

GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

2nd March 2022

ITEMS WITH RECOMMENDATIONS

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

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ITEM NUMBER: 01.

APPLICATION NUMBER: 21/00415/FULL

APPLICANT: Mr Patel

DATE REGISTERED: 06.08.2021

CHANGE OF USE FROM DOCTORS SURGERY (CLASS E) TO FORM 4NO. ONE BED FLATS AND 4NO. TWO BED FLATS (CLASS C3), ERECTION OF ADDITIONAL STOREY TO FORM THIRD FLOOR AND ERECTION OF PART TWO-STORY / PART FIRST FLOOR EXTENSION, INSTALLATION OF WINDOWS ON THE SIDE ELEVATIONS, PROVISION OF 8NO. PARKING SPACES AND STORAGE FOR 14 CYCLES WITH ASSOCIATED REFUSE STORES

139 - 141 Brockhurst Road Gosport Hampshire PO12 3AX

The Site and the proposal

1. This application relates to a former doctor's surgery (Class E) located on the west side of Brockhurst Road just to the south of the junction with Norfolk Road. The building is two-storey with access to the rear from an adopted service road. To the west of the site are garages.
2. Planning permission is sought for a change of use from a doctor's surgery (Class E) to form 4 one bed flats and four two bed flats (Class C3), the erection of an additional storey to form a third floor and the erection of a part two-storey / part first floor extension, installation of windows on the side elevations, the provision of 8 parking spaces and storage for 14 cycles and refuse stores. The existing two-storey building has a ridge height of 9m and this would increase to 10.8m for the additional third storey and it would have an eaves height of 7.6m, similar to the roof form on 137 Brockhurst Road. The overall depth of the building would be increased from 12m to 18.9m at three storey level, in-part replacing an existing two-storey rear extension. The roof form of the additional storey would have a dual-hipped roof. The existing single storey rear extension that extends into the existing rear service yard would be demolished
3. Projecting from the rear of the three storey part of the proposal would be a two-storey building some 3.5m deep, 5.1m wide and have a hipped roof. The two-storey rear extension would have 5m eaves and a 7.1m ridge. Pitched roof enclosures would project from the rear elevation that would house the refuse and cycle stores. Internally, the one bed flats would vary in size between 52.47m² to 55.43m² with the two bed flats between 54.40m² to 83.08m².

Relevant Planning History

Nil

Relevant Policies

Gosport Borough Local Plan 2011 – 2029:

LP1 Sustainable Development

LP2 Infrastructure

LP3 Spatial Strategy

LP10 Design

LP22 Accessibility to New Development

LP23 Layout of Sites and Parking

LP24 Housing

LP32 Community, Cultural and Built Leisure Facilities

LP39 Water Resources

LP42 International and Nationally Important Habitats

LP43 Locally Designated Nature Conservation Sites

LP44 Protecting Species and Other Features of Nature Conservation Importance

Supplementary Planning Documents:

Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol April 2018

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

Gosport Borough Council Parking: Supplementary Planning Document: February 2014

National Planning Policy Framework (NPPF), July 2021

Consultations

Natural England	No objection subject to appropriate ecological mitigation.
Local Highway Authority	No objection - a trips analysis indicated that this change of use will result in a reduction of trips which is acceptable in this instance.
HCC Ecology	No objection subject to a condition to secure the inclusion of built-in bat and bird bricks and two nesting units for Common Swift.
Building Control	No objection - additional consultation under the Building Regulation would be required to address means of escape and fire spread regulations and strengthening the additional structure to support an additional storey.
StreetScene Waste & Cleansing	The current refuse bins are inadequate for future occupiers and details should be secured by condition.
Hampshire Fire And Rescue Service	No objection - consultation required through Building Regulations.

Response to Public Advertisement

1 letter of support

Issues raised:-

- the proposal would reduce the amount of cars using the site when compared to the use as a GPs surgery; and,
- the development of the building frontage would not be detrimental.

3 letters of objection

Issues raised:-

- the details of the Parking Stress Survey are contested as the parking bays on Norfolk Road are often full
- complaints have been made to Gosport Borough Council and Hampshire County Council about parking issues locally but nothing is done
- there are often times when there are no parking spaces during the day or night
- the survey appears to show that parking is not an issue
- insufficient parking spaces have been allocated for this site and this would lead to parking issues on surrounding roads
- residents on Norfolk Road have garage blocks opposite the doctors surgery may become blocked if residents do not have sufficient parking and most existing residents use their garage every day. If allowed, sufficient mitigation should be in place during building works to prevent obstruction
- the number of flats should be reduced to ensure that the demand for parking can be met and the stress on surrounding roads; and,
- access needs to be maintained to the rear of all properties on Brockhurst Road, especially the front/rear of the pharmacy that has patients with access issues and operational needs.

Principal Issues

1. Previous parking complaints and a lack of enforcement are not material planning considerations. There is separate legislation that is best placed to address issues with vehicle obstruction (Police). The main issues are, therefore, whether: the proposal is acceptable in principle, design, amenity, parking/highways and ecology terms.
2. The existing building has a lawful use as a doctor's surgery which falls within Class E and means that the existing building could be used range of alternative uses without requiring planning permission, such as: offices, shops, restaurants, cafes, health services, nurseries, gyms and leisure use. Class E uses also have permitted development rights under Class MA to change their use to residential with the Local Planning Authority's considerations under this right limited to transport, contamination, flooding, noise, and natural light. This is a fall-back position for the applicant.
3. The principle of providing additional dwellings within the urban boundary area of Gosport, which the site is within, is established by Policies LP1 and LP3 of the Gosport Borough Local Plan 2011 - 2029, subject to compliance with other policies in respect of: evidenced justification for loss of community facility, design, and impact on neighbours, parking, and ecology for example. Policy LP24 of the Gosport Borough Local Plan 2011 - 2029 encourages a range of dwelling sizes to meet the needs of existing and future residents and the floor areas would comply with the minimum standard in the Nationally Described Space Standards and would accord with the requirements of Policy LP24 in respect of dwelling type.
4. Relating to the loss of community facilities, Policy LP32 (Community, Cultural and Leisure Built Facilities) of the Local Plan states that:
"Planning permission will not be granted for development which would result in the loss of existing community, cultural, sports, recreation and built leisure facilities unless it can be demonstrated that:
 - a) an assessment has been undertaken which has clearly shown the buildings to be surplus to requirements for that particular purpose; or
 - b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; and
 - c) it can be demonstrated that there are no other viable community, cultural, sports, recreation or built leisure uses for the premises or site and that there have been reasonable attempts to sell/let them for these purposes.
5. The Council will normally resist any proposal that would involve the loss of existing community, cultural, sport and built leisure facilities. Proposals for a change of use or redevelopment of existing facilities will only be considered where the Council is satisfied that the building is no longer required for its existing or recent function (the tests at Point 5 in Policy LP32)".
6. Also, it will be necessary to demonstrate that there are no other viable community, cultural, sports, recreation or built leisure uses for the buildings or the site for which there is a local need. Consequently it will be necessary to investigate the possibility of using the building for these other uses. In the case of a building used for sports it will be necessary to investigate alternative sports uses prior to community, cultural and built leisure uses.
7. The applicant has provided a justification in their supporting statement relating to the site no longer being needed for health care purposes, which states: "the Clinical Commissioning Group took the decision to close the practice and distribute the patients from Brockhurst medical centre to the many other GP practices in the area. The property has been marketed for sale, with Beals Estate agent, since 1st January 2021. To date there have been no offers. We have also marketed the property to rent through the commercial agent Flude". Given this and, in particular, the provisions of the Use Classes Order that allow the building to be used for a range of Class E uses that would not be considered as a community or cultural use without the requirement for planning permission, the principle of a change of use is acceptable and would accord with Policy LP32 of the Gosport Borough Local Plan 2011 - 2029.

8. The alterations to the building and roof would be of a scale and form in keeping with the existing property and wider streetscene and would be well-balanced and sympathetic additions. Subject to a condition to secure matching materials the development would be acceptable in design terms and would accord with Policy LP10 of the Gosport Borough Local Plan 2011 - 2029 and the Design SPD 2014.

9. The proposed side windows would take light and outlook over 143/145 Brockhurst Road with additional windows at first and second floor levels. Although the additional windows at first floor level would look onto an existing elevation, there is some potential for the windows at second floor level to limit the potential for future development at 143/145 Brockhurst Road. Of the seven windows on the east elevation over 143/145 Brockhurst Road, five would provide secondary light/outlook or serve bathrooms. Two of the windows would provide primary light and outlook for a bathroom and the internal layout is such that this could not be changed. Although a condition could be imposed to secure obscure glazing for five of the seven windows to reduce the potential to prejudice future upward development of the adjoining building, this would be inappropriate for the bedroom as its sole means of access to light and outlook. However, If development was to come forward at the adjoining premises at 143/145 Brockhurst Road, a roof form of similar scale and appearance and outlook into the lightwell as proposed here, is likely to be acceptable, such that this development would not prejudice future development on the adjoin site - subject to a planning condition to secure obscure glazing over five of the seven windows.

10. The additional scale and building bulk created by the development would impact on the light and outlook from the adjoining properties 137/143 Brockhurst Road. The existing lightwell is some 2m wide on both sides of the property and although this would not be reduced as part of the development, the additional storey would further reduce actual and perceived access to light and outlook for existing and future occupiers. When considering the internal layout, the proposed floor plans are considered to represent the best available option for the proposed number of flats and other layouts would be contrived and result in an underuse of the building. Given that the minimum separation distances in the Design SPD are not achievable on this site and the prior approval fall-back position available to the applicant, the degree of harm caused to existing and future residents, although harmful, would not be so significant to warrant refusal.

11. With regards to the depth of proposed building and windows in the rear elevation and their relationship with the adjoining properties, this would not have a significant impact on amenity with regards to loss of light, outlook, privacy or sense of enclosure over and above the existing building relationship.

12. On this basis, the development would not conflict with Policy LP10 of the Gosport Borough Local Plan 2011 - 2029.

13. There is sufficient land to the rear of the existing building to ensure vehicles can deliver and work without blocking or obstructing the access way and a construction traffic management plan is not considered to be required.

14. Under the Adopted Parking SPD the proposed level of development / mix of units would require a total of:-

- allocated parking is 12 residential and 2 visitor spaces (14 spaces); and,
- unallocated parking 10 residential and 2 visitor spaces (12 spaces).

15. The site plan indicates that 8 spaces would be provided that meet the minimum size requirements of the Parking SPD and accessed via an Adopted rear service road from Norfolk Road. Against the lowest standard, there would be a shortfall of 4 spaces. This needs to be considered in the context of a shortfall of spaces for the previous use which under the SPD would have required 20 spaces and had no more than 8 (a shortfall of 12 spaces).

16. The Parking SPD is intended to ensure that development meets the expected parking demands of future occupiers, which should be met on-site so as to not be detrimental to the amenity of existing residents or highway safety. Accepting development where the Adopted Parking SPD standards are not met will inevitably increase the number of vehicles parked on-street and ultimately on-street parking capacity will be reached - on-street parking demands are already high in the areas surrounding this site. With fluctuations in households sizes and car ownership there

may be future implications for highway safety, and the function / capacity of the surrounding road networks when the availability of parking is outstripped by demands. Developments which do not meet their reasonable parking needs on-site will collectively be detrimental to highway safety and the function / capacity of the surrounding road networks. It should also not be presumed that it is appropriate to fill all road side space to capacity.

17. It is noted that the Planning Statement details the existing use of the site as a Doctor's Surgery and that this would have generated significant kerbside demand for on-street parking. The Parking SPD indicates that when the doctor's surgery was in operation, an estimate of 4 vehicles per room would be expected. When the surgery closed, 5 rooms were in operation and on this basis, it is assumed the doctor's surgery had a demand for 20 car parking spaces. Whilst the demand for a doctor's surgery would be at a different part of the day when compared to residential properties, the previous use required most parking to be accommodated on-street. This is considered to be material consideration, given that a former Class D2 Use (now Class E Use) could resume operating from the site.

18. A Parking Stress Survey in accordance with the Lambeth Methodology (the best practice method of carrying out parking surveys) has been submitted to support this application with surveys extending to parking within 200m walking of the site. This requires surveys to be undertaken late at night to ensure that most people would be at home. The survey states (pg.5): "As an indication of the message from the results we would suggest that 85% is an indicative level at which parking stress becomes a cause for concern after allowance has been made for parking generated by the development. At this point, residents will begin to have difficulty parking close to their homes. Anything over 95% represents a situation where full capacity has effectively been reached". Although the survey indicates the average stress is 57.69%, this figure is higher when the time limited spaces on Brockhurst Road are removed as some residents may not move vehicles during the day, giving a revised parking stress of 87.25% on day 1 figures (156 spaces - 54 spaces on Brockhurst Road = 102 spaces. Usage of 89 spaces / 102 (x100) = 87.25%). Section 5 of the Parking Survey concludes: "The day 1 result at 57.05% and day 2 result at 57.69% give an average occupancy level of 57.37%, reflecting an average of 67 unoccupied parking spaces during the survey nights. From our experience, many Councils will consider that this provides capacity for further parking within the area".

19. Several representations have raised concerns on the accuracy of the Parking Stress Survey, given the demand for parking locally. With time limited spaces included, the stress for parking is considerably lower. However, reflecting the needs of residents during the day and removing the time limited spaces, the parking stress locally is considerably higher. The development would provide 8 Parking SPD compliant parking spaces, which is a shortfall of two residential and two visitor spaces that would have to be met on the road that has limited capacity.

20. In terms of site characteristics, it is within a short walk of the E2 Eclipse bus, a high frequency route with links to Gosport Town Centre and Fareham, with buses every 15 minutes. Both Gosport Town Centre and Fareham offer a variety of well-connected transport options. In instances where harm would occur but the site is accessible by high frequency public transport, it is important to establish the level of likely harm that would occur, if permitted. Point 3 of Policy LP23 of the Local Plan indicates that to encourage the use of public transport, a site should not be more than 400m from a bus stop. Point 7 of Policy LP23 recognises that where a site has higher levels of accessibility to alternative modes and in the interests of encouraging modal shift, lower parking standards may be accepted. Each flat would also have access to secure and weatherproof cycle storage.

21. Although some degree of impact would occur from the shortfall of parking spaces, given the high demand at peak times, it is considered that on balance, the site's accessible location and access to alternative travel would mitigate any significant harm and this part of the development would not conflict with Policy LP23 of the Local Plan.

22. Cycle and refuse storage has been indicated on the submitted plans and subject to a condition to secure the final details would be acceptable.

23. The proposal would introduce new dwellings which are likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth

Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. To address this impact, a contribution towards appropriate mitigation, in accordance with the Gosport Bird Disturbance Mitigation Protocol, is required and can be secured prior to the occupation of the dwelling under a Legal Agreement. The applicant has agreed to provide mitigation in accordance with the Protocol, such that the proposal would comply with Policies LP42 and LP44 of the Local Plan.

24. Natural England have raised concerns that new dwellings are causing increased levels of nitrogen and phosphorus input to the water environment in the Solent with evidence that these nutrients are causing eutrophication at European and internationally designated habitat sites and additional mitigation measures would be required to offset any increases in nitrogen discharges that would result from the proposals. Natural England advise that proposals for new residential development should achieve nitrogen neutrality to avoid harm to these sites and the calculation has been undertaken to confirm the level of mitigation required.

25. The proposed approach is one of land use off-setting whereby the increase in 3.9Kg nitrogen per year at the site is offset by a corresponding reduction in nitrogen elsewhere in the subcatchment. It is a requirement that the change in use at the mitigation site is legally secured in for the lifetime of the development and that necessary maintenance to ensure the new low nitrogen usage is also secured. In this instance the land indicated as available is in the Meon Valley and will be owned and managed by H.N. Butler Farms Ltd once removed from agricultural use and for the lifetime of the development. The applicant has made a financial contribution to the H.N. Butler Farms Ltd. to an equivalent level to offset the amount of nitrogen produced by the development (nitrogen budget).

26. Natural England has reviewed the Appropriate Assessment and are satisfied with these proposed mitigation measures. The full details of these measures would be secured by planning condition, along with securing measures limiting water usage within the properties to 110ltr per person per day. This is an acceptable approach to mitigating the proposed development and as such it would not cause harm to European and internationally designated protected sites in accordance with Policies LP42 and LP44 of the Gosport Borough Local Plan 2011-2029.

27. Policy LP44 of the Gosport Borough Local Plan 2011-2029 requires appropriate development to provide bio-enhancements, such as bird and bat boxes. Subject to a condition to secure these details, the development would comply with Policy LP44 of the Gosport Borough Local Plan 2011-2029.

Equalities Impact Assessment: No Implications

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

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

TQRQM20358092022201 - Block Plan (scale 1:500, dated 23.12.2020)

PG5198.20.02 REV C - Proposed Floor Plan

PG5198.20.03 REV C - Proposed Floor Plan, Site Plan and Elevations

PG5198.20.4 REV C - Proposed Area Plans and Room Schedule

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

3. a) Development above slab level shall not commence until biodiversity enhancement measures (to include a minimum of two built-in bat and bird bricks to the rear (north) of the building and two nesting units for Common Swift on the northern or southern elevations) have been provided in

accordance with plans and details that shall first be submitted to and approved, in writing, by the Local Planning Authority.

b) The approved biodiversity enhancement measures shall be permanently retained thereafter.

Reason - To ensure that biodiversity enhancements are provided as part of the development in accordance with Policy LP41 of the Gosport Borough Local Plan, 2011-2029.

Reason - To conserve and enhance biodiversity in accordance with the Conservation Regulations 2010, the Wildlife & Countryside Act 1981, the NERC Act 2006, NPPF and with Policy LP44 of the Gosport Borough Local Plan 2011-2029.

4. The development hereby permitted shall not be occupied until:

a) a water efficiency calculation in accordance with the Government's National Calculation Methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to and approved, in writing, by the Local Planning Authority; and,

b) a mitigation package demonstrating that any additional nutrient input arising from the development will not have an adverse effect on the integrity of the protected European Sites, has been submitted to and approved, in writing, by the Local Planning Authority.

c) the water efficiency and nutrient mitigation measures have been implemented in accordance with the details approved under a) and b) of this condition.

Reason: To prevent increased discharge of nitrogen into the water environment of European designated nature conservation sites in The Solent to comply with the Conservation of Habitats and Species Regulations 2017 and Policies LP42 and LP44 of the Gosport Borough Local Plan 2011-2029.

5. a) The development hereby permitted shall not be occupied until secure and weatherproof long-term cycle storage facilities and secure short stay cycle parking facilities have been provided in accordance with a detailed scheme that shall be submitted to and approved, in writing, by the Local Planning Authority.

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

Reason - In order to ensure that adequate cycle storage is provided to promote and encourage cycling as an alternative to use of the private motor car in compliance with Policy LP23 of the Gosport Borough Local Plan 2011-2029.

6. a) The development hereby permitted shall not be occupied until facilities for the storage and collection of refuse and recyclable materials generated by the development have been provided in accordance with a detailed scheme that shall be submitted to and approved, in writing, by the Local Planning Authority.

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

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

7. a) The development hereby permitted shall not be brought into use until the facilities shown on the approved plan PG5198.20.03 REV C (Proposed Floor Plan, Site Plan and Elevations); for the parking of vehicles have been provided.

b) The parking facilities shall thereafter be retained.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with LP23 of the Gosport Borough Local Plan 2011-2029 and the Parking SPD.

8. The materials to be used shall match in type, colour and texture, those on the existing building unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

9. The second floor windows on the eastern elevation serving flat 8 (apart from those serving flat 8 bedroom 2) as shown on plan PG5198 20 03 Rev C hereby permitted; shall be glazed with obscured glass to a minimum of Level 4 of the Pilkington scale (or any other equivalent as may be agreed in writing with the Local Planning Authority) and shall be non-openable below a distance of 1.7 metres above the finished floor level of the room in which it is installed.

Reason - To preserve the amenities of the occupiers of the adjoining property, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

ITEM NUMBER: 02.
APPLICATION NUMBER: 21/00066/FULL
APPLICANT: Mr Michael Lloyd
DATE REGISTERED: 23.02.2021

ERECTION OF TWO-STOREY DETACHED DWELLING (as amended by plans received 01.12.21)
35 Pannall Road Gosport Hampshire PO12 4PP

The Site and the proposal

1. The site is located on the north side of Pannall Road and at its junction with Avery Lane. Number 35 is a two-storey semi-detached property situated at an angle to Pannall Road/Avery lane, along with number 115 Avery Lane, the other house in this pair. They have a brick plinth with unpainted rough render above. Number 35 has 3 windows on its side elevation serving non-habitable rooms. It has a large garden to the side, with a detached garage and driveway located close to the house. There are a mix of fences and walls surrounding the property, with a low brick wall to the northern boundary with number 33 Pannall Road.
2. The surrounding area, is primarily residential, with Brockhurst School located on the opposite side of Avery Lane. As noted above number 115 Avery Lane is the other half of this pair of semi-detached houses and has a triangular shaped garden to the rear and a further garden area on its east side. Number 33 is located to the north and is a rendered semi-detached house with a two-storey extension to the rear. It has a number of windows and a door on its side elevation facing the site which serve primarily non-habitable rooms, with one first floor bedroom window. The property is set off of the boundary by approximately 3m with its driveway running along this boundary leading to a detached garage/outbuilding which extends the full length of the rear garden. Opposite the site are numbers 113 Avery Lane and 36 Pannall Road, which are sited in a similar manner to the application property but with a smaller side garden to number 36, which includes a single storey side extension and detached garage.
3. The proposals were originally for the erection of a 4 bedroom detached house within the side garden of number 35 Pannall Road, however, amended plans have been received. The revised proposals have sought to address some of the issues with the previously submitted design. The property has been reduced in size and the number of bedrooms has been reduced from 4 to 3. Its siting and appearance have also been altered and the double garage projection, previously proposed, has been removed. The proposed dwelling would be mainly two-storey with a single storey garage attached to the southern elevation. The dwelling would be sited a minimum of 6m from the highway and have a two-storey projection on the front elevation at the northern end of the building, with a hipped roof stepped down from the main ridge. Linking the garage and two-storey projection would be a single storey roof canopy over the entrance. The building would be sited approximately 0.6m from the northern boundary with no.33 and 0.5m, at its closest, to the southern boundary with no.35, given the tapered boundary. The building would be approximately 9m deep, whilst the garage would extend to approximately 3m short of the rear elevation. The house would have an eaves height of 4.9m and an overall height of 8.2m. The garage would have an overall height of 4.7m, an eaves height of 2.2m and internal dimensions of 3.2m x 5.3m. The roofs would be hipped and the materials would be a mix of brick at ground floor, render at first floor and a tiled roof. Two parking spaces are shown within the front garden, at 2.4m x 5m accessed from an altered/extended dropped kerb. Three parking spaces are shown within the front garden of the existing garden, at 2.4m x 5m, but details of a dropped kerb have not been provided.

Relevant Planning History

Nil

Relevant Policies

Gosport Borough Local Plan 2011 – 2029:

- LP1 Sustainable Development
- LP2 Infrastructure
- LP3 Spatial Strategy
- LP10 Design
- LP23 Layout of Sites and Parking
- LP24 Housing
- LP39 Water Resources
- LP42 International and Nationally Important Habitats
- LP46 Pollution Control

Supplementary Planning Documents:

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

National Planning Policy Framework (NPPF), July 2021

Consultations

Streetscene Waste & Cleansing	No objection. Bin requirements will be 2 x 240 litre wheeled bins. Adequate storage shown for required bins.
Building Control	No objection, or adverse comments.
Natural England	Object - Further information required in respect of Nitrates and recreational disturbance.
Hampshire Fire And Rescue Service	No objection. Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations, and the Hampshire Act 1983 Section 12 - Access for Fire Service, for both existing and new buildings.
Local Highway Authority	No objection. The applicant states that a new vehicular access is proposed but no details of this have been submitted. If it a new dropped kerb access that is proposed then, should planning permission be granted, this will require a Section 171 licence.

Response to Public Advertisement

1 letter of objection received (to original plans)

Issues raised:

- loss of light to side elevation
- loss of privacy
- impacts of vehicles during construction, particularly given proximity to school.
- inadequate parking as well problems with turning.
- impacts on wildlife It would a shame if their natural habitat is interrupted.
- concerns where foul sewage will be drained as form indicates this is currently unknown.

1 letter of comment received (to original plans)

Issues raised:

- request requirement for nest boxes for House sparrow, Starling and Swift as part of any approval

1 letter of objection received (to amended plans)

Issues raised:

- loss of light to garden
- create sense of enclosure

Principal Issues

1. It is inevitable that there would be some impacts during construction, however, given the size of the proposals these would not be harmful and would need to be managed by the contractors. The main issues for consideration are, whether the proposals would have a detrimental impact on the character and appearance of the area, whether they would have a detrimental impact on the amenities of occupiers of neighbouring properties, make adequate parking provision and whether the proposals would have a detrimental impact on biodiversity interests.

2. The area surrounding the site comprises semi-detached properties of very similar design, many having two-storey bay windows on the front and a mix of brick and render. A number of properties have also been extended, such as the two-storey rear extension adjacent and the single storey extension opposite. The properties are all set back a fairly consistent distance from the highway. A similar design approach is followed on the majority of the surrounding roads, although accepting that Avery Lane has a much more varied character. The revised dwelling's design, with its projecting two-storey gable has some relationship to the remainder of the streets character and the use of brick and render in the manner proposed is also appropriate. Whilst the building would be sited slightly further back than its neighbours, this is not considered to be overly harmful in terms of its siting and appearance. There are examples of single storey side extensions locally and the proposed garage accords with this overall design approach. Whilst there would be more limited separation to the boundaries exaggerated by the taper of the boundary to number 35, the position of the single storey garage will provide some visual separation to reduce an otherwise cramped appearance. Similarly on the north side, the existing driveway of no. 33 provides some visual separation within the street. Overall the proposed dwelling would make more efficient use of this land and would not be harmful to the character and appearance of the area. The proposals are, therefore, in compliance with Policy LP10 of the Gosport Borough Local Plan and the Design Supplementary Planning Document in this respect.

3. The building would be sited approximately 4m of the side elevation of number 33 Pannall Road. This property has a first floor window in the side elevation which serves a bedroom. Given the close proximity, the proposals would have a harmful impact on the light and outlook to this window which would be detrimental to the amenities of the occupiers of this property. Whilst there are other windows on this elevation, they serve non-habitable rooms and as such any impact on these would not be harmful, which would also be the case for the adjacent driveway. The building would be, sited in very close proximity to number 35, with parts of the building almost directly on the boundary. A proportion of the boundary would remain open to the rear garden, and the closest part of the building to the boundary would be adjacent to the existing dwelling and single storey. Given the orientation and siting of the building it is not considered that the proposals would have an unacceptable relationship to number 35 that would have an overbearing impact or cause harmful loss of light, or outlook to its occupiers. Given the separation distances and/or views across the highway, the relationships to those properties to the rear and on the opposite side of Pannall Road, are considered to be acceptable. There are no first floor windows on the side elevations, with the exception of a landing window that could be secured as obscure glazed if the proposals were acceptable in all other respects. The separation distances to the rear are acceptable, exceeding the guidance within the Design Supplementary Planning Document (SPD). The proposals would not, therefore, have a harmful impact in terms of loss of privacy. Overall the relationship of the proposals to the bedroom window at no.33 Pannall Road is such that the development would have a detrimental impact on the amenities of the occupiers of that neighbouring property contrary to Policy LP10 of the Gosport Borough Local Plan 2011-2029.

4. The garage would be of insufficient size to be considered a parking space as set out in the Parking SPD, although it is accepted that given its width it may be possible to accommodate a car within it. The proposals do indicate the provision of two parking spaces in the front garden, which numerically complies with the Parking SPD for a 3 bedroom property, however, no visitor provision is made. The spaces themselves fall below the 6x3m required for a driveway, as identified in the SPD, being 2.4m wide. There does appear to be enough space around them to either meet or be very close to meeting the size requirements of the Parking SPD, so could be acceptable in this respect. Given the proposals only relate to one dwelling it is not considered that the lack of visitor parking on-site would be overly harmful in this instance.

5. The proposals would remove any parking provision for the existing dwelling and whilst 3 spaces are indicated, no details of access to these has been shown. Given the close proximity to the junction with Avery Lane there is no guarantee that the Local Highway Authority will approve a new dropped kerb. Notwithstanding the issues with access, the spaces are below the size standards and there is inadequate space within the garden to allow vehicles to access the spaces, with an aisle width behind significantly less than the 6m required. This loss of existing parking and lack of re-provision would have an additional impact on parking demand within the locality. It is not, therefore, considered that the proposals can make adequate parking provision which could result in harmful overspill into the surrounding road network, and the proposals are contrary to Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Parking SPD.

6. No access to the rear garden is possible, other than through the garage. Bin storage is identified to the side of the garage, within the front garden which may be acceptable in an appropriate store. Given the garage is not counted as a parking space the required cycle storage, which is not identified on the plans, could be accommodated within it. Details of an appropriate refuse store and cycle storage facilities could be secured by condition if the proposals were acceptable in all other respects.

7. The site forms part of the garden area of the adjacent property, although separated and unkempt, there is no evidence that this is occupied by protected species. Should the application have been in acceptable in all other respects a condition requiring biodiversity enhancements, which could include bat/bird boxes, could be imposed.

8. The proposal will, introduce additional dwellings which are likely to result in increased recreational activity on the coast and a consequential impact on the protected species for which the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA are designated. The Gosport Bird Disturbance Mitigation Protocol sets out how the significant effect which this scheme would otherwise cause, could be overcome. The applicant has not provided any SPA mitigation in this way and no mechanism has been proposed to secure appropriate mitigation in accordance with the Protocol. Without mitigation the proposal is unacceptable and would have an unacceptable impact on protected species contrary to Policy LP42 of the GBLP.

8. Natural England have raised concerns that new dwellings are causing increased levels of nitrogen and phosphorus input to the water environment in the Solent with evidence that these nutrients are causing eutrophication at European and internationally designated habitat sites and additional mitigation measures will be required to offset any increases in nitrogen discharges that would result from the proposals. Natural England advise that proposals for new residential development should achieve nitrogen neutrality to avoid harm to these sites. In the absence of supporting information from the applicant in an ecological appraisal to demonstrate the development would be nitrogen neutral or would provide suitable mitigation, the development is unacceptable and would cause harm to European and internationally designated protected sites. The proposal would be contrary to Policy LP42 of the GBLP in this respect.

Equalities Impact Assessment: No Implications

RECOMMENDATION: Refuse

For the following reason(s):-

1. The proposal would, by reason of its inappropriate siting, scale, and layout, result in a detrimental impact on the occupiers of numbers 33 Pannall Road in terms of loss of light, and outlook, harmful to the residential amenities of those occupiers of neighbouring properties and contrary to Policy LP10 of the Gosport Borough Local Plan 2011-2029 and the Design: Supplementary Planning Document.
2. The proposal fails to provide adequate off-street parking provision within the site clear of the highway and would impact on the availability of parking for the existing property, resulting in the likelihood of vehicles parking on the public highway to the detriment of the amenity of the area and highway safety and contrary to Policy LP23 of the Gosport Borough Local Plan 2011-2029 and the Gosport Borough Council Parking: Supplementary Planning Document.
3. The proposal does not make adequate provision to mitigate against the harmful impacts of recreational disturbance on the Portsmouth Harbour SPA, the Solent and Southampton Water SPA and the Chichester and Langstone Harbours SPA sites to the detriment of the protected and other species for which these areas are designated, contrary to Policy LP42 of the Gosport Borough Local Plan 2011 - 2029, the Solent Special Protection Areas Gosport Bird Disturbance Mitigation Protocol 2016 and the Conservation of Habitats and Species Regulations (as amended).
4. The proposal fails to demonstrate the development would be nitrogen neutral and/or would provide mitigation to off-set any increased nutrient discharge associated with the proposal and would therefore cause unacceptable harm to European and Internationally designated habitat sites which would be detrimental to the protected and other species for which these areas are designated. The proposal is therefore contrary to Policies LP42 and LP44 of the Gosport Borough Local Plan 2011-2029, the Wildlife and Countryside Act 1981 (as amended) and The Conservation of Habitats and Species Regulations 2017.

ITEM NUMBER: 03.
APPLICATION NUMBER: 21/00540/FULL
APPLICANT: Mr Murat Aksoy
DATE REGISTERED: 23.11.2021

ERECTION OF SINGLE STOREY SIDE / REAR EXTENSION (RETROSPECTIVE APPLICATION)
23 Kensington Road Gosport Hampshire PO12 1QY

The Site and the proposal

1. The application site is located on the eastern side of Kensington Road. The property is a two storey semi-detached dwellinghouse constructed of red brick, white render and uPVC windows and doors under a hipped, tiled roof. At the front of the property is a small wall and gate. On the southern side of the property was a garage, which has been removed, and has a small area of hardstanding at the front of it. At the rear of the property was a conservatory, which has now been removed, which was 2m deep in an approximately 7.9m long garden which is enclosed by fencing. The property to the south, number 25 Kensington Road, is approximately 1.8m away from the application property. The properties in the immediate area are of similar size and design to the application property, many of which have had alterations to them.

2. The proposal is for the retention of a single storey side and rear extension which is largely constructed with elements of the external finish yet to be completed. It is 'L' shaped and is on the rear and southern elevations of the property. It has an overall depth of 11m of which 2.9m projects from the rear of the existing dwelling and has an overall width of 8.3m of which 2.1m projects from the side of the existing dwelling. It has a flat roof with a maximum height of 3m. There would be 5 windows and patio doors on the rear elevation. It is indicated to be finished in matching materials.

Relevant Planning History

Nil

Relevant Policies

Gosport Borough Local Plan 2011 – 2029:
LP10 Design

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

National Planning Policy Framework (NPPF), July 2021

Consultations

Nil

Response to Public Advertisement

3 objections

Issues raised:-

- boundary issues
- internal alterations
- removal of chimney breasts
- construction issues
- loss of light

Principal Issues

1. Boundary issues are not planning considerations and would be dealt with as a private matter. The removal of the chimney breasts and internal alterations would not require planning permission. Any issues relating to foundations and damp proof course would be dealt with by Building Regulations. Therefore, the main issues for consideration are the appropriateness of the design of the proposal, its impact on the appearance of the locality and any effect on the residential amenities of the occupiers of adjacent properties.
2. The proposed extension has a simple design and would be finished in appropriate materials which can be secured by the imposition of a suitably worded planning condition. Subject to this the proposals would be in keeping with the design of the existing property and the neighbouring dwellings and as such would not be out of character with the surrounding residential area. The proposal is therefore considered appropriate in design terms in this location and would comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029 in this regard.
3. The overall height and depth of the proposed extension, taken together with its siting is such that when related to neighbouring properties it does not harm the amenity of the occupiers. Whilst there would be a degree of loss of light and increased overshadowing of adjacent properties, this would not be so significant as to justify a refusal on amenity grounds. The proposal does not include any windows in the side elevations of the extension and the doors in the rear elevation look onto the application property's enclosed rear garden.

Equalities Impact Assessment: No Implications

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
1111-A, 1130-A, 1131-A, 1210-A
Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.
2. The materials to be used shall match in type, colour and texture those on the existing dwelling unless otherwise agreed, in writing, with the Local Planning Authority.
Reason - To ensure satisfactory visual relationship of the new development to the existing, and to comply with Policy LP10 of the Gosport Borough Local Plan 2011-2029.

ITEM NUMBER: 04.

APPLICATION NUMBER: 21/00615/FULL

APPLICANT: Mr Kevin Casey

DATE REGISTERED: 24.12.2021

**ALTERATIONS TO ENTRANCE INCLUDING ACCESS RAMP, HANDRAIL AND STEPS
AND INSTALLATION OF TIMBER DOOR WITHIN EXISTING OPENING (Listed Building)
No 2 Battery Stokes Bay Road Gosport Hampshire**

The Site and the proposal

1. This application relates to a former No.2 gun battery of circa 1860, built as part of the fortifications to protect Portsmouth Harbour and designated as a Grade II* Listed Building. The basic structure was designed to house guns within casemates, supported by a series of ancillary rooms and was further developed during the Second World War. The fort is currently operated by the Historic Diving Society. The Battery is located outside of the Urban Area Boundary of Gosport and within the Fareham-Gosport Strategic Settlement Gap. The grassed lawn on the southern side of the Battery is designated as Open Space.

2. Planning permission is sought for alterations to the entrance to include an access ramp, handrail and steps and the installation of a timber door within the existing opening. The south to north section of the pedestrian access ramp would be 13.25m deep and would be bolted to the existing concrete surface, rather than the elevation of the Listed Building. To provide the level access required for wheelchairs, pushchairs etc. the distance required is considerable and this ramp would zig zag along the open space to the south of the fort. The first section of the zig zag ramp is from east to west and would be some 10m in length where it would join a level platform that would be approximately 2.2m deep by 3.45m wide. From the level platform, it would turn towards the entrance in an east-west direction and would be some 5m in length where it would join with the pedestrian access ramp. At this section of the pedestrian/level access ramp would be a handrail adjacent to the entrance to the Diving Museum that would be bolted to the ramp (not the Listed Building) that would be 1.1m high and 3.5m deep. Several steps would lead from the pedestrian ramp to this level entrance. Both sections of the ramp would vary in width from 1.65m to 1.8m. Within an existing brick archway, a timber door on the north elevation would be installed that would improve the means of escape from within the building and would not require the existing opening to be widened. This was an existing opening that was blocked at the time the building was converted for use as a civil defence centre.

3. The site is within close proximity to the Browndown Site of Special Scientific Interest (SSSI) and the priority habitat coastal vegetated shingle.

4. This application has been brought to the Regulatory Board for determination because the Museum Director and the Vice Chair of the Historical Diving Society (the applicant) is an elected Councillor.

Relevant Planning History

21/00530/LBA - installation of underfloor heating system to the link corridor and air source heat pump - consented 13.01.2022

21/00549/FULL - replacement of existing exhibit to south of No.2 Battery - permitted 13.01.2022

21/00616/LBA - installation of timber door within existing opening, alterations to entrance including internal access ramp, platform lift and handrail and repairs to gun emplacements - pending

Relevant Policies

Gosport Borough Local Plan 2011 – 2029:

LP44 Protecting Species and Other Features of Nature Conservation Importance

LP1 Sustainable Development

- LP3 Spatial Strategy
 - LP10 Design
 - LP11 Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens
 - LP43 Locally Designated Nature Conservation Sites

Supplementary Planning Documents:

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

National Planning Policy Framework (NPPF), July 2021

Particular obligations fall upon the Local Planning Authority in determining any application which might affect a listed building or its setting or a Conservation Area. Section 66 of The Listed Buildings and Conservation Areas Act 1990 (as amended) places a duty on the authority to have "special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses".

Consultations

Building Control	No response received.
Joint Committee Of The National Amenity Societies	No response received.
The Gosport Society	No objection.

Response to Public Advertisement

Nil

Principal Issues

1. The main issues in this case are: whether the proposal is acceptable in principle; whether the proposal would be acceptable design terms and the impact on the Listed Building; whether there would be a significant impact on amenity; and, whether there would be a likely significant impact on ecology.
 2. The principle of the use of the site as a museum by the Historic Diving Society and the use of the land south of the Diving Museum has been established by other permissions, such as those for the display of exhibits (10/00126/FULL, 11/00149/FULL and 21/00549/FULL). Although the application site is located outside of the defined Urban Area Boundary, the proposal would allow for direct access to the Diving Museum for persons of restricted mobility, to explore the building's maritime heritage, the coastal location and the recreational value of Stokes Bay more generally. The external access ramp, would occupy a very small footprint in comparison to the overall size of the Battery, and the larger, more open expanses of the Alver Valley to the north and Browndown to the west, and would be sited on land that is not publicly accessible. It would also be sited adjacent to the more urban context of the public car park. The proposed external access ramp, stairs and handrail would not, therefore, individually, or cumulatively with the harm the recreational value of the Open Space, or physically or visually diminish the attractive, open character of the Fareham/Gosport Strategic Gap. Although the zig zag of the ramp would have some prominence, its limited height and positioning would not prejudice landward or seaward views. Under the circumstances, the proposal is acceptable in land use terms and is appropriate in this coastal location, in accordance with the Policies LP1 and LP3 of the Gosport Borough Local Plan 2011 - 2029.
 3. The installation of a timber door within an existing opening to put back an entrance that previously existed is considered to be acceptable, subject to a condition to secure the use of timber

and would be acceptable in design terms, preserving any features of special architectural or historic interest of the Listed Building in accordance with Policies LP10 and LP11 of the Gosport Borough Local Plan 2011 - 2029.

4. The alterations to the entrance including the zig zag access ramp, stairs and handrail, although reversible, would prejudice some view of the Battery. The applicant has provided comment in the supporting Heritage Statement in relation to the alignment with historic gun emplacements and openings in relation to the access ramp being an assault on the Battery. However, without the use of interpretation boards, it is questionable whether this would be interpreted as such and the access ramp and other features would be alien features in the context of the Listed Building, resulting in less than substantial harm. Paragraph 196 of the NPPF states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use". In this case, the alterations would allow persons of restricted mobility to access the Diving Museum and ensure they can continue to operate from this site, which is considered sufficient public benefit to outweigh the less than substantial harm caused to the Listed Building. The works are also reversible and would not be attached to the fabric of the Listed Building. In line with other permissions for this site, a condition is proposed requiring the access ramp, stairs and handrail to be removed and the land restored to its former condition within 56 days from the date that No.2 Battery is no longer used as by the Historic Diving Society as a museum, in accordance with a written scheme of work to be submitted and approved, in writing, by the Local Planning Authority. Subject to this condition, the proposed development would be acceptable in design terms and would preserve the setting of the Listed Building, in accordance with Policies LP10 and LP11 of the Gosport Borough Local Plan 2011 - 2029.

5. The proposed works would be located on the southern side of the building, approximately 40 metres away from the nearest residential occupiers in Stokes Bay Mobile Home Park. Although the use of the ramps may lead to some increased noise disturbance, this is not considered to be of a level over and above that which would be expected from the comings and goings of existing visitors to the Historic Diving Society, in accordance with Policy LP10 of the Gosport Borough Local Plan 2011 - 2029.

6. The proposed development, by reason of its small scale, and limited requirement for ground disturbance, would not harm the nature conservation interests of the nearby ecological assets in accordance with Policies LP42 and LP43 of the Gosport Borough Local Plan 2011 - 2029.

Equalities Impact Assessment: Yes – comments contained in the report

RECOMMENDATION: Grant Permission

Subject to the following condition(s):-

1. The development hereby permitted must be begun within a period of three years beginning with the date on which this permission is granted.

Reason - To comply with Section 91 of the Town and Country Planning Act, 1990 (as amended).

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

1005/509 REV P1 - Location Plan

1500/51 REV P1 - Block Plan of the Site

1005/520 REV P1 - Proposed Entrance Plan

1005/521 REV P1 - Proposed Section AA

1005/522 REV P1 - Proposed Section BB

1005/523 REV P1 - Proposed Floor Plan

1005/524 REV P1 - Proposed Elevations

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policies LP10 and LP11 of the Gosport Borough Local Plan 2011-2029.

3. The external access ramp, handrail and steps hereby approved shall be removed and the land restored to its former condition within 56 days from the date that No.2 Battery is no longer used as a museum by the Historic Diving Society, in accordance with a scheme of work submitted to and approved, in writing, by the Local Planning Authority.

Reason - In the interests of the amenity of the area and to preserve the architectural and historic character, and setting, of the Listed Building and to comply with Policies LP10 and LP11 of the Gosport Borough Local Plan 2011 - 2029.

ITEM NUMBER: 05.

APPLICATION NUMBER: 21/00616/LBA

APPLICANT: Mr Kevin Casey

DATE REGISTERED: 08.12.2021

LISTED BUILDING APPLICATION - INSTALLATION OF TIMBER DOOR WITHIN EXISTING OPENING, ALTERATIONS TO ENTRANCE INCLUDING INTERNAL ACCESS RAMP, PLATFORM LIFT AND HANDRAIL AND REPAIRS TO GUN ENPLACEMENTS

No 2 Battery Stokes Bay Road Gosport Hampshire

The Site and the proposal

1. This application relates to a former No.2 gun battery of circa 1860, built as part of the fortifications to protect Portsmouth Harbour and designated as a Grade II* Listed Building. The basic structure was designed to house guns within casemates, supported by a series of ancillary rooms and was further developed during the Second World War as a civil defence fort. The fort is currently operated by the Historic Diving Society. The Battery is located outside of the Urban Area Boundary of Gosport and within the Fareham-Gosport Strategic Settlement Gap. The grassed lawn on the southern side of the Battery is designated as Open Space.

2. Listed building consent is sought for: the installation of a timber door within an existing opening; alterations to entrance including the installation of an internal access ramp, platform lift and handrail; and repairs to gun emplacements. Within an existing brick archway, a timber door on the north elevation would be installed that would improve the means of escape from within the building and would not require the existing opening to be widened. This was an existing opening that was blocked at the time the building was converted for use as a civil defence centre. An internal ramp would allow visitors to negotiate a change in levels between the east and west ranges of the building and would be sited on the line of and within the frame of the blast doors from the previous use as a civil defence post. The ramp would have a textured surface and its installation would be reversible. In the entrance way, a platform lift would provide access from the entrance height of some 3.95m to the floor level of the Diving Museum of 3.08m. The access lift and handrails adjacent would be bolted to the surface of the existing building. The concrete surface to the gun emplacements is deteriorating and repairs would include (if required) the cutting out of the surface and re-filling with reproduction mixes to be used to replicate the colour, hardness and texture of the existing surface as closely as possible. Due to the extent of the repair work, they have been included in this application for completeness.

Relevant Planning History

21/00530/LBA - installation of underfloor heating system to the link corridor and air source heat pump - consented 13.01.2022

21/00549/FULL - replacement of existing exhibit to south of No.2 Battery - permitted 13.01.2022

21/00615/FULL - alterations to entrance including access ramp, handrail and steps and installation of timber door within existing opening - pending

Relevant Policies

Gosport Borough Local Plan 2011 – 2029:

LP11 Designated Heritage Assets including Listed Buildings, Scheduled Ancient Monuments and Registered Historic Parks & Gardens

National Planning Policy Framework (NPPF), July 2021

Particular obligations fall upon the Local Planning Authority in determining any application which might affect a listed building or its setting or a Conservation Area. Section 66 of The Listed Buildings and Conservation Areas Act 1990 (as amended) places a duty on the authority to have

"special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses".

Consultations

The Gosport Society	No objection.
Joint Committee Of The National Amenity Societies	No response received.
HCC Landscape Planning & Heritage	No objection - the proposals for the internal access ramp and platform lift are discrete and reversible and would cause no lasting impact on the fabric of the building. Whilst the proposed opening of the blocked doorway would result in less than substantial harm to the building, the public benefits outlined in the heritage statement are sufficient to outweigh this harm. No archaeological issues are raised.

Response to Public Advertisement

Nil

Principal Issues

1. The main issues in this case are the acceptability of the external alterations and the impact on the Listed Building having special regard to the desirability of preserving the building or any features of special architectural or historic interest which it possesses.
2. The installation of a timber door within an existing opening to put back an entrance that previously existed is considered to be acceptable, subject to a condition to secure the use of timber. The extensive repairs to the gun emplacements would ensure their longevity and would be acceptable. This part of the proposal would preserve any features of special architectural or historic interest of the Listed Building in accordance with Policy LP11 of the Gosport Borough Local Plan 2011 - 2029.
3. The entrance alterations including an internal access ramp, platform lift and handrail, although reversible, would be read in the context of the Listed Building and would be alien features, resulting in less than substantial harm. Paragraph 196 of the NPPF states: "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use". In this case, the alterations would allow persons of restricted mobility to access the Diving Museum and ensure they can continue to operate from this site, which is considered sufficient public benefit to outweigh the less than substantial harm caused to the Listed Building. On this basis, the proposal would not conflict with Policy LP11 of the Gosport Borough Local Plan 2011 - 2029.

Equalities Impact Assessment:

RECOMMENDATION: Grant Listed Building Consent

Subject to the following condition(s):-

1. The works hereby consented must be begun within a period of three years beginning with the date on which this consent is granted.

Reason - To comply with Section 18 of the Planning (Listed Buildings and Conservation Area) Act 1990 (as amended).

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

1005/509 REV P1 - Location Plan

1005/510 REV P1 - Block Plan of the Site

1005/520 REV P1 - Proposed Entrance Plan

1005/521 REV P1 - Proposed Section AA

1005/522 REV P1 - Proposed Section BB

1005/523 REV P1 - Proposed Floor Plan

1005/524 REV P1 - Proposed Elevations

1005/525 REV P1 - Proposed Internal Ramp & Section CC

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policy LP11 of the Gosport Borough Local Plan 2011-2029.

3. The door on the northern elevation as shown on plan 1005/524 REV P1, hereby consented, shall be of timber construction and permanently retained in that condition unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - To safeguard the special architectural or historic interest of the Listed Building in accordance with Policy LP11 of the Gosport Borough Local Plan 2011-2029.