

**PLANNING DEVELOPMENT CONTROL COMMITTEE - WEDNESDAY,
14 DECEMBER 2016**

UPDATES FOR COMMITTEE

- 6. COMMITTEE UPDATES (Pages 1 - 4)**

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UPDATES FOR COMMITTEE

Item 3(a) - Old Forge, Salisbury Road, Breamore (Application 16/10603)

The Chairman of Breamore Parish Council has made the following comment:

“I can confirm that Cllr Harling’s objections directly parallel those raised by Breamore Parish Council (BPC), as submitted by myself and our clerk. I support Cllr Harling’s presence on behalf of BPC to reconfirm the Council’s objection to any relaxing of planning control in respect of the Old Forge - where the owner and members of their extended family have frequently flouted planning controls and illegally altered elements of a listed property.”

Item 3(b) - Bus Station, High Street, Lymington (Application 16/10754)

Lymington and Pennington Town Council have commented further and recommend refusal stating that: there is nothing in this revised proposal to overcome the objections made by the Town Council to the original application. They also believe that the Conservation Officer’s comments are central to consideration of any application to develop this important site.

One further letter of objection has been received raising concerns already referred to in paragraph 10 of the report.

Further comments have been received from the Highway Engineer which re-inforce the comments already made as follows:

“The Highway Authority originally had concerns over the width of the access onto the High Street and facilities for the turning of emergency and refuse vehicles within the site.

The concerns in respect of turning of larger vehicles were addressed by the applicant by the provision of a suitable bin store within 25 metres of the highway and the undertaking to provide a suitable sprinkler system which would be subject to building control approval.

In respect of earlier concerns over the width of the vehicular access, it is acknowledged that there are already a number of existing car parks of similar and greater size which already have an access onto the High Street and have access widths which do not allow cars to pass in the vicinity of the highway.

The Highway Authority has obtained accident records which reveal no accidents within the past 5 years associated with the use of these accesses and therefore on further consideration withdrew its reason for refusal on the basis that any refusal based on the width of the access would be inappropriate in this instance as it would be unlikely to be sustained at appeal.

The proposed parking provision would be considered in accordance with that recommended by the SPD for the developments for the active elderly.

The proposed development would also result in an overall reduction of vehicular movements at the site compared with that which might result from the current use as a bus station.

Slight revisions to the first three reasons for refusal are required as follows:

1. The proposed development would result in a combination of buildings that would be of an excessive size by virtue of their height, width, depth, overly large roof profiles, close proximity to the site boundaries and lack of meaningful green space in this area which would not respect local distinctiveness. The site lies within the Lymington Conservation Area close to many listed buildings and the proposals would fail to recognise this sensitive context and fail to preserve and enhance the character and appearance of the Conservation Area. As a result the proposals would fail to comply with policies CS1, CS2 and CS3 of the Core Strategy for the New Forest District outside the National Park, policy DM1 of the Local Plan Part 2 (Sites and Development Management DPD), Lymington Local Distinctiveness SPD, Lymington Conservation Area Appraisal and the National Planning Policy Framework
2. The proposed development would have an adverse impact on the setting of adjacent heritage assets in the form of a number of grade II listed buildings, in particular buildings at nos. 30, 31, 32, 33, 36 and 37 High Street, Londesborough House and the Nat West Bank High Street. These buildings would suffer direct harm to their setting from the rear and in views across to and from these buildings. As a result the development would fail to comply with policy CS3 of the Core Strategy for the New Forest District outside the National Park, policy DM1 of the Local Plan Part 2 (Sites and Development Management DPD) and the National Planning Policy Framework.
3. Notwithstanding the applicants commitment to make the required affordable housing contribution, in the absence of a mechanism to ensure the agreed contribution is paid, the proposed development would fail to make any contribution toward addressing the substantial need for affordable housing in the District. The proposal would therefore conflict with an objective of the Core Strategy for the New Forest District outside the National Park 2009 and with the terms of Policies CS15 and CS25 of the Core Strategy.

Item 3(c) - Solent Works, North Close, Lymington (Application 16/10886)

Further comments have been received from the Highway Engineer which reinforce the comments already made as follows:

“It is understood that there are local concerns regarding the level of parking provision at the site and how this might affect the existing highway in the vicinity of North Close.

The application provides for a total of 17 on site car parking space for a total of 41 apartments which is less than that recommended within the SPD which allows for 1 space per apartment. However it is acknowledged that similar levels of parking provision to that proposed have been tested at appeal and found to be robust by appeal inspectors. The

applicant has also provided a Transport Statement demonstrating that demand for parking at other similar sites does not exceed the level proposed at the application site.

It is therefore considered that any reason for refusal based on lack of on-site parking provision would be inappropriate in this instance as it would be unlikely to be sustained at appeal.

The removal of the existing accesses onto North Close should result in the provision of additional on street car parking spaces subject to the necessary traffic regulation orders being implemented by the District Council. The applicant has provided details showing that vehicular access to the site would be via a simple dropped crossing which would maintain priority for pedestrians using the footway on the eastern side of North Close.

The contribution towards Habitats Mitigation for this scheme would be £98,050 and the likely CIL contribution has been reviewed following the submission of existing floorplans and is £131,151.49.

Item 3(d) - Land opposite Broadmead Trees Farmhouse, Broadmead, Sway, Hordle (Application 16/11151)

The applicant has written in support of the application stating that the site has in the past been subject to fly tipping and a few years ago a local builder appears to have been tipping sub soil without permission on the site, so the site has been let on a temporary lease to a local farmer at a nominal rent to try and prevent fly tipping, which seems to have been successful. The farmer is keeping some equipment in the barn and keeps an eye open to prevent fly tippers.

Item 3(e) - Land adjacent Trident Business Park, Shore Road, Hythe (Application 16/11237)

Further comments have been received from the Highway Engineer which reinforce the comments already made as follows:

“It is acknowledged that there are local concerns regarding the possibility of displaced vehicles being parked within the highway in the vicinity of the site and in particular in Shore Road.

Given that the proposed level of parking provision at the site is in accordance with that recommended by the SPD it is considered that any objection based on the under provision of car parking would be considered inappropriate in this instance as it would be unlikely to be sustained at appeal.

However should permission be granted the Highway Authority would wish to see any development at the site capped by the imposition of a suitable condition, as it is considered that the site could not adequately accommodate any further demand for on-site parking resulting from any subsequent increased development.

This application would result in the formation of a new access onto the highway the details of which are identical to those which were considered acceptable for the previously approved application at the site ref 11/97282.”

Item 3(i) - 16 Western Road, Lymington (Application 16/11354)

The application has been re-advertised and the consultation period does not expire until 23 December 2016. As a result the recommendation needs to be revised as follows:

“That the Service Manager Planning and Building Control be authorised to grant planning consent subject to the receipt of no new material objections before 23 December 2016 and the imposition of the conditions set out in the report.

Items 3(l) and (m) - - The Fusion Inn, Queen Street, Lymington (Applications 16/11391 and 11392)

These applications were withdrawn by the applicants on 9 December 2016.

Items 3 (n) and 3 (o) - Pound Cottage, High Street, North End, Damerham (Applications 16/11371 and 16/11372)

The Applicant's Agent has requested that the above applications be deferred, to be heard at the January Committee, because the applicants are unable to attend and wish to speak.

It should be noted that deferment of applications for this reason is not normally accepted and in this case no offer has been made to amend the proposals with a view to overcoming the reasons for refusal.