

## PLANNING DEVELOPMENT CONTROL COMMITTEE - 10 MAY 2017

### UPDATES FOR COMMITTEE

#### Item 3(a) - St Johns Car Park, St John's Street, Hythe (Application 16/11638)

The site plan included in the Committee papers is incorrect as the site also includes the builder's yard to the south-west of the site. The correct site plan is attached to this update and will be included in the slides displayed at the meeting.

Councillor McEvoy has written saying that she has no objections to raise as the majority of communications she has received are supportive of the application.

Since the report has been published 11 further letters of objection have been received raising concerns that are referred to in paragraph 10.1 of the report and 134 additional letters of support have been received raising matters referred to in paragraph 10.3 of the report and stating that the proposals would be an improvement on the existing sheds. In addition one neutral comment has been received.

Further comments have been received from the Environmental Health Officer in respect of noise and lighting. He raises no objection subject to the following conditions and informative note being added to the recommendation:

18. Prior to the hereby approved development commencing, the acoustic mitigation (close boarded timber fence and/or masonry wall) shall be installed in accordance with paragraph 7.3 of the submitted Noise Impact Assessment – (reference 6438/BL/CG/pw - Revision C - dated April 2017). The acoustic mitigation shall thereafter be maintained and retained.

Reason: In the interest of the amenity of the surrounding neighbouring properties in accordance with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

19. No deliveries to the store shall take place other than between the hours of 07:00 to 22:00 Monday to Saturday and 09:00 to 18:00 on Sundays and Bank Holidays

Reason: In the interest of the amenity of the surrounding neighbouring properties in accordance with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

20. The Combined Noise Rating Level from all plant and equipment that is located externally and/or venting externally, shall not exceed the Background Noise level (LA90) at 3.5 metres from the façade of any noise sensitive premises in accordance with BS4142:2014.

Reason: In the interest of the amenity of the surrounding neighbouring properties in accordance with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

21. Both the delivery vehicle engine and on board refrigeration unit shall not operate when parked within the delivery bay and/or when parked within the application site.

Reason: In the interest of the amenity of the surrounding neighbouring properties in accordance with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

22. Prior to the hereby approved development commencing, a lighting scheme shall be submitted that ensures that any lighting installed does not exceed the obtrusive light limitations at both the façades and external areas of any light sensitive premises in the vicinity, in accordance with Environmental Zone E3 of Table 2 (page 5) of the Guidance Notes for the Reduction of Obtrusive Light (GN01:2011).

Reason: In the interest of the amenity of the surrounding neighbouring properties in accordance with Policy CS2 of the Local Plan for the New Forest District outside the National Park (Core Strategy).

Together with such other conditions as may be deemed necessary in the light of outstanding consultation responses in respect of drainage.

Additional Informative Note:

4. In relation to condition 21 the Guidance Notes for the Reduction of Obtrusive Light (GN01:2011) may be downloaded free of charge from the Institute of Lighting Professionals website at <https://www.theilp.org.uk/documents/obtrusive-light/> .

The applicants have submitted comments that they have received from the public which comprise 14 e-mails objecting to the scheme, 18 e-mails in support (these 32 e-mails were dated between September and October 2106) and a further document containing 4773 names in support of the application (this latter document was compiled over a period of months between August 2016 and March 2107 and some may therefore predate the submission of this application).

Since the report was published the applicant has been in discussion with Hampshire County Council in relation to the financial contribution towards identified transport schemes. The sum that has now been agreed is £100,000, therefore the recommendation at paragraph 15 of the report is amended accordingly.

The Highways Engineer has also provided further comment in respect of this proposal as follows:

“The proposals are for the development of the existing public car park to provide a new supermarket a total of 104 car parking spaces would remain on the site, these spaces would be available to the general public free of charge for a period of 90 minutes. Although the proposals would result in a loss of capacity within the car park the applicant has demonstrated that the existing car park is currently undersubscribed and that sufficient spare capacity also exists within the remaining public car parks in the vicinity of the site. In respect of the likely traffic movements that might be generated. The applicant has provided information to satisfactorily demonstrate that the proposals are unlikely to significantly impact on the capacity, safety or operation of the local highway network. The proposals also include alterations to the access from New Street which will be widened and appropriate measures taken to improve safety for pedestrians using the footway in New Street.”

Paragraph 14.19 of the report should be deleted as it does not refer to this application.

**Item 3(b) - 2 South Street, Hythe (Application 16/11639)**

The Environmental Health Officer has commented further and requests that the following informative note is added to the recommendation:

4. In complying with Condition No. 20 the applicant is advised that the 'Indoor ambient noise levels for dwellings' as stated in Table 4 on page 24 of British Standard BS8233:2014 (BS8233:2014 - Guidance on sound insulation and noise reduction for buildings) is the minimum standard that must be achieved.

The Highways Engineer has provided further comment in respect of this proposal as follows:

"The proposals are for the demolition of the existing builders merchants and the redevelopment of the site to provide a total of 36 one and two bedroom sheltered apartments.

Although the proposed parking provision is less than that recommended within the SPD the applicant has provided a Transport Statement which contains the results of parking demand surveys at similar existing sites which satisfactorily demonstrates that the level of parking proposed would be adequate and not likely to result in displaced vehicles within the highway in the vicinity of the site.

The Highway Authority is mindful that the proposed level of parking provision is similar to comparable sites within the New Forest District area which have been tested in appeal situations and has been found to be robust by inspectors.

The existing access point onto the highway in South Street would remain and is considered satisfactory with some minor alterations proposed. The applicant has provided trip rate data which demonstrates that the anticipated number of vehicular movements at this access would be less than those which might be expected under the current use of the site.

The Highway Authority is therefore satisfied that the proposals would not result in any adverse impact on the local highway network".

**Item 3(d) - Phoenix Youth Centre, Culver Road, New Milton (Application 16/10150)**

The Highways Engineer has provided further comment in respect of this item as follows:

"The proposals are for the use of the existing community building as a school and the erection of a new school building, the existing temporary school buildings would be removed and a new permanent school building erected. This would result in the loss of the community use at the site and would increase the school accommodation by 764 square metres from 591 to 1355 square metres. The number of full time staff employed at the site would be 22 and the number of pupils attending the school would increase from the 60 as permitted by the current temporary planning consent to 72 pupils as proposed by the current application.

The current vehicular access arrangements onto the highway in Culver Road would remain as those permitted by the previous permission at the site ref 15/11742 and the internal layout would be modified to provide a drop off / pick up facility for pupils together with 22 on site staff parking spaces 2 of which would be disabled spaces. The proposed level of on site parking provision has been assessed and is considered to be in accordance with the recommendations of the SPD."

It is therefore considered that the proposals would not result in displaced vehicles being parked within the carriageway in Culver Road which is characterised by on street parking which is generally oversubscribed.

The applicant has provided information with the Transport Statement (TS) that the proposals would result in a marginal increase in vehicular movements at the site of 3 during the AM peak and 2 during the PM peak over that which might occur under the current temporary permission. However given the potential decrease in movements due to the loss of the community use building the Highway Authority is satisfied that the proposals would have a minimal effect on the surrounding highway network.

Given the residential nature of the roads on the route to and from the site, the Highway Authority has recommended that should the Local Planning Authority be minded to grant approval then a Construction Method Statement be provided to limit the impact of any demolition and construction works on the highway network in the vicinity of the site. “

The following additional comment has been submitted by the Applicant making reference to NPPF para 72 as it notes specific support for schools. Also, reference to DCLG Policy Statement on Planning for Schools Development (15 August 2011), which reiterates the presumption in favour of the development of state-funded schools. These policy points help to rebalance the main issue of the Green Belt and weigh in favour of the scheme.

**Item 3(e) - Burleigh Court, 4 Southern Lane Barton-on-Sea, New Milton (Application 17/10241)**

The following information expands upon the planning history of the site as set out in paragraph 6:

02/75226 – was for 2 additional units and created a mansard roof (same eaves and ridge) with 4 dormers each side. The Inspector concluded it would be substantially more prominent and would appear incongruous in the area.

03/78908 – was for a single additional unit and changed the roof pitch from 30 to 35 making the ridge higher and adding 4 dormers each side. The Inspector considered it would increase the bulk resulting in a massive, dominating building, uncharacteristic of the area.

04/81078 – was for a single additional unit and maintained the eaves and ridge height but altered the roof between creating two slopes with 4 dormers each side. The Inspector considered it to be a massive, tall building out of scale with the surrounding development.

**Item 3 (f) - 86 Queen Katherine Road, Lymington (Application 17/10244)**

Para 12.1 line 6 to be updated to refer to the rear of 87, instead of 8, as stated.

**Item 3(g) - Valley Cottage, Little Brook, Lymore Lane, Milford-on-Sea (Application 17/10258)**

Two emails have been sent to Members copying original objections. One of these also states that Valley Cottage is already divided from the host dwelling (Little Brook) which has recently been put on the market and, if permission is granted, Valley Cottage could be sold as a separate dwelling in the Green Belt.

**Item 3 (i) - Nonsuch, Mockbeggar Lane, Ellingham., Harbridge and Ibsley (Application 17/10346)**

The Officer's recommendation is amended to DEFER as a Press Advertisement had not been published.

An additional letter has been received from the applicant which responds to specific paragraphs in the case officer's report

**Item 3(j) - Communications Site, Stallards Lane, Ringwood (Application 17/10514)**

Ringwood Town Council recommend permission.