bridge Road.

The rear garden of 198 Bridge Road extends to some 48m (from the rear elevation of the existing property). Towards the rear gardens of Plots 1 and 2 there is a pitched roof garage building creating a buffer between the rear of these properties and the rear elevation of 198 Bridge Road, which is approximately 41m away. The remainder of the western boundary of the application site comprises mature trees and shrubs, and a new 1.8m screen fence would be erected along the 35m length of the site. Many of the existing trees would be retained along this boundary, softening the appearance of the proposed development beyond.

It is considered, given the level of separation between the proposed dwellings and the rear elevation of 198 Bridge Road, together with its expansive rear garden, which is also over 37m wide, the level of impact on the living conditions of the occupiers of 198 Bridge Road would not be significantly adverse to warrant a refusal in this case.

The levels of separation throughout the development proposal complies with, and far exceed the minimum requirements of the Adopted Design Guidance.

Affordable housing

Policy CS18 of the adopted Fareham Borough Core Strategy expects that development on

sites that can accommodate a net increase in residential units of five or more should be subject to the requirement for a contribution towards off-site affordable housing provision. However, government guidance through the Planning Practice Guidance website advises that affordable housing obligations should not be sought from small scale development of 10-units or less and which have a maximum gross floorspace of no more than 1000m².

Whilst the local plan policy requirement is for an affordable housing contribution, the PPG advice is an important material consideration which suggests otherwise. In this instance therefore it is considered that there should be no obligation for the developer to make some of these houses available as affordable units or to make an equivalent financial contribution towards off-site affordable housing provision.

Highway Safety and Car Parking

The site is located on one of the busy main roads that traverse the Borough (the A27). No objection to the proposals has been raised by the Council's Transport Planner, subject to appropriate conditions and the provision of a S.278 Agreement with Hampshire County Council as Highway Authority to improve the access arrangements across highway land. The proposal would result in the provision of 23no. off street car parking spaces, including the required number of spaces per additional dwelling, 2no. visitors spaces and 2no. new spaces created for 184 Bridge Road. The scheme also includes a new access to the existing parking provision for 186 Bridge Road.

Provision of bin and cycle storage is subject to condition. Also subject to a condition is the provision of a Construction Method Statement to demonstrate that the development would not have a detrimental impact on the free flow of traffic along the A27 or result in construction vehicles and contractors parking within the Sarisbury Green Parade car park. This would form a specific requirement of the Construction Method Statement to ensure the parking spaces in the parade remain available at all times to customers.

Ecology

The application has been supported by a detailed Ecological Survey and no objection is raised in ecology terms.

The Solent coastline provides feeding grounds for internationally protected populations of overwintering birds and is used extensively for recreation. Natural England has concluded that the likelihood of a significant effect in combination arising from new housing around the Solent cannot be ruled out. Applications for residential development within the Borough therefore need to propose measures to mitigate the direct impacts of their development on the Solent SPA. This can be done by the provision of a financial contribution of £181.00 per dwelling. The applicant has made this payment and therefore is considered to have satisfactorily addressed the mitigation concerns.

Conclusion:

In summary, it is considered that the proposed construction of 1no. two bedroom, 4no. three bedroom and 3no. four bedroom dwellings on this site accords with the principles of the adopted Design Guidance and Parking Standards. The levels of separation, siting, design and layout of the properties is considered appropriate for the existing, built-up residential environment, and would not therefore be detrimental to the living conditions of neighbouring occupiers. The proposal has been assessed against criteria under S.72 of the Planning

(Listed Building and Conservation Area) Act 1990 and the parameters of the Conservation Area Character Appraisal, and it is considered the alterations made to the site entrance and the overall design and appearance of the properties would contribute positively to the character and appearance of the Area. The proposal would not have a detrimental impact on highway safety or the ecology of the local area.

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

Recommendation

PERMISSION, subject to the following conditions:

1. The development shall begin before the expiration of three years following the date of this decision.

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

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

- a) Site Location Plan (Drawing: SK 15 Rev A);
- b) Site Layout (Drawing: SK 07 Rev H);
- c) Street Scenes (Drawing: SK 18 Rev A);
- d) Plot 1 Plans and Elevations (Drawing: SK 12 Rev C);
- e) Plot 2 Plans and Elevations (Drawing: SK 16 Rev B);
- f) Plots 3 - 5 Plans and Elevations (Drawing: SK 13 Rev B);
- g) Plots 6 - 8 Plans and Elevations (Drawing: SK 14 Rev C);
- h) Cycle Store Detail (Drawing: SK 17);
- i) Demolition Plan (Drawing: SK 19 Rev A);
- j) Engineering Details, Drainage Strategy (Drawing: 502-004 Rev D);
- k) Topographical Survey (Drawing: ENC/040315-3S2);
- l) Conservation Kerbs (Drawing: HCC10/C/025);
- m) Site Access Visibility Splays (Drawing: ITB10314-GA-001 Rev D); and,
- n) Swept Path Analysis Plan (Drawing: ITB10314-GA-004 Rev D).

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

3. No development above the damp proof course shall take place until samples of all materials to be used in the construction of the dwellings hereby permitted, have been submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To secure the satisfactory appearance of the development, in the interests of visual amenity.

4. No dwelling hereby permitted shall be first occupied until the site access and visibility splays at the junction of the estate road/access with the existing highway have been provided in accordance with the approved details. The visibility splays shall thereafter be kept clear of obstruction (nothing over 0.6m in height) at all times.

REASON: In the interests of highway safety

5. The dwellings hereby approved shall not be occupied until the parking and turning areas for the properties have been constructed in accordance with the approved details and available for use. These areas shall thereafter be kept available for the parking and turning

of vehicles at all times.

REASON: In the interests of highway safety.

6. The dwellings hereby approved shall not be occupied until the refuse bin store and secure cycle storage have provided in accordance with the approved plans. The refuse bin and secure cycle storage shall thereafter be retained in that use for the lifetime of the development.

REASON: In the interests of visual amenity and in order to facilitate modes of transport alternative to the private car.

7. No development shall take place until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) loading and unloading of plant and materials;
- (iii) storage of plant and materials used in constructing the development;
- (iv) wheel washing facilities;
- (v) measures to control the emission of dust and dirt during construction;
- (vi) turning on site of vehicles;
- (vii) the location of any site huts/cabins/offices.

REASON: To ensure safe and neighbourly construction.

8. The construction of the development and associated works shall not take place on Sundays or Public Holidays or any time otherwise than between the hours of 0800 hours and 1800 hours Monday to Friday and 0800 hours and 1300 hours on Saturday.

REASON: In the interests of residential amenity.

9. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order, 2015 (or any Order revoking and re-enacting or amending that Order) no additions to, or extensions or enlargements of, or alterations affecting the external appearance of, the building(s) hereby approved shall be made or erected without a grant of planning permission from the Local Planning Authority.

REASON: To enable the Local Planning Authority to retain control over the enlargements/alterations of the building(s) in the interests of the proper planning and amenities of the area.

10. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained, together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the Local Planning Authority in writing.

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

11. The landscaping scheme as set out in Condition 9 above must be implemented in the first planting and seeding season following the completion of the development hereby permitted. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

REASON: In the interests of amenity and of the environment of the development.

12. None of the development hereby approved shall be occupied until a plan of the position, design, materials and type of boundary treatment to be erected to all boundaries has been submitted to and approved in writing by the Local Planning Authority and the approved boundary treatment has been fully implemented. It shall thereafter be retained at all times unless otherwise agreed in writing with the Local Planning Authority.

REASON: To protect the privacy of the occupiers of the neighbouring property, to prevent overlooking, and to ensure that the development harmonises well with its surroundings

13. The development hereby permitted shall be implemented in full accordance with the recommendations of the Barrell Tree Consultancy Arboricultural Assessment and Method Statement (Dated 9 December 2016). There shall be no deviation from these recommendations without the prior written approval of the Local Planning Authority.

REASON: To ensure that the trees, shrubs and other natural features are adequately protected from damage to health and stability during the construction period.

14. No development hereby permitted shall commence until an intrusive site investigation and risk assessments have been carried out. The Assessment shall include the risks posed to human health, the building fabric and the wider environment such as water resources, and where the site investigation and risk assessment reveal a risk to receptors, a detailed scheme for remedial works to address these risks and ensure the site is suitable for the proposed use shall be submitted to and approved by the LPA in writing.

The presence of any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the LPA. This shall be investigated to assess the risks to human health and the wider environment and a remediation scheme implemented following written approval by the local planning authority. The approved scheme for remediation works shall be fully implemented before the permitted development is first occupied or brought into use.

On completion of the remediation works and prior to the occupation of any properties on the development, the developers and/or their approved agent shall confirm in writing that the works have been completed in full and in accordance with the approved scheme.

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

15. The measures as detailed in section 4.0 of Phase 1 Ecological Survey (The Ecology Co-op, dated April 2015) and section 5.0 of Phase 2 Reptile Survey Report (The Ecology Co-op, dated May 2015) shall be implemented in full, unless otherwise approved in writing by the Local Planning Authority. Thereafter, the enhancement measures shall be permanently maintained and retained in accordance with the approved details.

REASON: To avoid impacts on breeding birds and to enhance biodiversity in accordance with NPPF and the Natural Environment and Rural Communities Act 2006.

16.

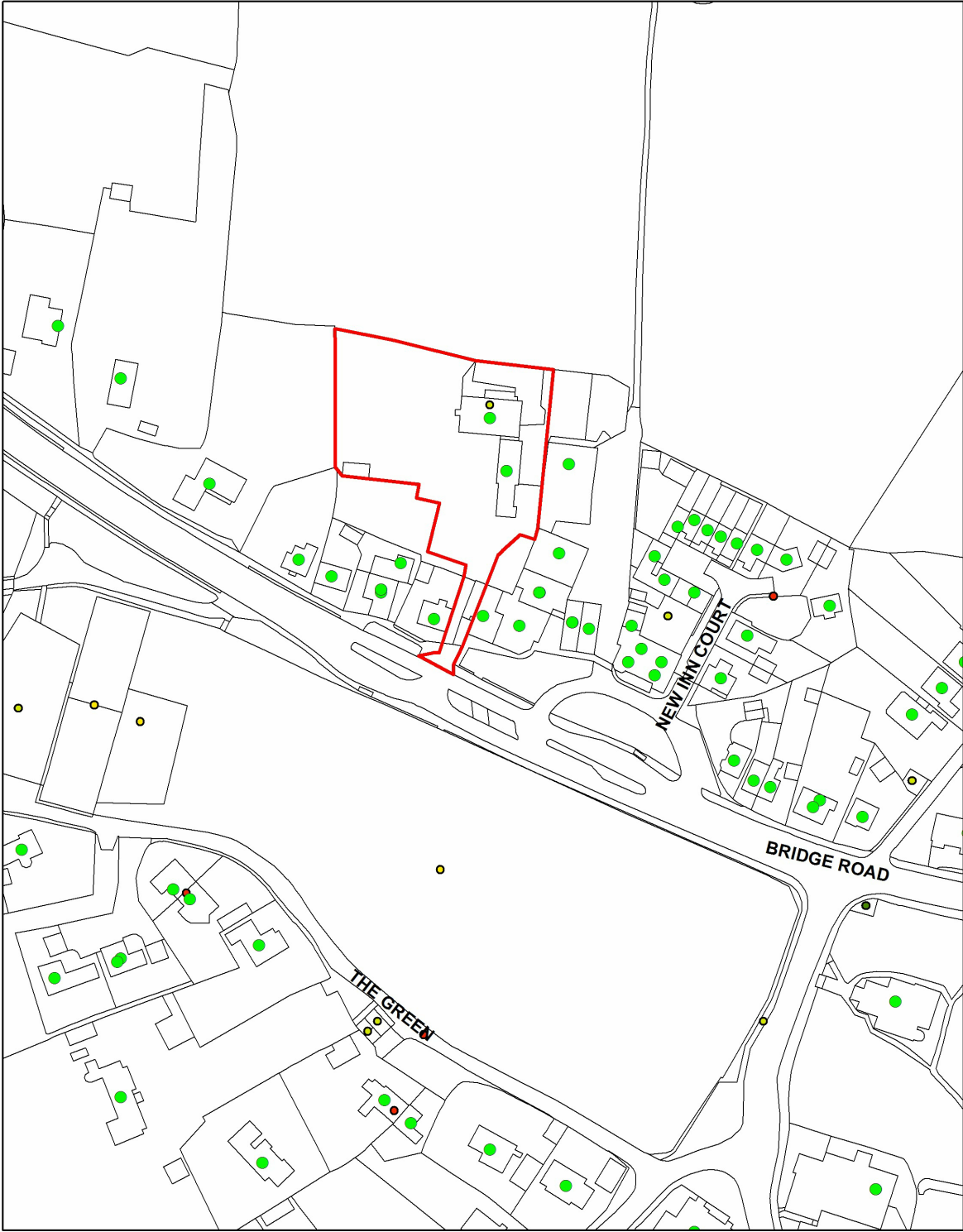
Informatives:

a) Applicants should be aware that, prior to the commencement of development, contact must be made with Hampshire County Council, the Highway Authority. Approval of this planning application does not give approval for the construction of a vehicular access, which

can only be given by the Highway Authority. Further details regarding the application process can be read online via <http://www3.hants.gov.uk/roads/applydroppedkerb.htm>. Contact can be made either via the website or telephone 0300 555 1388.

FAREHAM

BOROUGH COUNCIL



Land to the rear of 184 Bridge Road
Scale 1:1250



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Agenda Item 6(4)

P/17/0765/FP

MR & MRS FREEMANTLE

SARISBURY

AGENT: BRYAN JEZEPH
CONSULTANCY

ERECTION OF TWO 1-BED FLATS AND FIVE 2- BED FLATS WITH ASSOCIATED
PARKING AND ACCESS FOLLOWING DEMOLITION OF EXISTING BUNGALOW

WILLOWS END 312 OLD SWANWICK LANE LOWER SWANWICK SOUTHAMPTON
HAMPSHIRE SO31 7GS

Report By

Susannah Emery - Direct dial 01329 824526

Site Description

This application relates to a site within the urban area which lies to the south of Old Swanwick Lane. The A27 bounds the site immediately to the south and Premier Marina lies on the opposite side of the road. The site abuts the flatted developed of Swanwick Quay to the west which occupies a corner position at the junction of Swanwick Lane with the A27. The application site also abuts the residential boundaries of Nos. 308 and 314 Old Swanwick Lane and Riverside to the north and east.

The application site is currently occupied by a detached bungalow which is set back from the Old Swanwick Lane frontage. The gravel driveway gives a narrow frontage to the plot and slopes upwards bending around the plot of No.314 Old Swanwick Lane before the site opens up into the car parking area to the front of the dwelling where there is also a detached garage. The property has a private amenity space to the rear of the dwelling. Levels on the site slope gently down towards the A27.

There are a number of trees on the application site which are mainly concentrated on the boundary with Riverside to the east but none are covered by a TPO. There is a high leylandi hedge along the rear garden boundary with the A27.

Description of Proposal

Planning permission is sought for the demolition of the existing bungalow and the erection of a building containing seven flats; two 1-bed and five 2-bed. The building would be part two storey and part three storey and finished largely with facing brickwork and light coloured render with a standing seam roof. Metal cladding (dark grey) and powder coated aluminum fascia would be used on certain features of the building to give visual interest. The building would have a high level of glazing to the rear elevation fronting the A27 and rear facing balconies with glass balustrades.

Eight car parking spaces would be provided to serve the development on an unallocated basis. A bin store would be provided close to the site access. Secure cycle parking would be provided within the building and visitor stands would also be provided.

The flats would have a shared amenity space to the rear measuring approx 400 sq m.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

- CS2 - Housing Provision
- CS5 - Transport Strategy and Infrastructure
- CS6 - The Development Strategy
- CS9 - Development in Western Wards and Whiteley
- CS17 - High Quality Design
- CS18 - Provision of Affordable Housing
- CS20 - Infrastructure and Development Contributions

Development Sites and Policies

- DSP3 - Impact on living conditions
- DSP13 - Nature Conservation
- DSP15 - Recreational Disturbance on the Solent Special Protection Areas

Relevant Planning History

Pre-application advice (Q/0365/16) was given in January 2017 for the development of this site by the erection of seven 2-Bed flats. Concerns were raised in respect of the impact of the building on the light and outlook to the nearest flats within Swanwick Quay. It was considered that the car parking layout was unsatisfactory and that landscaping needed to be incorporated to improve the design and visual appearance of the development. The bin store location was not considered acceptable to enable collection and this has been re-located closer to Old Swanwick Lane. Officers suggested that there may be a need to reduce the number of units sought to reduce the footprint of the building and reduce the car parking requirements. The subsequent planning application reduces bedroom numbers within two of the flats rather than reducing the overall number of units and has also reduced the footprint of the building adjacent to Swanwick Quay.

P/04/1237/OA Erection of Eight Flats following Demolition of Existing Dwelling (Outline Application)

REFUSE	16/09/2004
APPEAL: DISMISSED	30/06/2005

P/11/0973/FP ALTERATIONS TO BUNGALOW TO CREATE FIRST AND SECOND FLOOR ACCOMMODATION AND EXTEND ITS FOOTPRINT

APPROVE	02/02/2012
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P/14/0545/FP EXTENSION AND REFURBISHMENT OF EXISTING BUNGALOWS TO CREATE FIRST FLOOR ACCOMMODATION, GARAGE EXTENSION WITH HABITABLE ACCOMMODATION ABOVE

APPROVE	19/08/2014
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Representations

Forty Seven letters have been received objecting on the following grounds;

- Overdevelopment;
- Excessive development is already being undertaken within the local area;
- Modern design and style out of keeping with surrounding area;

A two storey development would be a better transition between Swanwick Quay and neighbouring two storey dwellings;
The flats would have significantly greater footprint, scale and mass than existing bungalow and would dwarf neighbouring properties;
Adjacent flats occupy much larger plot and have ample car parking and access direct to Swanwick Lane;
Overshadowing of Swanwick Quay;
Three storey height would result in loss of light;
Insufficient car parking;
Lack of visitor car parking;
Old Swanwick Lane congested with parked cars often blocking drives and causing obstruction;
Limited width of lane causes difficulty in passing particularly for service or emergency service vehicles;
Increased traffic movements hazardous to pedestrians as a result of lack of pavements;
Difficulty of access to/from Swanwick Lane and on to A27;
Obstruction of visibility splays by telegraph pole;
Loss of privacy;
Noise & disturbance from use of access/parking and fumes;
Smells from bin store;
Previous application for eight flats refused in 2005 and this should set a precedent;
What would be within the plant room?
Inaccurate and misleading artists impressions;
Tree loss;
Increased pressure on local services;
Development purely for profit;
Concerns over waste collection;
Noise and inconvenience during construction works and damage to road;
Impact on wildlife;
Is there a demand for flats?
Loss of property value;
Lack of local employment opportunities;
Poor public transport services;
Increased surface water run-off as a result of hardsurfacing;
Potential for structural damage to surrounding properties during construction;
Covenant on the plot restricting what can be built;
Impact on Sewage System;
Loss of river views;
Risk of flooding;
Japanese Knotweed;
Lack of sustainable and green technologies.

Consultations

Internal

Highways - This proposal is to demolish the existing bungalow and erect a block of seven flats with eight car parking spaces. Access is to be via the existing driveway from Old Swanwick Lane.

No highway objection is raised to this application, subject to conditions and to the following -

- The access width would need to be maintained at not less than 5m for the initial 8m of the driveway and the initial 5m surfaced in a bound material with drainage to prevent surface

water entering the highway.

- The access crossover is restricted on the north side and should be widened with the continuation of the entrance kerbing.
- The car parking provision is limited and would only be acceptable if retained as unallocated.
- Visibility splays of 2m by 35m will need to be retained at the access by clearing vegetation.

Environmental Health (Contaminated Land) - No objection

Trees - The impact of the proposal on trees and the effect of tree loss, pruning and other site operations on local tree cover, public amenity and local character has been considered. Provided that the recommendations of tree report are followed and that construction methods, as detailed within the arboricultural method statement, are followed when working near retained trees, then I consider the impact to be minimal and acceptable. Therefore no objections to the proposed development.

Ecology - No evidence of bats were found during the visual inspection. The building was assessed as presenting low roost suitability and a single evening visit was carried out to give confidence in the negative visual finding. This is appropriate and in line with the Bat Conservation Trust's good practice survey guidelines. No bats were seen to emerge from the house during this survey. In view of the survey findings the development is unlikely to result in a breach of the law protecting bats and no concerns are raised.

The survey work has identified the potential for birds to breed within the ornamental plants within the site and has confirmed the presence of foraging bats. Measures to avoid impacts on breeding birds and foraging bats have been proposed within the Ecological Assessment and this is supported. It is recommended that a condition is attached to any decision notice in order to secure them and the proposed bird nesting and feeding enhancement features should also be secured by planning condition

Refuse - The bin store position is better than the previous plan submitted with the pre-application enquiry; however as indicated it does not appear big enough to allow sufficient room for residents to use and the crew to manoeuvre the bins. There is also a risk that cars could park in front of the bin store and block in the bins. The road out of the development must be smooth, with drop-kerb to the bin store.

Planning Considerations - Key Issues

The main issues in the determination of this planning application are;

The Principle of the Development & Site History
Impact on the Character and Appearance of the Surrounding Area
Impact on the Living Conditions of Neighbouring Residential Properties
Highways
Affordable Housing
Trees and Ecology
Solent Recreation Mitigation Partnership

The Principle of the Development & Site History

Policies CS2 (Housing Provision) and CS6 (The Development Strategy) of the adopted Fareham Borough Core Strategy place priority on reusing previously developed land within the defined urban settlement boundaries to provide housing. The National Planning Policy

Framework (NPPF) excludes private residential gardens from being defined as previously developed land but sets out there should be a strong presumption in favour of sustainable development. It is recognized that garden sites can assist in meeting housing needs provided that the proposed development is acceptable in all other respects. The site is located within the defined settlement boundary such that the principle of re-development of the land is acceptable subject to an assessment of the impacts.

Outline planning permission (P/04/1237/OA) was refused for the erection of eight flats on the site in 2004 and a subsequent appeal was dismissed. The application was for access and siting with all other matters including the design and scale of the building reserved. This application pre-dated the construction of Swanwick Quay and the building proposed was to be located closer to the A27 with a larger area of car parking to the front. The application was refused on the grounds that the building would have an unacceptable impact on the occupants of Riverside (272 Bridge Road) as a result of loss of outlook. It was also considered that the car parking arrangements would have an unacceptable impact on the residential amenity of the occupants of No.314 Old Swanwick Lane by virtue of noise and disturbance. There have subsequently been two planning applications granted to develop the existing dwelling including the incorporation of first floor accommodation.

Impact on the Character and Appearance of the Surrounding Area

The proposed building would sit adjacent to the flatted development of Swanwick Quay which consists of fourteen flats within a two/three storey building constructed in red brick, with a slate effect roof and feature dark wood cladding to the elevations. The proposed building has been designed so that the three storey element of the building would sit adjacent to Swanwick Quay with the two storey element of the building positioned to the eastern side of the plot closer to the two storey detached residential properties which abut the site. Dividing the building into different elements and using mono-pitched roofs which would slope into the centre of the site serves to break up the height and bulk of the building so that in officers opinion it would sit comfortably with surrounding properties.

The design and materials proposed are more contemporary than Swanwick Quay but this does not necessarily make the proposed building unacceptable. The National Planning Policy Framework (NPPF) states that planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. There is a vast variety in the type, scale and appearance of both commercial buildings and dwellings within the surrounding area. The rear elevation of the building is designed to more visually striking when viewed from the A27 but from the front would have a more traditional appearance so as to be more sympathetic to surrounding residential properties. Officers do not consider that the proposed building would be detrimental to the character or appearance of the area.

Impact on the Living Conditions of Neighbouring Residential Properties

The previous application in 2004 for the development of the site for eight flats was considered to have an unacceptable impact on Riverside by virtue of loss of outlook. The building previously proposed would have sat much closer to the A27 and would have been sited only 13-14m from the principle elevation of the neighbouring property extending across much of the front elevation. Although this exceeded the minimum separation distance of 12.5m which would normally be sought between primary windows and a two storey flank wall it was not considered that this was sufficient level of separation in view of

the fact that this was the front elevation of Riverside and the likely two storey scale of the proposed building.

The current application is significantly different in this respect. The proposed building would not extend across the whole of the front of Riverside as previously proposed as it is set back further from the A27 to accord with the building line of Swanwick Quay. The three storey element of the building is set adjacent to Swanwick Quay on the opposite side of the plot to Riverside and at its closest point would be 22 metres away from the principle elevation. There would also be a reasonable amount of screening between Riverside and the proposed flats as a result of the positioning of boundary trees on the application site and protected trees which stand within the grounds of Riverside. It is not considered that the proposal would have a detrimental impact on Riverside in terms of loss of light or outlook.

It was considered that the previous application would harm the residential amenity of No.314 Old Swanwick Lane as six of the twelve proposed car parking spaces would have been positioned close to the boundary thereby having the potential to cause noise and disturbance. The appeal inspector considered that a reduced level of car parking and a less sensitive location should be sought for this car parking. The current application does include a reduced level of car parking provision, as parking standards have changed since 2004, and the location of the car parking has also been altered in part because of the re-siting of the building. Only two car parking spaces would be located close to the boundary with No.314 Old Swanwick Lane and its associated garden which extends to both the front and rear of the property. It is not considered that the vehicle movements associated with the parking area would be harmful to the residential amenity of the occupants of No.314 Old Swanwick Lane.

Concerns have been raised by the occupants of the ground floor flat within the nearest section of Swanwick Quay regarding loss of light to windows within the side elevation, overshadowing and loss of privacy. The nearest section of Swanwick Quay to the proposed building is two storey in height with a flat at both ground and first floor level. Each property has two windows within the side elevation which currently face on to the application site. The flank wall of the proposed flats would extend in front of these windows with a separation distance of 5.2 metres. Each flat has one secondary kitchen/living room window and an en-suite window. The Fareham Borough Design Guidance SPD sets out that a separation distance of 6 metres will be sought between a sole habitable room window and a two storey wall but that this distance may be reduced to 4 metres if the room is served by other windows. Bathrooms are not counted as habitable rooms and the open plan living space of the flats has its primary outlook to the rear towards the A27 and therefore this level of separation is considered acceptable.

The elevation of Swanwick Quay fronting the A27 is articulated so that the two storey section which sits adjacent to the application site is set further back from the road than the more prominent three storey part of the building. The proposed building would extend 1 metre forwards of the nearest part of Swanwick Quay with balconies at first and second floor level protruding an additional 1.8m. The proposed building would therefore not sit significantly further forward than Swanwick Quay and in light of the the level of separation it is not considered that the proposal would result in the unacceptable loss of light, outlook of overshadowing of the adjacent flats. Whilst the occupants of the proposed flats would have oblique views into adjacent garden areas from rear facing upper windows and balconies it is not considered that this would have a detrimental impact on the level of privacy currently afforded to the garden area of the adjacent ground floor flat. This garden area is already overlooked by the upper first floor flat and other properties within Swanwick Quay and

therefore does not benefit from a high level of privacy at present. Views towards Riverside would also be oblique and constrained by retained tree screening. All balconies would be fitted with 1.7m high obscure screens to the sides to limit views towards neighbouring properties and windows within the side elevations at first and second floor level would also be conditioned to be obscure glazed and fixed shut to 1.7m above internal floor level.

The occupants of No.308 Old Swanwick Lane which sits to the north-east of the application site adjacent to the proposed site access have raised concerns regarding loss of privacy. No.308 sits at a significantly higher level than the application site and is orientated towards Swanwick Quay which sits at the end of the rear garden. The nearest windows within the proposed building would be in excess of 18 metres from the garden boundary of No.308 and the orientation of No.308 is such that the rear windows do not directly face the proposed building. The proposed building would actually be more visible out of the secondary kitchen and dining room windows with the side elevation however there would be a separation distance in excess of 25 metres. A minimum separation distance of 11m would normally be sought for new windows to adjacent private garden windows and 22 metres between facing windows. Officers therefore do not consider that the proposal would result in a detrimental loss of privacy to the occupants of No.308 Old Swanwick Lane. In addition concerns are raised that car parking to serve the development has been relocated closer to No.308 to reduce noise disturbance to No.314 Old Swanwick Lane but this in turn would have a negative impact on No.308. In officers opinion as only one car parking space would abut the boundary of No.308 with the remainder of the spaces abutting the car parking area of Swanwick Quay it is not considered that this would have an unacceptable impact. The access would be a minimum of 3.5m from the flank wall of the property and would be separated from the dwelling by the properties own driveway. The bin store would be located adjacent to the boundary with No.308 Old Swanwick Lane but would not be visible over the boundary fence due to the difference in ground levels.

Highways

The existing access to the site is considered acceptable to serve the development and no objections to the proposal have been raised by the Council's Highways Engineer. The access would be 5m in width for the initial 8m and the existing dropped kerb would be widened to enable two vehicle's to pass at the entrance of the site.

The proposal incorporates eight car parking spaces. It is proposed that the car parking would be provided on an unallocated basis. The Council's Residential Car Parking Standards require that a 2-bed property is provided with 1.25 unallocated spaces and a 1-bed property is provided with 0.75 un-allocated spaces. This equates to a total car parking requirement of 7.75 spaces which is met. Given that the car parking spaces are unallocated there is no requirement to provide on-site visitor car parking. Whilst the concerns of local residents regarding overspill car parking are noted it is considered that as parking standards are met a refusal on the basis of lack of on-site car parking would be difficult to substantiate.

Planning conditions would be imposed to ensure the car parking remains unallocated and that the required visibility splays would be provided and retained. The siting of a telegraph pole to the east of the site access within the visibility splay is not considered to be detrimental to highway safety as it is possible to see round either side of the pole and traffic on the Lane is slow moving. The location of the bin store is considered to be acceptable to enable refuse collection. Officers have discussed the design of the bin store with the council's representative for the refuse collection team and are currently awaiting an

amended plan to improve access to the bins. This will be available at the committee meeting.

It is not considered that the proposed development would generate significant vehicle movements which would have an adverse impact on the local highway network.

Affordable housing

Policy CS18 of the adopted Fareham Borough Core Strategy expects that development on sites that can accommodate a net increase in residential units of five or more should be subject to the requirement for a contribution towards off-site affordable housing provision. However, government guidance through the Planning Practice Guidance website advises that affordable housing obligations should not be sought from small scale development of 10-units or less and which have a maximum gross floorspace of no more than 1000m².

Whilst the local plan policy requirement is for an affordable housing contribution, the PPG advice is an important material consideration which suggests otherwise. In this instance therefore it is considered that there should be no obligation for the developer to make some of these houses available as affordable units or to make an equivalent financial contribution towards off-site affordable housing provision.

Trees and Ecology

Tree loss has been kept to a minimum, with the removal of two trees, and the Council's Arborist raises no concerns regarding the proposal subject to adequate tree protection measures being taken for the duration of construction. The Silver Birch tree on the boundary with No.314 Old Swanwick Lane close to the entrance of the site is required to be felled to ensure adequate provision of aisle widths and vehicle manoeuvring space. The existing hedgerow along the A27 would be retained but reduced in height.

The application is supported by an ecological report. The bungalow and garage were assessed as having low suitability to support roosting bats. A single dusk emergence survey was subsequently undertaken and no bats were recorded emerging from either of the buildings. Roosting bats are therefore considered to be absent from the site. Very low levels of foraging activity were recorded on site and the site is considered to offer low suitability for foraging or commuting bats. There was no evidence of badger, hazel dormouse, birds, reptiles or great crested newt during the site survey. The mitigation measure recommended include the creation of a wildflower meadow within the communal garden and the installation of two sparrow terraces on the proposed building. The measures set out to avoid impact to nesting birds and foraging bats and recommended ecological enhancements would be secured by planning condition.

Other Matters

The site is within Flood Zone 1 and is therefore identified by the Environment Agency as being at very low risk of flooding.

Any deed which restricts development of the site is a separate legal matter which may need addressing but this is not relevant to the determination of the planning application.

There is no evidence to suggest that Japanese Knotweed is present on the application site.

An element of noise and disturbance during construction works is inevitable with any building works but this is not reason to withhold planning permission. A standard planning condition would be imposed to restrict working hours and details of a wheel wash facility and site set-up would also be sought by planning condition. Any structural damage which occurs to neighbouring properties as a result of the development would be a private legal matter.

Loss of private views and property value as a result of the development are not material planning considerations.

Solent Recreation Mitigation Partnership

Through the work of the Solent Recreation Mitigation Partnership (SRMP) it has been concluded that any net increase in residential development will give rise to likely significant effects on the Solent Coastal Special Protection Areas (SPA's), either 'alone' or 'in combination' with other development proposals. In accordance with Policy DSP15 of the adopted Fareham Borough Local Plan Part 2 all development will be required to mitigate the negative impact. This is achieved via a commuted payment which would be secured under section 111 of the Local Government Act 1972 prior to planning permission being granted.

Conclusion

The proposal accords with the relevant policies of the adopted Fareham Borough Core Strategy and Local Plan Part 2. Officers find the application acceptable in that it would provide additional housing within the urban area in a sustainable and accessible location without harming the character or appearance of the locality. Sufficient car parking provision is proposed along with adequate outdoor amenity space to meet the needs of future residents. It is not considered that the proposal would significantly impact on the living conditions of neighbouring properties in terms of loss of light, outlook or privacy nor by virtue of increased noise and disturbance.

Recommendation

PERMISSION; subject to;

i) receipt of a commuted payment towards the SRMP secured under section 111 of the Local Government Act 1972 by 25 August 2017

ii) the following conditions;

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

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

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

i) Location Plan - drwg No.L01 (1:1250)

ii) Site Layout - drwg No.01 Rev C

iii) Site Sections - drwg No.02

iv) Floor Plans - drwg No.03

v) Elevations - drwg No.04

- vi) External Views - drwg No.05
 - vii) Ecological Assessment (Ecosa May 2017)
 - viii) Arboricultural Report (Johnston Tree Consultancy June 2017)
- REASON: To avoid any doubt over what has been permitted.

3. No development shall take place above damp proof course/slab level until details of all external materials and hard surfacing materials to be used in the construction of the flats hereby permitted, have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.
REASON: To secure the satisfactory appearance of the development.

4. No development above damp proof course (DPC) shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the dwellings are first occupied or in accordance with a timetable agreed in writing with the local planning authority and shall thereafter be retained at all times unless otherwise agreed in writing with the local planning authority.
REASON: In the interests of residential amenity; in the interests of the visual amenity of the area.

5. No development shall proceed beyond damp proof course level until a landscaping scheme identifying all existing trees, shrubs and hedges to be retained together with the species, planting sizes, planting distances, density, numbers, surfacing materials and provisions for future maintenance of all new planting, including all areas to be grass seeded and turfed and hardsurfaced, has been submitted to and approved by the local planning authority in writing.

6. The approved landscaping scheme shall be implemented and completed within the first planting season following the written approval or as otherwise agreed in writing with the local planning authority and shall be maintained in accordance with the agreed schedule. Any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.
REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality.

7. None of the flats hereby permitted shall be occupied until car parking spaces have been provided in accordance with the approved plans. These parking spaces shall thereafter be retained and kept available at all times for the use of residents and visitors only on an unallocated basis.
REASON: To ensure adequate parking provision within the site; in the interests of highway safety.

8. The flats shall not be occupied until the bin and cycle stores have been made available in accordance with the approved plans. These designated areas shall thereafter be kept available and retained at all times for the purpose of bin and cycle storage.
REASON: In the interests of visual amenity; in order to facilitate modes of transport alternative to the motorcar; in accordance with Policies CS5, CS15 and CS17 of the Fareham Borough Core Strategy.

9. The building shall not be occupied until 2m by 35m visibility splays have been provided at the site access junction with Old Swanwick Lane. These visibility splays shall thereafter be kept free of obstruction at all times.

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

10. The development shall be carried out in accordance with the approved arboricultural report and method statement (Johnston Tree Consultancy June 2017) unless otherwise agreed in writing with the local planning authority.

REASON: To avoid impacts to protected trees.

11. The development shall be carried out in accordance with the measures set out in section 6.2 of Ecological Assessment (ECOSA, May 2017) unless otherwise approved in writing by the Local Planning Authority.

REASON: In order to avoid impacts on breeding birds and foraging bats.

12. Prior to occupation of the flats the measures as detailed in section 6.3 of the ecology update report (ECOSA, May 2017) shall be implemented in full, unless otherwise approved in writing by the local planning authority. Thereafter, the enhancement measures shall be permanently maintained and retained in accordance with the approved details.

REASON: To enhance biodiversity in accordance with NPPF and the Natural Environment and Rural Communities Act 2006.

13. The first and second floor windows as marked with a '#' on the approved floor plan (drwg No.03) shall be glazed with obscure glass and be of a non opening design and construction to a height of 1.7 metres above internal finished floor and shall thereafter be retained in that condition at all times.

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

14. None of the flats hereby approved shall be occupied until 1.7m high obscure side screens have been installed to the rear facing balconies as shown on the approved plan. The obscure screening shall subsequently be retained at all times unless otherwise agreed in writing with the local planning authority.

REASON: To protect the amenities of the occupiers of the neighbouring properties and to prevent overlooking.

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

REASON: In the interests of highway safety and the amenity of the area in accordance with Policies CS15 and CS17 of the Fareham Borough Core Strategy.

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

agreed in writing with the local planning authority.

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

construction period; in accordance with Policies CS15, CS16 and CS17 of the Fareham Borough Core Strategy.

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

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

Further Information

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

Applicants should be aware that, prior to the commencement of development, contact must be made with Hampshire County Council, the Highway Authority. Approval of this planning application does not give approval for the construction of a vehicular access, which can only be given by the Highway Authority. Further details regarding the application process can be read online via <http://www3.hants.gov.uk/roads/apply-droppedkerb.htm> Contact can be made either via the website or telephone 0300 555 1388.

Background Papers

P/17/0765/FP

FAREHAM

BOROUGH COUNCIL



Willows End, 312 Old Swanwick Lane
Scale 1:1,250



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ZONE 3 - EASTERN WARDS

Portchester West
Hill Head
Stubbington
Portchester East

Reference

Item No

P/17/0569/FP HILL HEAD	HILL HEAD BEACH - EAST OF GIBLET ORE - FAREHAM HAMPSHIRE ADDITION OF EXTRA PLANKS TO EXISTING GROYNES ON BEACH	5 PERMISSION
P/17/0608/FP STUBBINGTON	SOLENT AIRPORT AT DAEDALUS LEE-ON-THE-SOLENT FAREHAM HAMPSHIRE PO13 9FL CONSTRUCTION OF MEOLUTS MONITORING AND TRACKING SYSTEM FOR EMERGENCY SERVICES	6 PERMISSION
P/17/0699/FP PORTCHESTER EAST	13 MONTROSE AVENUE FAREHAM HAMPSHIRE PO16 8HT BUILD UP THE HIP TO A GABLE, FRONT AND REAR DORMER WINDOWS, SINGLE STOREY REAR EXTENSION WITH BALCONY ABOVE AND DETACHED REAR GARAGE WITH ROOM IN LOFT SPACE	7 PERMISSION

Agenda Item 6(5)

P/17/0569/FP

HILL HEAD

EASTERN SOLENT COASTAL
PARTNERSHIP

AGENT: EASTERN SOLENT
COASTAL PARTNERSHIP

ADDITION OF EXTRA PLANKS TO EXISTING GROYNES ON BEACH
HILL HEAD BEACH - EAST OF GIBLET ORE - FAREHAM HAMPSHIRE

Report By

Richard Wright - direct dial 01329 824758

Site Description

This application relates to a stretch of beach to the south of the residential properties at 89 Hill Head Road to the west and 39 Hill Head Road to the east. The application relates to eight existing beach groynes (groynes 43 - 50) constructed in the year 2000 in order to reduce longshore drift.

Description of Proposal

The proposed works involve the addition of planks between existing groyne piles. Between one and three planks will be added to each of the eight groynes in question as shown in the submitted drawings (drawings SE13/1183 to SE13/1190). The applicant claims it was always intended for additional planks to be added to the groynes at some point after their original construction in the year 2000.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS14 - Development Outside Settlements

CS17 - High Quality Design

Development Sites and Policies

DSP13 - Nature Conservation

Representations

Eight comments have been received in support of the application with the following comments:

- Support for works which will protect against further erosion and damage
- This will extend the amount of usable beach
- No visual harm

One comment submitted on behalf of the residents of 33, 35, 37 & 37a Hill Head Road has been received with the following concerns:

- Increasing groyne heights will further constrict the natural longshore drift of shingle from west to east
- Increased levels of beach erosion immediately to the east of groyne 43.
- Damage to properties immediately east of site

- Increasing beach heights on one side of groyne 43 will restrict access for beach users at high tide

Consultations

INTERNAL

Ecology - Subject to the identified mitigation measures being effectively implemented, including timings of the works, the proposal is unlikely to result in significant adverse impacts on ecological receptors.

EXTERNAL

Natural England - No objection subject to appropriate mitigation being secured.

Planning Considerations - Key Issues

This application seeks permission for additional planks on to existing beach groynes in order to enhance the protection those groynes offer against coastal erosion. The applicant, the Eastern Solent Coastal Partnership (ESCP) says that the works will mean the groyne bays will gradually and naturally be refilled with material thereby slowing the rate at which this material is transported from west to east.

The concerns raised by the residents living at the four properties to the immediate east of where the works would be carried out relate to the impact on the privately owned beach to the south of their homes. They are concerned that the works will mean the beach outside of their homes will be subjected to increased rates of erosion. The ESCP have responded to these concerns and that response has been published on the Council's website. In it the ESCP explain that, if over the lifetime of the new planks being installed adverse impacts are observed downdrift, the groyne planking can be adjusted to mitigate these impacts. In addition the ESCP are currently developing a Beach Management Plan for the coastline between Hill Head and Portsmouth Harbour which will aim to address areas of erosion in a holistic and cost-effective manner.

The visual appearance of the groynes would not be significantly altered in that the new planks would be the same in terms of their materials, scale and appearance as the existing. There would therefore be no harm to the landscape character of appearance of the beach or the coastline.

Natural England and the Council's Ecologist have raised no objection to the proposal subject to conditions to ensure the works proceed as proposed by the applicant in the submitted Construction Environmental Management Plan (CEMP) and Ornithological Brief and provided no works proceed beyond mid-October after which migratory birds may be impacted.

It is considered that the proposal complies with Policies CS4, CS14 & CS17 of the adopted Fareham Borough Core Strategy and Policy DSP13 of the adopted Fareham Borough Local Plan Part 2: Development Sites and Policies. There are no other material considerations to suggest that planning permission ought not to be granted.

Recommendation

PERMISSION subject to the following conditions:

1. The development shall begin before 17th August 2020.

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

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

- a) Location and access plan - drawing no. SE13/1197
- b) Plan showing temporary access route and site compound location - drawing no. SE13/1438 A
- c) Site plan showing area of the temporary works
- d) Site plan showing groyne works site area
- e) Plan showing designated sites
- f) Drawing no. SE13/1198
- g) Drawing no. SE13/1183
- h) Drawing no. SE13/1184
- i) Drawing no. SE13/1185
- j) Drawing no. SE13/1186
- k) Drawing no. SE13/1187
- l) Drawing no. SE13/1188
- m) Drawing no. SE13/1189
- n) Drawing no. SE13/1190
- o) Habitats Regulation Assessment

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

3. The development shall be carried out fully in accordance with the Construction Environmental Management Plan - January 2017 (updated) and Note of ecological watching brief for Hill Head Beach management approved under planning reference P/17/0262/FP unless otherwise agreed in writing by the local planning authority.

REASON: To protect habitats important to biodiversity.

4. No work relating to the development hereby permitted shall take place between 15th October and 31st March in the following calendar year unless otherwise agreed in writing by the local planning authority.

REASON: To avoid impacts on over-wintering birds.

Background Papers

P/17/0569/FP

FAREHAM

BOROUGH COUNCIL



Hill Head Beach - East of Giblet Ore _
Scale 1:2500



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Agenda Item 6(6)

P/17/0608/FP

STUBBINGTON

MARITIME & COASTGUARD
AGENCY

AGENT: HARTNELL TAYLOR
COOK LLP

CONSTRUCTION OF MEOLUTS MONITORING AND TRACKING SYSTEM FOR
EMERGENCY SERVICES

SOLENT AIRPORT AT DAEDALUS LEE-ON-THE-SOLENT FAREHAM HAMPSHIRE
PO13 9FL

Report By

Mark Wyatt - Direct dial 01329 824704

Introduction

A MEOLUT is, according to the application, a Medium Earth Orbit Local User Terminal. It is a form of radar system (named MEOSAR, SAR standing for Search and Rescue) which allows the monitoring and tracking of satellites to enhance and improve detection, and response to, emergency distress beacons.

The application sets out that emergency distress beacons carried on shipping, aircraft or individuals, when activated, transmit a signal which is received by orbiting satellites. These then relay the data to Local User Terminals (LUTs). The LUTs interpret data and determine the location of the signal which is relayed to the Search and Rescue Authority.

Site Description

The application site is a parcel of land towards the south side of the active airfield at Solent Airport at Daedalus, just to the east of the Maritime and Coastguard Agency (MCA) hangar, north of the former east to west runway and to the north of the driving test centre.

The land is generally flat and laid to either grass or hardstanding when the site crosses the former runway.

Description of Proposal

It is proposed to erect seven MEOLUTS in a circular arrangement. Each MEOLUT is sited on a 5m by 5m concrete pedestal. The individual MEOLUT itself is 4m wide and 3.56m high. The MEOLUT is a parabolic dish encased in a fibreglass radome. The overall circular area for the installation has a 25m radius.

Supporting the seven MEOLUTS is a centrally located, Geo-Antenna. This is a static 5m wide dish on a 1.5m high pedestal. The overall height of the Geo-Antenna is approximately 4.5m. Sited with the central Geo-Antenna is an equipment cabin and generator.

Policies

The following policies and guidance apply to this application:

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

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS11 - Development in Portchester, Stubbington and Hill Head

CS12 - Daedalus Airfield Strategic Development Allocation

CS14 - Development Outside Settlements

CS17 - High Quality Design

CS22 - Development in Strategic Gaps

Development Sites and Policies

DSP3 - Impact on living conditions

Relevant Planning History

The following planning history is relevant:

<u>P/16/0689/FP</u>	The erection of a new 25 metre high radar tower, Radar Equipment Cabin within a secure fenced compound and associated development (Revised application from P/16/0270/FP)
APPROVE	26/07/2016
<u>P/16/0270/FP</u>	The erection of a new 25 metre high radar tower, Radar Equipment Cabin within a secure fenced compound and associated development
APPROVE	27/05/2016
<u>P/13/0129/FP</u>	ERECTION OF 41.25M HIGH RADIO TOWER WITH ASSOCIATED CABIN, NEW FENCING/GATES AROUND PERIMETER AND CAR PARKING AREA
APPROVE	08/04/2013
<u>P/13/1107/FP</u>	ERECTION OF COASTAL TRAINING HUB AND A BASE FOR A COASTGUARD RESCUE TEAM (USE CLASS D1), FREE STANDING TRAINING WALL, PARTLY BELOW GROUND, WHICH IS RETAINING AN EARTH BANK
APPROVE	23/04/2014
<u>P/11/0436/OA</u>	USE OF AIRFIELD FOR EMPLOYMENT BASED DEVELOPMENT (UP TO 50202 SQ.M OF FLOOR SPACE) IN NEW AND EXISTING BUILDINGS (USE CLASSES B1, B2 & B8) WITH INCREMENTAL DEMOLITION TOGETHER WITH CLUBHOUSE (CLASS D2) VEHICLE ACCESS, ALLOTMENTS, OPEN SPACE AND LANDSCAPING.
APPROVE	20/12/2013
<u>P/10/0412/FP</u>	PROPOSED MARITIME RESCUE CO-ORDINATION CENTRE BUILDING, SINGLE STOREY SECTOR BASE BUILDING, COMMUNICATIONS TOWER AND ASSOCIATED ON-SITE PARKING AND LANDSCAPING
WITHDRAWN	27/03/2013

Representations

Gosport Borough Council: No Objection

Consultations

INTERNAL CONSULTEES:

Airport Manager: comments awaited

Environmental Health (Contamination): comments awaited

Environmental Health (Pollution): No objection

Planning Considerations - Key Issues

The key considerations in the determination of this application are:

- The principle of development
- Implications for the strategic gap and landscape
- Neighbouring amenity
- The Enterprise zone
- Other Material Considerations and the planning balance

THE PRINCIPLE OF DEVELOPMENT:

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

One of the key aims of policy CS12 is that development should not "...adversely affect the existing or future potential aviation operation of the airfield". In addition development is encouraged "that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield."

Whilst not a new employment generating use, the MEOLUT facility will be linked directly to the existing MCA facility at Daedalus which does require constant direct access to the airfield. It is noted that the MCA is the Government body responsible for executing our Search and Rescue function. The proposal sets out that the MEOLUT facility is the new international response to Search and Rescue operations given the current satellite systems are coming to the end of their useful life in 2020. The new technology in MEOLUTS will contribute towards improved Search and Rescue operations as part of the International Cospas-Sarsat Programme. This programme is an organisation of forty-four nationalities which aims to provide accurate, timely and reliable distress alert data to Search and Rescue authorities to enable the saving of lives. The Daedalus site will provide a satellite receiving station (the MEOLUTS) for distress beacon signals.

The application sets out that the advantages of the proposal are:

- 1) The Low Earth Orbit (LEO) Satellites that currently provide the MCA with data are coming to the end of their useful life in 2020. The proposal will, therefore, provide for continuity of service.
- 2) The MEOSAR system offers a "...substantive increase in the accuracy and speed of distress alert detection".

3) Future capability functions are available giving the opportunity for the Search and Rescue response to send signals back to the distress beacon such as notification that help is on the way.

CS14 seeks to restrict new built development outside of the defined urban settlement boundaries to that essential to agriculture, forestry or essential infrastructure. The reason for this policy is "...to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function".

There is not, within CS14, a presumption for refusal for all development but rather a presumption of refusal for development proposals which adversely affect the character of the landscape followed by an exceptions test, (for example that which is essential to agriculture).

It is necessary, therefore, to consider if there are any of the exceptions provided for in the policy which could apply to the proposal. It is clearly not an agricultural use and the term "required infrastructure" within policy CS14 appears to be aimed at infrastructure related to the acceptable rural uses or for infrastructure required for the Borough, such as that planned for elsewhere in the development plan such as Stubbington Bypass (identified in Local Plan Part 2 policy DSP49).

A proposal such as the MEOLUTS is not a typical planning land use or type of development. As such Fareham Borough Council has not planned for this type of development through a criteria based policy or site allocation. However, it is not unreasonable, given the fact that this is new technology to assist search and rescue operations that it be reasonably related to an existing MCA facility. The part of the MCA facility at Daedalus in Fareham (the borough boundary runs straight through the hangar) is in the countryside such that any associated infrastructure within the Borough of Fareham is likely to be located outside the defined settlement boundary and in the countryside also.

Whilst Officers acknowledge that the proposals comprise an important piece of new national infrastructure necessary for the saving of lives, the proposal is not considered to be "required infrastructure" as anticipated by the development plan and the proposal therefore appears contrary to the requirements of policy CS14.

Whilst not a policy requirement to consider other sites; to help justify the overriding need for new development in the countryside, the submission sets out that the MCA has considered other sites within its control for the proposed installation. These are listed in the submission. The application sets out that this site has been identified due to the ability to connect easily to the existing MCA complex, the need for a large flat site and a clear view of the horizon down to a five degree elevation, particularly in a western and northern direction.

Paragraph 42 of the NPPF clarifies that high quality communications infrastructure is essential for sustainable economic growth. The application submits that the provision of the MEOLUTS installation would facilitate the replacement of aging technology and ensure adequate communications infrastructure is in place to enable the provision of the MCA search and rescue service beyond 2020.

Whilst the applicants case that the proposal is "required infrastructure" and therefore accords with policy CS14 is noted, as detailed above, the proposal is not accepted by Officers as required infrastructure under the terms anticipated in policy CS14. The proposal therefore conflicts with policy CS14.

However, the continuation of the Search and Rescue service provided by the MCA and the fact that the MCA is the Government body responsible for executing our search and rescue function is a material consideration afforded significant weight in the decision making process.

IMPLICATIONS FOR THE STRATEGIC GAP AND LANDSCAPE

Policy CS22 states that:

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

Also as described above, within policy CS14, there is a presumption of refusal for development proposals which adversely affect the character of the landscape.

In the consideration of other schemes at Daedalus it has recently been found that the airfield does not form a tract of undeveloped countryside in the same way that other parts of the Strategic Gap do. It already contains sporadic built development and has a distinct character of its own. Existing development within the airfield to an extent blurs the settlement edges of Stubbington and Lee-on-the-Solent, meaning that there is not a strong boundary between the settlement and the Strategic Gap in most instances. However, the open areas around the runways are the greatest contributors to the Strategic Gap.

In this case, whilst north of the southern most runway (so in the open area of the airfield) the MEOLUTs are dispersed from one another allowing for retained views and a sense of openness over the airport and yet the site is also located on the fringe of the other built form such as the MCA hangar, associated training centre and the driving test centre. The proposed arrangement of the MEOLUTs will continue to allow for views across the airfield between each installation and the large tract of open land to the north and west will remain. It is noted that there is other communication infrastructure within the vicinity of the site, notably the MCA communication mast and the permitted NATS radar to the north of the application site such that whilst the proposal is not typical of an airport location, the MEOLUTS will sit within the context of other radar and communication equipment so as to not be unacceptable in terms of its impact.

The proposal would not, as a consequence, result in the coalescence of settlements or the perception of coalescence and neither would the proposal result in demonstrable harm to the landscape qualities of the area. The scheme is, therefore, considered by Officers to accord with the aims of policy CS22 in that it would not affect the separation of settlements and would not physically and visually affect the integrity of the gap. Similarly, the proposal would not adversely affect the character of the landscape as required by policy CS14.

NEIGHBOURING AMENITY:

The proposal is sited some distance from the nearest residential neighbours which are due south east of the site. Immediately to the south of the driving test centre is an area within Gosport Borough known as Daedalus Park which benefits from a planning permission for employment generating uses.

The separation distances to any residential property are such that it is considered that there are no overshadowing or overbearing impacts.

MELOUTS are static installations such that there would be no noise or shadow flicker from its operation. Furthermore the system will only receive signals and will not transmit data such that there is no requirement for any certification that the transmissions are within accepted parameters for public health.

There will be one backup generator that will be housed in an acoustic enclosure located in the centre of the terminal formation. The generator will only be used in the event of power failure. The data sheet for the enclosure indicates that noise 1m from the enclosure will be 75dB. Environmental Health has undertaken an assessment of noise propagation (assuming the nearest properties are 200m distance away) the noise at the nearest sensitive receptor will be below 30dB. At this level the impact on neighbouring amenity is considered to be acceptable. There is no objection from Environmental Health.

Whilst it is noted above that one of the benefits of the project is the future capability of the scheme to relay messages back to distress beacons the Applicant has confirmed that this would be relayed through Internet Provider connections via the European Space Agency and that there is no requirement for transmitting equipment at the MEOLUT site.

THE ENTERPRISE ZONE:

The Applicant has clarified that the signal received at the MEOLUTS would require a limitation on building heights within close proximity to them so as to not affect the signals being received. The Applicant has clarified that the MEOLUTs need to "see" down to approximately five degrees above the horizon for optimal coverage. This is most pertinent due west and north due to the range required to cover the UK search and rescue region.

The Applicant has indicated that the selected site has taken account of the projected developments within Fareham at Daedalus and the NATS radar proposal. One of the reasons for Daedalus being selected as the preferred site was a consequence of the openness of the airfield.

Daedalus Park, within the Borough of Gosport, to the south of the site is some 150m away from the southern site boundary of the MEOLUTS installation. At this distance the maximum building height would need to be between approximately 12-13m in height so as to not adversely affect the MEOLUT operations. There is a planning permission for an 18m high building within Daedalus Park (not yet implemented). At approximately 180m from the LUT this building would cut into the 5 degree view of the horizon that the MCA would seek to retain for the MEOLUTs. The maximum building height at that distance to not interfere with the horizon view is about 16.4m.

However, the applicant has confirmed that as a result of the building being to the south of the MEOLUTs, the UK Search and Rescue Region of Responsibility to the South is effectively half way across the English Channel, which it is suggested by the applicant, isn't a massive area to cover from Lee-on-Solent and as such the applicant has advised that any loss of range as a consequence of the proximity of this building (should it be constructed) will not actually cause an issue.

It is considered that the proposal, at this separation distance, and with this level of building height allowance, that the proposal would not result in demonstrable harm to the attractiveness of the enterprise zone for future growth and investment.

The supporting statement with the application sets out that the proposal has taken account

of the Council's desires (as landowner for the site) to develop the peripheral areas of the airport. The applicant sees no issues relating to the compatibility between this development and the operations on the application site.

OTHER MATERIAL PLANNING CONSIDERATIONS AND THE PLANNING BALANCE:

The MEOLUT project is not, as detailed earlier in this report, considered to be "required infrastructure" as anticipated by the development plan policy CS14 yet it does provide an important piece of strategic infrastructure for the UK search and rescue operations. The national need for this technology upgrade to ensure continuity of the Search and Rescue service weighs heavily in favour of the scheme when balanced against the conflicts with policy CS14.

In accepting this policy conflict, it is important to understand that all other planning issues are policy compliant and that the objectives of the development plan are still able to be achieved even with the identified policy conflict.

Section 38(6) of the Planning and Compulsory Purchase Act directs that determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise.

To outweigh the strong presumption in favour of the development plan, material considerations must be afforded significant weight. In this case, when balancing the issues and when considering the development plan as a whole, the scheme is broadly policy compliant with only one identified policy conflict. This conflict is addressed simply by the importance of the MCA Search and Rescue operations and the need for this new MEOLUT technology being given significant weight worthy of a departure from the development plan policy when balanced against the conflict with policy CS14. As such it is recommended that Permission be granted.

Recommendation

PERMISSION subject to conditions:

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

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

02. The development hereby permitted shall be carried out strictly in accordance with the following drawings/documents:

- a) Location Plan
- b) PB6329-P-001 Revision P1 Proposed Site Layout and Elevations
- c) Broadcrown Technical Data for model BCJD 29-50SP E2, dated April 2016

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

03. No development shall take place until an investigation of ground conditions (to include contamination, UXO, radiation) and an assessment of the risks from any ground contamination should be carried out. Where results indicate, a strategy of remedial measures necessary to address the identified risks shall be submitted to and approved in

writing by the Local Planning Authority. The approved remedial measures within the remedial strategy shall be implemented in full during the construction. Prior to the first use of the proposal hereby permitted, validation (by a suitably competent person) of the implementation of the remedial measures shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure a safe working and operating environment and in the interests of the airfield.

04. Should contamination be encountered during works that has not been investigated or considered in the agreed scheme of remedial measures all work must stop. A risk assessment and a detailed remedial method statement shall be submitted to and agreed in writing with the Local Planning Authority before work re-commences. The approved remedial measures within the remedial strategy shall be implemented in full during the construction. Prior to the first use of the proposal hereby permitted, validation (by a suitably competent person) of the implementation of the remedial measures shall be submitted to and approved in writing by the Local Planning Authority.

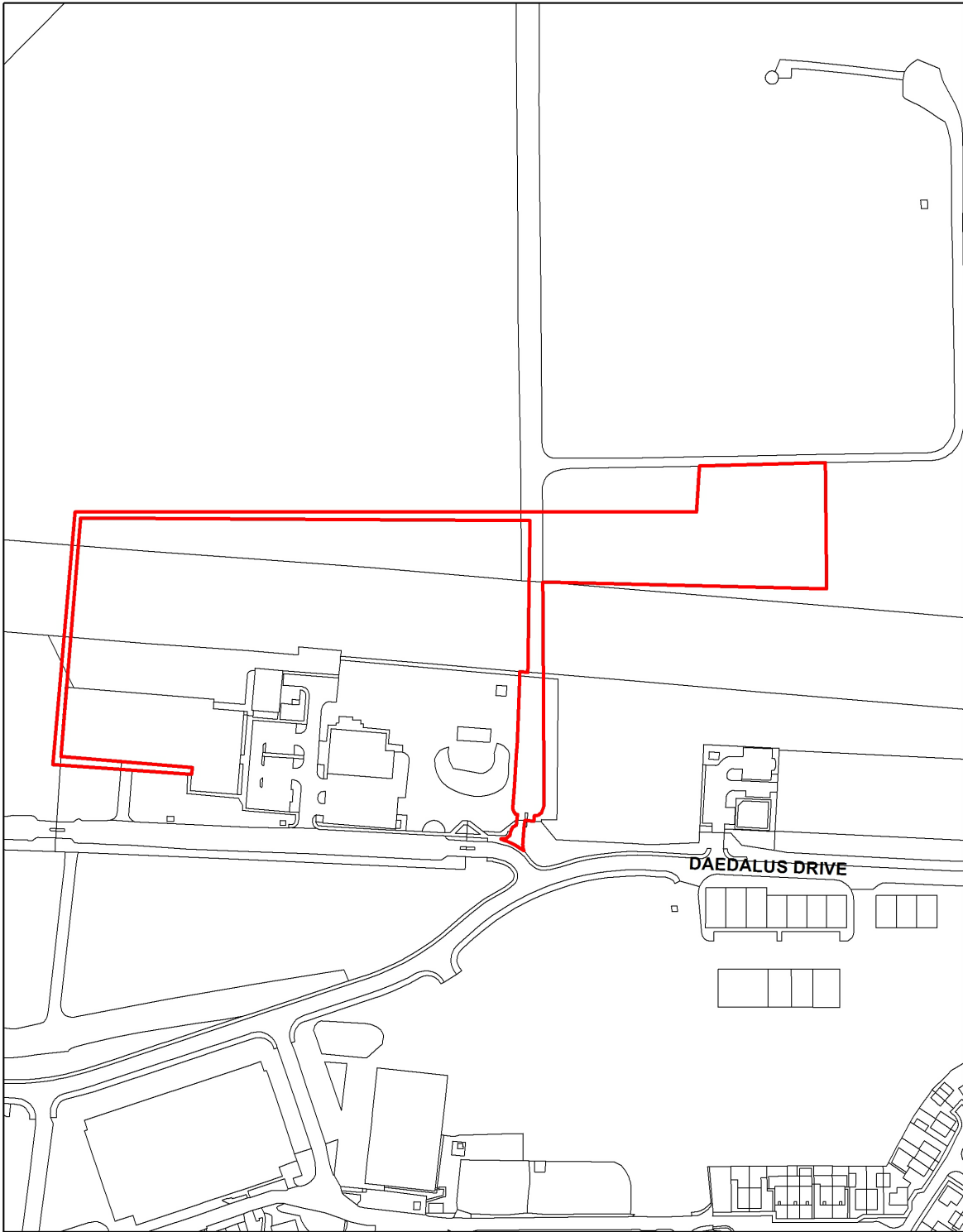
REASON: To ensure a safe working and operating environment and in the interests of the airfield.

Background Papers

see "relevant planning history" section above

FAREHAM

BOROUGH COUNCIL



Solent Airport at Daedalus
Scale 1:2500



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Agenda Item 6(7)

P/17/0699/FP

PORTCHESTER EAST

MR DEAN ROBERTS

AGENT: MR DEAN ROBERTS

BUILD UP THE HIP TO A GABLE, FRONT AND REAR DORMER WINDOWS, SINGLE STOREY REAR EXTENSION WITH BALCONY ABOVE AND DETACHED REAR GARAGE WITH ROOM IN LOFT SPACE

13 MONTROSE AVENUE FAREHAM HAMPSHIRE PO16 8HT

Report By

Emma Marks - Direct dial 01329 824756

Site Description

This application relates to a semi-detached single storey dwelling situated on the east side of Montrose Avenue which is to the north of Leith Avenue.

The site is within the designated urban area.

Description of Proposal

Permission is sought for several different elements which consist of the following:-

- i) Build up the side hipped roof to form a gable, front and rear dormer windows;
- ii) Single storey rear extension which measures 4 metres in depth, 4.5 metres in width with an eaves height of 3.2 metres and a maximum height of 4.1 metres;
- iii) Rear balcony above part of the single storey rear extension
- iv) Detached garage with a room above which measuring 9.75 metres in depth, 4 metres in width with an eaves height of 3 metres and a ridge height of 5.5 metres.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS17 - High Quality Design

Development Sites and Policies

DSP3 - Impact on living conditions

Representations

Five letters of representation has been received raising the following concerns:-

- The balcony would be intrusive
- The balcony would infringe on the privacy of my property
- The balcony is not appropriate within a dense residential area
- Object to the height of the proposed garage

Planning Considerations - Key Issues

Permission is sought for a number of extensions/alterations to the property which comprises the southern half of a pair of semi-detached dwellings. Levels fall north to south. The

neighbouring property at 15 Montrose Avenue has a rear conservatory 4.5 metres deep and has extended into the roof with front and rear dormer windows. The single storey rear extension will not extend beyond the neighbours rear conservatory.

A single storey rear extension is proposed with a balcony over. A number of representations have been received raising concern that the balcony above the proposed single storey rear extension would overlook neighbouring properties and result in loss of privacy. When the application was originally submitted the balcony was proposed over the entire roof area of the single storey rear extension, however it has since been reduced in depth to 2.3 metres. The balcony would include a side privacy screen 2 metres high along its northern boundary to prevent overlooking across the roof of the neighbours conservatory. The property to the south is at a lower level and has its own garage between the party boundary and its rear garden area. Officers are satisfied that in light of this there will be no direct views into the house or garden area of the property to the south. Notwithstanding the objections raised, officers are satisfied the rear extension and use of the reduced balcony will not materially harm the living conditions of the occupiers of the neighbouring properties.

The proposal includes the erection of a replacement detached garage in the rear garden. The garage is proposed to replace an existing flat roof garage but on a slightly larger footprint and with a dual pitched roof to provide a room within the loft space. The garage would measure 5.3 metres in height. A representation has been received raising concern about the height of the garage. Whilst the garage will be higher than the existing garage it would be sited adjacent to the neighbour's garage at 11 Montrose Avenue and set back some 19.5 metres into the rear garden. Officers consider the proposed garage is acceptable in size, design and siting and would not materially harm the living conditions of the occupiers of neighbouring properties.

The roof build up to form a gable with front and rear dormer windows is considered acceptable in design terms.

To conclude, the proposed alterations are sympathetic to the existing property and are in keeping with other properties in the immediate area. Furthermore, officers are satisfied that the development would not be out of character nor have an adverse impact on the street scene.

Recommendation

PERMISSION subject to the following conditions:-

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

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

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

- a) Proposed overall layout plan - Drawing number 002 Revision E
- b) Proposed first floor plan - Drawing number 004 Revision F
- c) Existing and proposed front elevations - Drawing number 005 Revision E
- d) Existing and proposed rear elevations and section - Drawing number 006 Revision F
- e) Existing and proposed roof plans - Drawing number 008 Revision F
- f) Proposed garage details - Drawing number 009 Revision F

g) Proposed garage elevation & roof plan - Drawing number 010 Revision F
REASON: To avoid any doubt over what has been permitted.

3. The high level windows shown on the south and north elevations of the detached garage hereby approved shall be constructed so as to have a cill height of not less than 1.7 metres above internal finished floor level. The windows shall thereafter be retained in this condition at all times.

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

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

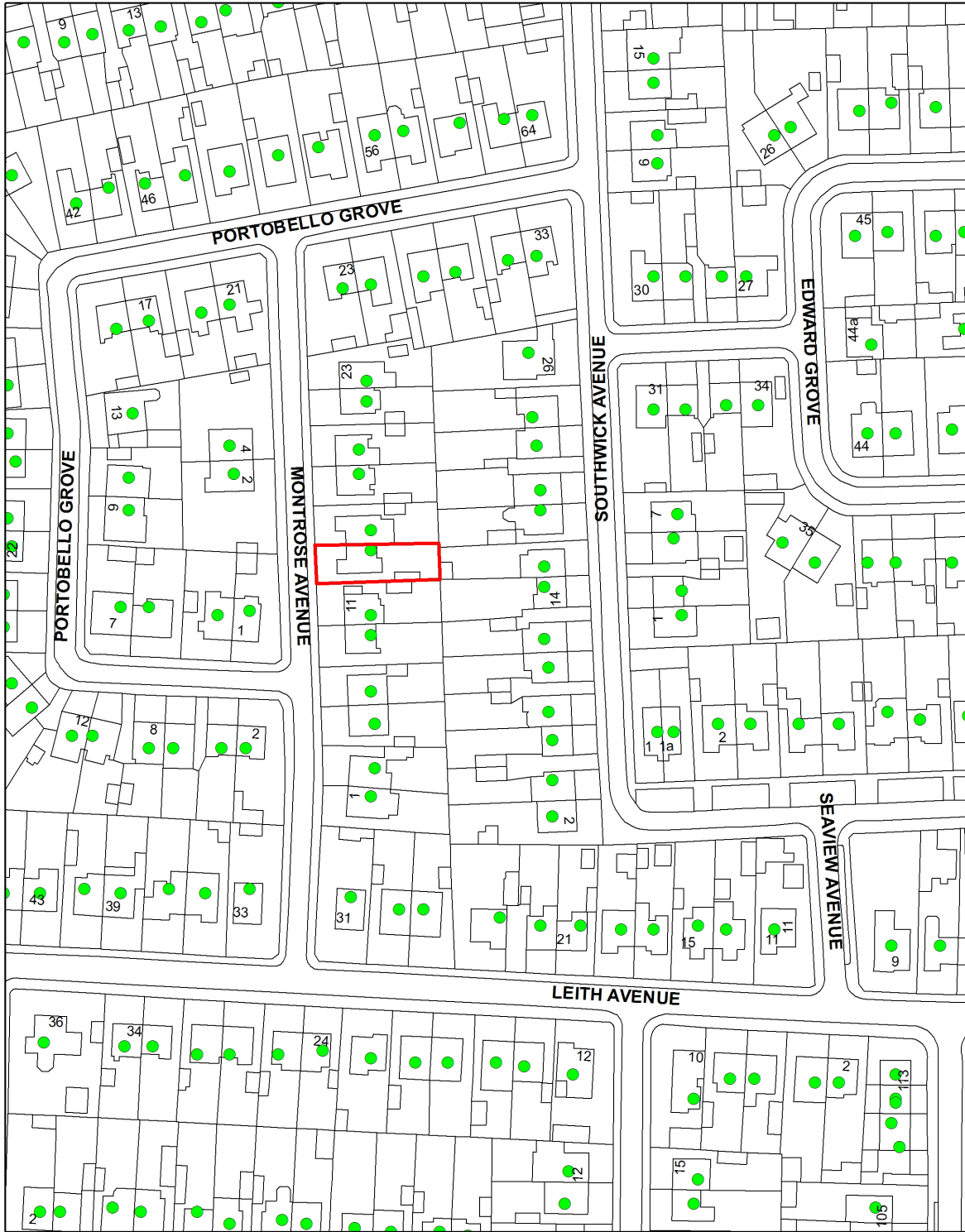
REASON: To prevent overlooking and to protect the privacy of the occupiers of the adjacent property

5. The balcony hereby approved shall not be brought into use until the 1.8 metre high privacy screen as indicated on the approved plans has been erected. The screening shall subsequently be retained at all times.

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

FAREHAM

BOROUGH COUNCIL



13 Montrose Avenue
Scale 1:1250



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Agenda Item 6(8)

PLANNING APPEALS

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

CURRENT

P/15/0260/OA

PUBLIC INQUIRY

Appellant:

PERSIMMON HOMES SOUTH COAST

Site:

Land North Of Cranleigh Road/ West Of Wicor Primary School
Portchester Fareham Hampshire

Decision Maker:

Committee

Recommendation:

REFUSE

Council's Decision:

REFUSE

Date Lodged:

16 September 2016

Reason for Appeal:

OUTLINE PLANNING PERMISSION WITH ALL MATTERS RESERVED (EXCEPT FOR ACCESS), FOR RESIDENTIAL DEVELOPMENT FOR UP TO 120 DWELLINGS, TOGETHER WITH A NEW VEHICLE ACCESS FROM CRANLEIGH ROAD, PUBLIC OPEN SPACE INCLUDING A LOCALLY EQUIPPED AREA OF PLAY (LEAP), PEDESTRIAN LINKS TO PUBLIC OPEN SPACE, SURFACE WATER DRAINAGE AND LANDSCAPING

P/16/0873/OA

Appellant:

The Estate of Patrick Michael Deceased

Site:

Meon View Farm Old Street Fareham PO14 3HQ

Decision Maker:

Committee

Recommendation:

REFUSE

Council's Decision:

REFUSE

Date Lodged:

16 June 2017

Reason for Appeal:

Outline planning permission with access & layout to be approved for four detached four-bedroomed chalet-style dwellings, following demolition of agricultural buildings, removal telecommunication mast & cessation of the existing commercial vehicle storage use.

PLANNING APPEALS

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

CURRENT

P/16/1049/OA

Appellant: Taylor Wimpey UK Ltd
Site: Land To The East Of Brook Lane & South Of Brookside Drive
Warsash
Decision Maker: Committee
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 13 July 2017
Reason for Appeal: Outline planning permission with all matters reserved (except for access), for residential development of up to 85 dwellings with public open space, access from Brook Lane, landscaping works, including demolition of existing redundant nursery buildings.

P/16/1442/FP

Appellant: Mr Noel Cullen
Site: 33 Peters Road Locks Heath Southampton Hampshire SO31 6EJ
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 16 June 2017
Reason for Appeal: 3 Bedroom Chalet Bungalow

P/17/0209/FP

Appellant: Mr Phillip Glead
Site: 78 Blackbrook Park Avenue Fareham Hampshire PO15 5JW
Decision Maker: Officers Delegated Powers
Recommendation: REFUSE
Council's Decision: REFUSE
Date Lodged: 04 July 2017
Reason for Appeal: Extensions and alterations to existing bungalow to convert property into a 2-storey dwelling

HEARINGS

PLANNING APPEALS

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

HEARINGS

P/16/0959/OA

PUBLIC INQUIRY

Appellant:

Foreman Homes Limited

Site:

Land East Of Brook Lane Warsash Fareham SO31 9FE

Decision Maker:

Committee

Recommendation:

REFUSE

Council's Decision:

REFUSE

Date Lodged:

24 March 2017

Reason for Appeal:

Outline Planning permission with all matters reserved (except for access), for residential development of up to 180 dwellings, associated landscaping, amenity areas & access from Brook Lane.