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26 April 2013

S U M M O N S

MEETING: Extraordinary Regulatory Board
DATE: 7 May 2013
TIME: 6pm
PLACE: Council Chamber
Democratic Services contact: Vicki Stone

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

The Mayor (Councillor Dickson) (ex officio)
Chairman of the P and O Board (Councillor Hook) (ex officio)

Councillor Ronayne(Chairman)
Councillor Carter CR (Vice Chairman)

Councillor Ms Ballard	Councillor Henshaw
Councillor Beavis	Councillor Mrs Hook
Councillor Ms Diffey	Councillor Jessop
Councillor Farr	Councillor Langdon
Councillor Gill	Councillor Wright

FIRE PRECAUTIONS

(To be read from the Chair if members of the public are present)

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Legal Democratic and Planning Services: Linda Edwards – Borough Solicitor
Switchboard Telephone Number: **(023) 9258 4242**
Britdoc Number: **DX136567 Gosport 2** Website: **www.gosport.gov.uk**

IMPORTANT NOTICE:

- If you are in a wheelchair or have difficulty in walking and require access to the Committee Room on the First Floor of the Town Hall for this meeting, assistance can be provided by Town Hall staff on request

If you require any of the services detailed above please ring the Direct Line for the Democratic Services Officer listed on the Summons (first page).

NOTE:

- i. Councillors are requested to note that, if any Councillor who is not a member of the Board wishes to speak at the Board meeting then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off for the duration of the meeting.

AGENDA

Recommended
Minute Format

PART A ITEMS

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

All Members present are reminded to declare, at this point in the meeting or as soon as possible thereafter, any disclosable personal interest in any item(s) being considered at this meeting

3. DEPUTATIONS – STANDING ORDER 3.5

(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Thursday, 2 May 2013. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).

4. PUBLIC QUESTIONS – STANDING ORDER 3.6

(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon Thursday, 2 May 2013).

5. REPORT ON CONSULTATION FROM FAREHAM BOROUGH COUNCIL ON PLANNING APPLICATION FOR FAREHAM COLLEGE CENTRE OF EXCELLENCE FOR ENGINEERING, MANUFACTURING AND ADVANCED SKILLS TRAINING (CEMAST) AT DAEDALUS (*attached*).

PART II
Contact:
Linda Edwards
Ext 5400

To consider the consultation received from Fareham Borough Council on the planning application for the Construction of a purpose built engineering training facility (CEMAST) for Fareham College, comprising a single storey building including engineering workshop, classrooms and other supporting facilities including car parking at Daedalus.

6. K18151 – OUTLINE PLANNING PERMISSION FOR THE DEMOLITION OF EXISTING BUILDINGS TO CREATE A MIXED-USE DEVELOPMENT INCLUDING A RESIDENTIAL TOWER BLOCK OF UP TO 150 NO. UNITS (CLASS C3), A HOTEL WITH UP TO 75 NO. BEDROOMS (CLASS C1) AND FLEXIBLE

PART II
Contact:
Ian Humble
Ext 5604

Extraordinary Regulatory Board
7 May 2013

GROUND FLOOR USES WITH FLOORSPACE OF UP TO 1250 SQ. METRES, INCLUDING RETAIL SHOPS, RESTAURANT AND PUBLIC HOUSE (CLASSES A1, A2, A3, A4, A5, B1 AND D1) – WITH ALL MATTERS RESERVED (AS AMENDED BY INDICATIVE LAYOUT AND BUILDING PARAMETER PLANS RECEIVED 16.04.13 AND ADDENDUMS TO DESIGN AND ACCESS STATEMENT RECEIVED 16.04.13 AND DRAFT CAR PARKING STRATEGY RECEIVED 15.03.13) (*report to follow*).

7. REPORTS OF THE BOROUGH SOLICITOR (*attached*)

PART II
Contact Officer:
Debbie Gore
Ext: 5455

*Schedule of planning applications with recommendations.
(grey sheets – pages 1 – 13/1)*

8. ANY OTHER ITEMS

AGENDA ITEM NO. 5

Board/Committee:	Regulatory Board
Date of Meeting:	7 May 2013
Title:	Report on consultation from Fareham Borough Council on Planning Application for Fareham College Centre of Excellence for Engineering, Manufacturing and Advanced Skills Training (CEMAST) at Daedalus
Author:	Borough Solicitor and Deputy Chief Executive
Status:	For Decision

Purpose

To consider the consultation received from Fareham Borough Council on the planning application for the Construction of a purpose built engineering training facility (CEMAST) for Fareham College, comprising a single storey building including engineering workshop, classrooms and other supporting facilities including car parking at Daedalus.

Recommendation

That Fareham Borough Council be advised that Gosport Borough Council has comments as set out in Section 2 of this report in respect of the following:

- The design of the building;
- The provision of space for a landmark feature at the entrance to the Enterprise Zone;
- The appropriateness of the proposal in respect of the Enterprise Zone provisions;
- Highway matters;
- Ecological issues.

1 Background

- 1.1 An application has been submitted to Fareham Borough Council for the construction of a new purpose built CEMAST. The proposed development site is within the Enterprise Zone to the east side of the airfield and west side of Broom Way as shown on Appendix A. The application proposes the construction of a single storey building to the south east corner of the Enterprise Zone. The building would be erected almost parallel with Broom Way.
- 1.2 Concurrently, an application for a proposed access to the Enterprise Zone, which, it is proposed, will also serve as access to the CEMAST, has been submitted to Fareham Borough Council. Members may recall that on 27 March 2013 a report was considered by Full Council relating to the planning application for access to the Enterprise Zone and proposed college together with drainage attenuation tanks. This application includes land in Gosport, however,

given the small amount of land involved, the Applicant requested that the application be made to and determined by Fareham Borough Council rather than them making two, separate applications. Members resolved to agree to delegate authority to Fareham Borough Council to determine that application at Full Council on 27 March 2013. The access being considered in that application would serve as access to the CEMAST as well as the Enterprise Zone.

- 1.3 The access being considered under that application is proposed to be from Broom Way by way of an additional western arm from the existing signal-controlled junction of Broom Way with Cherque Way. The concurrent application for the access also proposed an off-shoot to the north, within the Daedalus site, along the western side of the application site for the CEMAST. Vehicular access to the CEMAST application site is proposed to be taken from the west side of its site from this off-shoot. A large car park would be located to the north and west sides of the building with a smaller visitors' car park to be located in the south west corner of the site. A total of 140 car parking spaces are to be provided together with 7 disabled spaces, 15 motorcycle spaces and space for one bus. The main pedestrian access to the College would be to the south east corner with a secondary access to the north east corner. Refuse and recycling facilities, together with cycle parking, would be located to the north side of the building. A total of 60 cycle spaces are to be provided. The CEMAST would typically hold 400 students and 32 staff. The building would have three different sections to include a 6.5m high glazed concourse along its eastern side which would be 100m long facing towards Broom Way. This would accommodate the reception together with other student and staff services. To the west side of the building would be the teaching and training accommodation located to the north and south sides of a landscaped courtyard. This section of the building would have an internal height of 4.5m to accommodate the engineering workshops.

2 Report

- 2.1 As an adjoining authority, Gosport has been consulted on the planning application. The application has been considered having regard to all relevant material planning considerations. Whilst in the context of the Gosport Borough Local Plan Review and Daedalus Supplementary Planning Document, the proposals are acceptable, in principle, there are a number of areas which the Council may wish to comment on:

- a.) The proposed building is not considered to be an appropriate landmark building that reflects the site's position adjacent to the entrance to the Enterprise Zone.
- b.) Conditions/obligations should be imposed on any planning permission granted requiring the retention of an area at the

southern side of the application site to allow for a landmark feature, of a suitable size, to be erected and displayed which reflects the importance of the site as the entrance to the Enterprise Zone.

- c.) The proposal does not wholly reflect the provisions of the Enterprise Zone. The application places emphasis on automotive engineering which does not correspond with the requirements of the Enterprise Zone through the provision of aviation, marine and advanced manufacturing training. Consideration should be given to the imposition of conditions on any planning permission granted to require the use and operation CEMAST to more closely reflect the Enterprise Zone provisions.
- d.) Clarification should be sought in respect of the quantum of development proposed in the context of the wider Daedalus site and Outline planning application and whether the development can be satisfactorily accommodated in addition to the quantum proposed to be approved within the Outline without harmfully impacting on the surrounding highway network.
- e.) Clarification should be sought to ensure the development will not result in any harmful impacts on protected species or nesting birds.

3 Risk Assessment

- 3.1 Subject to the above areas of concern being raised at this stage, there is no risk to Gosport Borough Council.

4 Conclusion

- 4.1 In conclusion, it is recommended that Fareham Borough Council be advised that Gosport Borough Council has comments in respect of the following;
 - The design of the building;
 - The provision of space for a landmark feature at the entrance to the Enterprise Zone;
 - The appropriateness of the proposal in respect of the Enterprise Zone provisions;
 - Highway matters;
 - Ecological issues.

Financial Services comments:	
Legal Services comments:	
Crime and Disorder:	N/A
Equality and Diversity:	N/A
Service Improvement Plan implications:	N/A
Corporate Plan:	N/A
Risk Assessment:	Low
Background papers:	Nil
Appendices/Enclosures:	
Appendix 'A'	Site Location Plan
Report author:	Borough Solicitor

AGENDA ITEM NO.06

Board/Committee:	Regulatory Board
Date of Meeting:	7 May 2013
Title:	K18151 - Outline planning permission for the demolition of existing buildings to create a mixed-use development with up to 150no. residential units (Class C3), including a residential tower block, a hotel with up to 75no. bedrooms (Class C1) and flexible ground floor uses with floorspace of up to 1250 sq. metres, including retail shops, restaurant and public house (Classes A1, A2, A3, A4, A5, B1 and D1) – with all matters reserved (as amended by indicative layout and building parameter plans received 16.04.13 and 17.04.13 and addendums to Design and Access Statement received 16.04.13 and Draft Car Parking Strategy received 15.03.13)
Author:	Borough Solicitor
Status	For Decision

Purpose

- i) To consider Outline application, reference K18151, for the demolition of existing buildings to create a mixed-use development to provide up to 150no. residential units (Class C3), including a residential tower block, a hotel with up to 75no. bedrooms (Class C1) and flexible ground floor uses with floorspace of up to 1250 sq. metres, including retail shops, restaurant and public house (Classes A1, A2, A3, A4, A5, B1 and D1) – with all matters reserved (as amended by indicative layout and building parameter plans received 16.04.13 and 17.04.13 and addendums to Design and Access Statement received 16.04.13 and Draft Car Parking Strategy received 15.03.13)

Recommendation

To **Grant Outline Planning Permission** subject to:

- a) appropriate conditions covering those matters set out in Appendix A of this report and appropriate planning obligations to secure the provision of or a contribution towards improvements to the highway; traffic, transport and pedestrian safety; open space; educational facilities; affordable housing; ecological mitigation measures; and a training and employment plan.

for the following reason:

Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the development, as proposed, will provide a mix of uses that will positively contribute to the regeneration of the area, will provide employment opportunities and will enhance the character and visual amenity of the locality. The quantum of development could be

accommodated on the site so as not to harm the historic or architectural setting of the adjacent Locally Listed Building, highway safety, or the interests of archaeology, land contamination, flooding, nature conservation, noise, drainage, energy efficiency. Adequate provision is made for open space, affordable housing and training and employment, in accordance with the National and Local Policies set out within Section 5 of this report.

b) Delegate Authority to the Head of Development Control in consultation with the Borough Solicitor and Deputy Chief Executive to determine the appropriate conditions and appropriate planning obligations.

1.0 Background

1.1 In recent years, the site, the subject of this application, has been occupied by 2no. commercial establishments involved in the manufacturing of industrial vacuum cleaners and industrial/leisure safety equipment.

1.2 In recent years, the physical condition of the buildings that occupy the site has begun to deteriorate, detracting from the visual amenity of the locality and compromising the long-term economic viability of the site.

1.3 1no. of the existing businesses at the site has already vacated and has relocated to a modern, purpose-built facility in Lederle Lane. The second company continues to operate from the site, but is in continued dialogue with the Borough Council, as it seeks to find alternative facilities within the Borough.

2.0 Application Site and Surroundings

2.1 The application site is approximately 0.79 hectares. It is generally flat, but with a shallow decline in gradient towards its north-eastern corner, where the land falls by approximately 1 metre.

2.2 The land, the subject of this application, is identified within Policy R/DP4 of the Gosport Borough Local Plan Review, as providing opportunity for comprehensive redevelopment, particularly for marine and commercial related employment uses, that take advantage of its waterfront location and that will complement the uses in the adjacent Town Centre. Policy R/DP4 also identifies the principle of residential development as being acceptable, where it forms part of a comprehensive redevelopment proposal.

2.3 The site is located within the Urban Area Boundary, the 'Coldharbour' Mixed Use Area and the Coastal Zone Policy Area, as defined on the Proposals Map of the Gosport Borough Local Plan Review. The site is also identified as an area of archaeological interest. Portsmouth Harbour, a Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI), is to the north, beyond Gosport Boat Yard. The northernmost edge of the site is located within Flood Zones 2 and 3. The remainder of the site is located within Flood Zone 1. To

the south of the site, and on the opposite side of Mumby Road, is the northern boundary of the High Street Conservation Area and High Street Principal Shopping Centre. The Gosport Bus Station and Ferry Terminal are located approximately 350 metres to the east.

- 2.4 The site occupies a prominent position on Mumby Road (A32), where there is a bend in the road, opposite the junctions with North Cross Street and Minnett Road. The southern and western sides of the site front onto Mumby Road. The northern and eastern sides of the site front onto Harbour Road. Harbour Road provides access to a number of adjacent commercial units/sites, including the adjacent Gosport Boat Yard and the associated slipway.
- 2.5 The site is bordered on all sides by public highway, including designated car parking bays on Mumby Road and the northern section of Harbour Road. There is a bicycle lane on the Mumby Road frontage. The surrounding highway network contains a number of restricted and unrestricted car parking bays. Unrestricted, on-street car parking, is also available on the eastern side of the site, on Harbour Road. There is a right-turn lane within the centre of the carriageway on the southern side of the site, which is used by eastbound vehicles waiting to turn right into North Cross Street. There is also a central island to facilitate pedestrian crossing of Mumby Road.
- 2.6 Adjacent to the north-western boundary of the application site is a two storey, red brick, building known as Clarence Square Council School. The building is included on the Borough Council's List of Buildings of Local Interest, for its historic and architectural interest. The façade of the building originally addressed Clarence Square, an area of the town laid out by the late 17th Century, and developed around a natural inlet in the coastline. During the 18th Century, the southern side of Clarence Square saw the erection of a row of Georgian townhouses. The townhouses would have occupied, what is now, the northernmost extent of the application site. The town houses were demolished as part of the program of post-war slum clearance and the Clarence Square Council School building is, therefore, all that remains from the original development.
- 2.7 The land, the subject of this application, was most recently redeveloped in the 1950s, however, in the intervening years, the one and two storey buildings that occupy the site, have been significantly altered and extended, in order to meet changing operational requirements.
- 2.8 The buildings which, in total, occupy approximately two-thirds of the site, are constructed from a combination of concrete, brick and breezeblocks, with both mono-pitched and dual-pitched roofs. They extend up to the back edge of the public highway on both the southern and western (fronting Mumby Road) and northern (fronting Harbour Road) sides of the site. There is a large, open area of car parking on

the eastern side of the site, which provides sufficient space to park approximately 60no. cars.

- 2.9 There are currently 3no. points of vehicular access into/out of the site. 1no. of the accesses is positioned on the western side of the site, approximately half way along the western frontage with Mumby Road. The remaining accesses are located on the eastern side of the site, where access is provided from Harbour Road.
- 2.10 Public car parking is available in the North Cross Street public car parks (approximately 50 metres away), the Minnett Road North and Minnett Road South public car parks (approximately 100 metres away), and the Clarence Road public car park (approximately 130 metres away).
- 2.11 The surrounding area is characterised by a combination of industrial, commercial and residential uses.
- 2.12 Approximately 200 metres to the north-west of the application site, and on the eastern side of Mumby Road, is the 'Rope Quays' development, a mixed-use scheme, approved in March 2003, under planning permission reference K15900. This development comprises a combination of residential and commercial floorspace, as well as a doctor's surgery. The development is constructed, for the most part, from red brick and render, with significant areas of glazing and exposed metalwork. The buildings range in height from two to fourteen stories.
- 2.13 To the east of the application site, and on the eastern side of Harbour Road, is a two storey, red brick, building that is industrial use. The building has numerous ground and first floor windows in its western elevation, fronting onto the application site, together with 2no. roller-shutter doors, to facilitate the delivery of larger goods/materials.
- 2.14 To the south-east of the application site, and on the southern side of Mumby Road, is Wises Court, a large, three and four storey, red brick, residential development. The building is sited adjacent to the back edge of the public highway.
- 2.15 There are a total of 7no. trees in, and adjacent to, the application site, including within the adopted public highway. None of the trees are formally protected.

3.0 Relevant Planning History

3.1 Nil

4.0 The Proposal

4.1.1 The application has been submitted in Outline form, with only the principle of development being considered. All other matters are reserved (ie, layout, scale, appearance, access and landscaping).

4.1.2 The Outline application proposes the demolition of the existing buildings and the redevelopment of the site to include:

- Up to 150no. one and two bedroom residential units (Class C3)
- An hotel with up to 75no. bedrooms (Class C1)
- Up to 1250 sq. metres of flexible commercial floorspace, including retail shops, a restaurant and a public house (Classes A1, A2, A3, A4, A5, B1 and D1)
- New and upgraded vehicular and pedestrian accesses
- Public open space
- Car parking

4.1.3 Although the application has been submitted in Outline form, with all matters reserved, it has been supported by indicative drawings showing the amount of development proposed for each use (floorspace), together with an indication of upper limits of building heights and plans showing how the development, including car parking and vehicular/pedestrian accesses could be accommodated at the site.

4.1.4 The application is supported by a Design and Access Statement, which outlines the principles that guided the formulation of the proposed re-development, together with an appraisal of the key design concepts that would form the basis of subsequent Reserved Matters applications.

4.1.5 The application is also supported by an Arboricultural Report, a Transport Statement, a Heritage Statement, a Framework Travel Plan, a Flood Risk Assessment and a Preliminary Risk Assessment, which investigates the possible implications of ground contamination.

4.2 *Layout and Scale Parameters*

4.2.1 The indicative layout plan shows 3no. buildings on the site. The tallest building is shown as a 'landmark', residential tower, positioned in the north eastern corner of the site and having a maximum height of twelve stories. The plans show the building to have an L-shaped footprint 'stepping down' in height on its southern and western sides to reflect the scale of adjacent buildings and those that would have historically occupied the 'Clarence Square' development.

4.2.2 2no. smaller buildings are shown towards the southern boundary of the site, adjacent to the frontage with Mumby Road. Both buildings are shown to have a maximum height of four stories.

4.2.3 The indicative plans show 1no. of the buildings in the south eastern corner of the site, where the north-south aligned section of Harbour Road forms a junction with Mumby Road. The building is shown to provide a mix of commercial floorspace at ground floor level (Classes A1, A2, A3, A4, A5, B1 and D1), with residential accommodation above.

4.2.4 The third building is shown to comprise a public house/restaurant at ground floor level, with hotel accommodation above. The proposed hotel would have up to 75no. bedrooms. The indicative plans show an outside eating and drinking area at the front of the building, for use by clientele of the public house/restaurant.

4.3 *Public Open Space*

4.3.1 A formal area of public open space is shown on the western side of the site, adjacent to the outside eating/drinking area associated with the public house/restaurant. The indicative plans show a circular water/art feature, enclosed by low hedging, tree planting and benches.

4.3.2 The public space is shown to form part of a formalised pedestrian route that would provide a well-defined link from Mumby Road, through the application site, and onto Harbour Road and the wider environs of the waterfront.

4.3.3 The siting of the public space and pedestrian route have been chosen in recognition of a need to 'open-up' the front façade of the site, so as to highlight the positive regeneration work associated with the proposed redevelopment and increase connectivity between the Town Centre and the waterfront and vice-versa.

4.4 *Access and Car Parking*

4.4.1 The indicative layout shows a total of 182no. car parking spaces.

4.4.2 The indicative plans show 113no. spaces for the 150no. residential units, equating to 0.75 spaces per unit. The spaces are shown to be provided within both 'above ground' and basement/undercroft car parking areas.

4.4.3 The indicative plans also show 44no. car parking spaces for the proposed hotel. 18no. car parking spaces are shown for the public house/restaurant. 7no. spaces are shown for the remaining commercial floorspace.

4.4.4 Although access is a Reserved Matter, the indicative plans show 4no. indicative points of vehicular access, positioned on the northern and eastern sides of the site (Harbour Road) and the southern and western sides of the site (Mumby Road). This arrangement would utilise an existing access point on the western side of the site.

4.4.5 Notwithstanding the fact that access is not being considered, the indicative plans show how the layout of the site could be configured, so as to manage movement through the site and control the volume of traffic entering and exiting at different access points. The indicative plans show that the southern access from Mumby Road could provide entry only, with the proposed western access providing egress only.

4.4.6 The applicant has shown how the accesses could be sited, relative to buildings, in order to achieve appropriate visibility splays.

4.4.7 The indicative plans show how road markings in the highway could be amended in order to manage traffic on the Mumby Road, so as not to interrupt traffic flows or harm local highway conditions.

4.4.8 In recognition of the fact that the provision of new vehicular accesses could necessitate the removal of existing on-street car parking bays, the indicative plans also show how new on-street car parking bays could be accommodated within the highway network, so as to reduce the net loss in short-stay spaces.

4.5 *Servicing*

4.5.1 The plans show 2no. loading/unloading bays, positioned on the southern side of the site, on the public highway.

4.6 *Pedestrian Access*

4.6.1 The indicative plans identify possible locations for improved pedestrian crossing points along Mumby Road. The indicative points of access have been shown in recognition of a need to improve pedestrian crossing of Mumby Road and encourage pedestrian movements from the High Street to the application site, and also on to the waterfront (and vice-versa).

4.7 *External Materials and Hard Surfacing*

4.7.1 Although details of appearance and landscaping are not being considered, under this Outline application, the applicant indicates that a variety of facing and hard surfacing materials, of contrasting texture and colour, will be used to enhance the overall attractiveness of the development, establish an appropriate hierarchy between vehicles and pedestrians and establish clearly defined areas of public open space.

4.8 *Soft Landscaping*

4.8.1 The Arboricultural Report concludes that 1no. moderate quality, Lime tree (sited on the northern section of Harbour Road) would need to be removed in order to accommodate the proposed development and that 2no. ornamental Pear trees (located on the northern side of Harbour Road) and 1no. multi-stemmed Sycamore tree (sited within the application boundaries) would also be removed. The report concludes that these trees are poor specimens that do not make a positive contribution to the character or appearance of the locality.

4.8.2 The indicative plans show that there is scope to provide numerous replacement trees across the site as part of the redevelopment proposal, to off-set the loss of the existing trees at the site.

4.9 *Nature Conservation, Ecology and Biodiversity*

4.9.1 The application site is located within close proximity to the Portsmouth Harbour Special Protection Area (SPA) and Ramsar site. These are of international importance to wading birds. Noteworthy flora includes

Dwarf Eelgrass, Narrow-Leaved Eelgrass, Marine Eelgrass and Golden Samphire. The application has, therefore, been supported by an Ecological Report which assesses the potential impact of the proposed development on these important European designations.

4.9.2 The Ecological Report acknowledges that the provision of up to 150no. residential units will increase the likely recreational use of the adjacent coastline and nearby feeding grounds and that there is potential, therefore, for increased disturbance of protected species, particularly breeding, migratory and over-wintering birds. The Assessment analyses the likely impacts both during construction and once the development is occupied.

4.9.3 The Report concludes that appropriate mitigation measures can be utilised in order to ensure that the development does not harm protected habitat and/or species. The proposed mitigation includes the provision of interpretation panels/information boards at the site, which would provide information on the above designations, how visitors to the coast can reduce disturbance to birds, and what other alternative recreational facilities are available in the Borough, to reduce the recreational pressures on the coast. The applicant has also confirmed a willingness to enter into a planning obligation to pay a commuted sum so that existing outdoor playing space/facilities in the Borough can be improved/enhanced, helping to provide viable alternatives to visiting the coast. This contribution would be entirely separate from any requirement for the applicant to enter into a planning obligation relating to the improvement/provision of outdoor playing space/facilities in the Borough, as required by Policy R/OS8 of the Gosport Borough Local Plan Review, relating to recreational space for new residential development.

4.9.4 The applicant has indicated that there are no protected flora or fauna species at the application site itself, including within the buildings.

4.10 *Flooding*

4.10.1 As the northern extremities of the site are located within Flood Zones 2 and 3, the applicant has indicated that, where necessary, the ground floor levels of buildings would be set above the 1 in 200 year tidal flood level of 4.3 metres AOD.

4.10.2 The applicant has also indicated that, where areas of car parking are sited below this threshold, they could be protected by flood barriers, to ensure that people and their vehicles are safeguarded during any short, tidal flooding peaks.

4.10.3 Within the submitted Flood Risk Assessment, the applicant has highlighted recommendations for appropriate emergency flood warning procedures, to be implemented in the event of a flood.

4.10.4 It is anticipated that site surface water drainage will discharge into the public surface water sewers. The applicant has recognised, however,

that it would be necessary to develop a detailed drainage strategy as part of subsequent Reserved Matters applications.

4.11 *Archaeology*

4.11.1 The Heritage Statement, submitted in support of the application, provides an appraisal of the historic environment to which the application relates. The Statement recognises the potential presence of buried archaeological features of medieval or later date and acknowledges that any development would need to be undertaken in accordance with a Written Scheme of Investigation that has been approved, in writing, by the Local Planning Authority.

4.12 *Land Contamination*

4.12.1 The applicant has prepared a Preliminary Risk Assessment which assesses the known geology, hydrogeology and hydrology of the site. The Assessment highlights the potential risks presented by possible pollutant linkages and suggests that an intrusive investigation be undertaken, prior to development, in order to provide further information/assessment on this matter. The report concludes that appropriate mitigation and remediation would allow for the safe re-development of the site.

4.13 *Sustainability*

4.13.1 The applicant has indicated that due regard would be had to the design and layout of the buildings so as to achieve the highest practical degree of energy efficiency.

4.14 *Amended Plans/Documentation*

4.14.1 To address concerns regarding design, highway safety, car parking provision and servicing, amended plans have been submitted to show;

- visibility splays and access configurations (ie, points of entry and egress)
- an increase in the number of car parking spaces from 150no. to 182no.
- 2no. servicing bays, sited on the southern side of the site (Mumby Road)
- new on-street car parking bays
- potential pedestrian crossing points on Mumby Road
- road markings to demonstrate how traffic could be managed on Mumby Road

4.14.2 An addendum to the Design and Access Statement has also been submitted which provides an overview of the key design principles that would guide the formulation of subsequent Reserved Matters applications. A draft Car Parking Strategy has also been submitted which provides further information on the likely car parking requirements of the development.

5.0 Relevant Policies

- 5.1 In March 2012, the Government published the National Planning Policy Framework (NPPF), which is now the principal Policy Guidance under which planning applications must be considered and determined.
- 5.2 The principal aim underlying the NPPF is to provide sustainable and socially cohesive communities that are adaptive to climate change.
- 5.3 The NPPF states that decision takers may continue to give full weight to relevant Policies adopted since 2004. The Gosport Borough Local Plan Review was adopted in 2006 and its Saved Policies are, therefore, still considered relevant to the consideration of this planning application.
- 5.4 The following Saved Policies of the Gosport Borough Local Plan Review are, therefore, relevant to the consider of the application;

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/DP3

Provision of Infrastructure, Services and Facilities

R/DP4

Mixed-use Developments

R/T2

New Development

R/T3

Internal Layout of Sites

R/T4

Off-site Transport Infrastructure

R/T10

Traffic Management

R/T11

Access and Parking

R/H3

Major Housing Proposals as Part of a Mixed Use Development

R/H4

Housing Densities

R/H5

Affordable Housing

R/EMP2

Land Allocated for Employment Use as Part of Mixed-Use Development

R/EMP3

Protection of Existing Employment Sites from Inappropriate Development

R/EMP5

Extension of Existing Employment Uses and Redevelopment of Redundant Employment Sites

R/EMP7

Low Employment Generating Uses
 R/CF6
 Provision of Educational Facilities
 R/CF8
 Provision of Built Leisure Facilities
 R/CF11
 Improvement or Development of Tourist Accommodation and
 Conference Facilities
 R/BH5
 The Local List
 R/BH8
 Archaeology and Ancient Monuments
 R/OS8
 Recreational Space for New Residential Developments
 R/OS11
 Protection of Areas of National Nature Conservation Importance
 R/OS12
 Locally Designated Areas of Nature Conservation Importance
 R/OS13
 Protection of Habitats Supporting Protected Species
 R/OS14
 Biodiversity Action Plans
 R/CH1
 Development within the Coastal Zone
 R/S1
 Shopping and Commercial Allocations
 R/S2
 Location of Additional Shopping & Leisure Floorspace
 R/ENV2
 River and Groundwater Protection
 R/ENV4
 Treatment of Foul Sewage and Disposal of Surface Water
 R/ENV5
 Contaminated Land
 R/ENV10
 Noise Pollution
 R/ENV11
 Minimising Light Pollution
 R/ENV14
 Energy Conservation
 R/ENV15
 Renewable Energy

5.5 Whilst the Gosport Borough Local Plan Review 2006 remains the statutory Development Plan, the draft Gosport Borough Local Plan 2011-2029 is also an important material consideration.

5.6 The draft Gosport Borough Local Plan 2011-2029 (December 2012) has been approved by Council's Economic Development Board and has recently been subject to the first round of public consultation. In

some instances the Draft Local Plan provides a more up-to-date policy position/context (and is more aligned to the objectives of the NPPF) than the statutory Gosport Borough Local Plan Review. In these instances it is appropriate to afford weight to the Draft Local Plan. Accordingly, where appropriate, this report will contain reference to Policies contained in the draft Gosport Borough Local Plan 2011-2029.

- 5.7 The Policies contained within the draft Gosport Borough Local Plan 2011-2029 (particularly Policy LP4) envisage that the application site will form part of a mixed use allocation that will be important to the wider regeneration of the Waterfront.

6.0 Summary of Consultation Responses

6.1 *The Local Highway Authority*

The Local Highway Authority considers that the quantum of development proposed could be delivered in this location with appropriate access, subject to the provision of appropriate conditions to secure further details and planning obligations to facilitate improvements to the existing highway network, the regulation of parking and access, and the delivery of Travel Plans.

It is anticipated that the development will result in an increase in vehicle trips in the peak hour, with the greatest increase being in the evening peak. This increase corresponds to an additional 2-3 vehicles per minute. It is, however, agreed that, as set out in the Transport Statement, vehicle trips associated with retail are rarely new trips to the wider network. That is, individuals often make a trip to retail stores as part of another journey or whilst passing the retail store. On this basis, the Local Highway Authority does not have an overriding concern about the impact of the development on the operation of the highway network surrounding the site, subject to the provision of a contribution to mitigate against the cumulative impact of the development on the operation of the highway network.

The applicant has undertaken a speed survey illustrating that the 85th percentile speed is 28mph and indicatively shown that accesses could be provided onto Mumby Road in the form of an in-only access opposite Minnitt Road and an egress only staggered with North Cross Street. The Local Highway Authority has considered this proposed entry-only and exit-only configuration and does not consider that it would interfere with the safety and operation of the highway network. Subsequent reserved matters applications will, however, need to demonstrate the detail of how the intensity of the use of these accesses will be controlled and how they will be designed to enforce a proposed entry-only and exit-only configuration. Appropriate visibility will also need to be achieved. The indicative layout illustrates that this is possible.

Two points of access have been indicatively shown onto Harbour Road. The Local Highway Authority does not have any overriding

concerns with the principle of access onto Harbour Road, however, subsequent Reserved Matters applications will need to demonstrate that appropriate visibility can be achieved, taking into account any on-street parking that is to be retained.

The proposed servicing arrangements for the site will need to be carefully considered at the Reserved Matters stage to ensure that the facilities can be used safely and conveniently and to ensure appropriate levels of visibility can be achieved.

The proposed car parking provision is considered acceptable. Careful consideration will need to be given to the final layout of the spaces to ensure that they are practical and afford safe and convenient access. A contribution should be secured to enable a comprehensive review to be undertaken of on-street parking along the frontages of the site on Mumby Road and Harbour Road. This should be done when further detail is provided as part of subsequent Reserved Matters applications for the site accesses and crossing points. The contribution will need to be secured through a legal agreement.

The Local Highway Authority considers that it is possible to provide pedestrian crossing points in the vicinity of the existing Harbour Road accesses. Further details in relation to the crossing points will need to be submitted as part of the Reserved Matters application.

A Full Travel plan will need to be submitted in support of subsequent Reserved Matters applications for the residential development on the site and a Framework Travel Plan will need to be submitted in support of Reserved Matters applications for the mixed uses on site. The Travel Plans need to include measures to promote sustainable travel by occupants of the development and should include comprehensive Action Plans that include all of the proposed measures, timescales, priorities and links to objectives and costs. The Travel Plans should also state the estimated costs of the elements of the Travel Plans and how these costs will be met. The Travel Plans, which will need to be monitored should be secured through a planning obligation.

A contribution will be required to mitigate against the impact of the additional traffic generated by the development on the local highway network and to improve accessibility of the site by means other than the private car. The required contribution will be calculated in accordance with the County Council's Transport Contribution Policy (Sept 2007).

Hampshire County Council (Landscape, Planning and Heritage)

The application site has potential to contain previously unidentified archaeological remains, which could be of significant local interest. The Peninsula, as a whole, has potential for prehistoric and Roman archaeology, although little is currently known. The application site occupies an area of slightly higher ground, relative to the surrounding

area, and is, therefore, a likely location of early settlement. It possible that waterlogged remains could be present.

Conditions should, therefore, be attached that require building works to be carried out in accordance with an approved Written Scheme of Investigation. A condition should also be attached which requires the developer to produce reports on the archaeological assessments, fieldwork and analysis that is undertaken at the site, so that a record can be provided to the Local Planning Authority.

Hampshire County Council (Education)

The application site is located within the catchment area of Newtown Primary School, which is operating at full capacity and is forecast to remain as such for the foreseeable future. Any residential development at the site will increase the requirement for school places in this part of the Borough. The applicant will, therefore, be required to make an Education Contribution towards additional Primary School places in the locality.

The Gosport Society

No objection to the principle of the proposed development, however, given the scale parameters, careful consideration will need to be given to the detailed design. Questions whether the car parking provision would meet the likely demand for car parking associated with the quantum of development proposed and attention is drawn to the possible displacement of existing on-street car parking in the adjacent roads.

Head of Economic Prosperity

1no. of the existing businesses has already vacated the site and has moved to a facility in Regent Trade Park.

The Borough Council is in consultation with the company that is still operating at the site in order to assist them in identifying alternative facilities in the Borough.

Whilst it is acknowledged that the proposed development will result in a reduction in employment floorspace, the provision of a hotel and modern commercial floorspace will provide new employment opportunities, albeit, with a different skills set, and will, potentially, have significant indirect benefits to the local economy, particularly marine and leisure based industries.

Head of Housing (Strategic Services)

The applicant is required to provide 40% affordable housing on site, or a financial contribution in lieu of that provision.

Head of Environmental Health

No objection. Given the previous use of the site, it is possible that the land, the subject of this application, could be contaminated. Conditions would, therefore, need to be attached to any planning consent requiring further investigative work to develop a conceptual model and identify potential contaminant-pathway-receptor linkages. Should this study reveal a potential for contamination, an intrusive site investigation and an assessment of the risks posed to human health, the building fabric and the wider environment, including water resources, would need to be carried out. Before the site investigation commences, a Scoping Report will need to be submitted to the Local Planning Authority for consideration, which highlights the areas of intended ground investigation, together with proposed methodologies of work. The submitted report should be approved by the Local Planning Authority before any intrusive investigations commence. If the site investigation and risk assessment reveals a risk to receptors, a strategy of remedial measures and detailed method statements, which address identified risks, should be submitted to and approved, in writing, by the Local Planning Authority. This method statement should include a nomination of a competent person (to be agreed in writing with the Local Planning Authority) to oversee the implementation of the measures. All of the above mitigation would need to be completed, and approved, in writing, by the Local Planning Authority, prior to occupation of any of the buildings.

In the interests of amenity, the demolition and construction works should be undertaken in accordance with the BRE Pollution Control – Controlling particles, vapours and noise pollution from construction sites 2003.

The applicant would need to ensure that the commercial units could be served by appropriate extraction systems.

Streetscene (Waste and Cleansing)

The 150no. residential units would require 33 x 1,110 litre wheeled domestic bins and 33 x 1,100 litre wheeled recycling bins. Refuse stores would be need to be located so as to facilitate safe and convenient collection by Streetscene operatives. The commercial establishments would require their own trade waste arrangements.

Streetscene (Parks and Horticulture)

No objection.

Streetscene (Leisure and Play)

No objection.

Building Control

The development would require consent under the Building Regulations. The existing foul water drainage system may need attenuation to cater for any additional drainage capacity.

Crime Prevention and Design

Careful consideration will need to be given to the proposed level of car parking.

Natural England

No objection, subject to the provision of appropriate mitigation measures to protect the important features of the Portsmouth Harbour Special Protection Area and Ramsar Site.

The provision of information boards/interpretation panels is welcomed, however, the applicant should make a contribution towards the enhancement of existing recreational areas in the Borough, to reduce the recreational pressure on the coastline.

Hampshire County Council (Ecology)

No objection. Hampshire County Council (Ecology) has liaised with the applicant and Natural England and, subject to appropriate mitigation measures, as outlined above, the development will not harm the interests of nature conservation, including the adjacent Portsmouth SPA and Ramsar site.

Environment Agency

No objection, subject to conditions to control finished floor levels and the submission and approval of a suitable surface water drainage scheme.

Southern Water

Following initial investigation, it would appear that there is currently inadequate capacity in the local network to provide foul and surface water sewerage disposal to service the proposed development and existing properties. Additional off-site sewers, or improvements to existing sewers will, therefore, be required in order to provide sufficient capacity to service the development, (secured through Section 98 of the Water Industry Act 1991) and an informative to this effect should be included on any planning permission issued by the Local Planning Authority.

Marine Management Organisation

No objection. A Marine License would not be required.

East Solent Coastal Partnership

No objection. It is recommended, however, that the application ensures that residual flood risk is further managed on this site through the compilation of an appropriate flood warning and evacuation plan. A condition should be attached, at Outline stage, to control finished floor levels.

7.0 Public Response

7.1 1no. letter of support

Issues raised:-

- the area has been in decline for a long time and is overdue a 'face-lift'.
- the development will bring more investment and more people to the area and will benefit existing retail businesses
- the development may help to prevent people travelling to Portsmouth to shop which may, in turn, benefit shops in Gosport
- the development may improve tourism which would increase spending in Gosport

7.2 1no. letter of support but with observations

Issues raised:-

- principle of development is supported but concern raised regarding the level of car parking proposed and the provision of an access on a bend in the road.

7.3 2no. letters of objection

Issues raised:-

- the Local Planning Authority should not determine the planning application until a Supplementary Design Document for the Waterfront has been the subject of public consultation and has been published by the Borough Council. Determining the application in advance of this document would be premature and would likely prejudice the wider, comprehensive redevelopment of the surrounding land
- whilst the submitted plans show indicative layouts and upper limits of development, it has not been demonstrated how this quantum of development could be satisfactorily accommodated on this important site
- the proposed car parking provision is inadequate and will result in harmful overspill car parking. This problem will be exacerbated as the proposal will result in the removal of existing on-street car parking
- the residential aspect of the proposal is sited too close to Gosport Boat Yard and future occupants of the residential accommodation are likely to complain of noise disturbance, associated with the use of this site, which operates 7 days a week. The Council must not, therefore, place restrictions on the Boat Yard if new residents complain of noise disturbance and such like.
- concerned about the siting of the proposed accesses relative to the existing junction with Minnett Road

8.0 Principal Issues

8.1.1 The NPPF states that Local Planning Authority's should contribute to building strong, responsive and competitive economies; vibrant and healthy communities that meet the needs of present and future generations; high quality built environments, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; protect and enhance the natural, built

and historic environment and; improve biodiversity, using natural resources prudently, minimise waste and pollution and mitigate and adapt to climate change.

8.1.2 In accordance with the above objectives, the Local Planning Authority must consider the acceptability of the proposed development in land use terms, including its potential to contribute to sustainable economic regeneration; whether the proposal can be delivered without prejudicing the access and servicing arrangements of adjacent uses, or the future, comprehensive redevelopment of adjoining land; whether the quantum of development proposed can be accommodated on the site without harming the character or visual amenity of the locality, or the amenity of adjacent users/occupiers; whether appropriate provisions can be made for access, car and bicycle parking, refuse storage and collection and servicing and; whether the development can be delivered without having a harmful impact on the interests of archaeology, nature conservation, flooding and land contamination and the setting of a Locally Listed Building.

8.2 *Mix of Uses and Quantum of Development*

8.2.1 The site is identified within Policy R/DP4, as providing opportunity for comprehensive redevelopment, particularly for marine and commercial related employment uses that take advantage of its waterfront location. The Policy advises that a wide range of uses would be appropriate at the application site, including those related to retail and leisure industries, to complement the existing facilities in the adjacent Town Centre. Residential development is also identified as being an acceptable use, where it forms part of a comprehensive redevelopment proposal.

8.2.2 The sentiment of Policy R/DP4 is echoed in the Borough Council's *Core Strategy: Preferred Options*, which identifies the application site as being integral to the wider, comprehensive redevelopment of Gosport's Waterfront and this, is further reflected by Policies LP3 and LP4, of the emerging Gosport Borough Local Plan 2011-2029. The principle of the proposed mixed-use redevelopment, which would provide a variety of commercial, leisure and residential floorspace is, therefore, compliant with National and Local Plan Policies.

8.3 *Hotel*

8.3.1 In 2001, the Council commissioned consultants to assess the hotel sector in Gosport, with a view to identifying areas of need, as well as opportunities for growth. The study identified that there is a limited supply of tourist accommodation in Gosport and this was confirmed by a sub-regional study commissioned by the Partnership for Urban South Hampshire (PUSH) in 2010. Although a hotel has recently been approved as part of the redevelopment of the Holbrook Recreation Centre, under planning permission reference K17660/1, there continues to be a shortfall in tourist accommodation in the Borough, notably in, and adjacent to, Gosport Town Centre and this continues to

be identified within Policy LP18 of the emerging Gosport Local Plan 2011-2029.

- 8.3.2 The proposed hotel will help to address the identified shortfall in tourism accommodation and in doing so, will help to promote and develop the tourism industry in the Borough. Policy LP18 of the emerging Gosport Borough Local Plan 2011-2029 supports proposals to develop tourism sectors and recognises that the Gosport Waterfront represents an ideal opportunity for developments of this type. The proposed hotel is, therefore, considered to comply with the overriding aims and objectives of this Policy.
- 8.3.3 As the proposed hotel would be located adjacent to the boundaries of Gosport Town Centre Principal Shopping Centre, and as there are no other hotels within this boundary, the proposal also complies with the requirements of the sequential test approach set out within Policy R/CF11 of the Gosport Borough Local Plan Review.
- 8.3.4 The hotel would be located within walking distance of the Bus Station and Ferry Terminal which provide access to Portsmouth Harbour and its links to a number of higher order services. Visitors to the hotel would, therefore, be able to arrive at the site via a number of sustainable alternatives to the private motor vehicle, reducing demand on the local highway network, in accordance with the sustainability objectives of the NPPF.
- 8.4 *Commercial Floorspace, including public house/restaurant*
- 8.4.1 Policy R/S1 of the Gosport Borough Local Plan Review specifically identifies the Cold Harbour site as being suitable for retail and commercial uses.
- 8.4.2 In 2007 and 2011, Gosport Borough Council commissioned a study of its Town Centre retail, leisure and office space. The study provides the evidence for the commercial Policies and proposals in the emerging Gosport Local Plan 2011-2029, with particular reference to the amount of floorspace that needs to be allocated for future development. The study comprised a comprehensive review of all the retail centres, assessing their capacity to accommodate future growth in retail and leisure, with particular emphasis on the Town Centre and the 2no. District Centres of Stoke Road and Lee-on-the-Solent.
- 8.4.3 The evidence from the studies suggests that if the Borough is to increase its market share (whilst reflecting its position in the sub-retail hierarchy) and increase expenditure, there is scope to provide approximately 10,500 sq. metres of additional retail floorspace. The emerging Local Plan 2011-2029 confirms this position and identifies the Gosport Town Centre and Waterfront area as being the most appropriate location for additional retail floorspace, outside of defined centres.

8.4.4 The provision of 1250 sq. metres of commercial floorspace, adjacent to the Town Centre and Gosport Waterfront would, therefore, help to contribute to an identified need for additional retail floorspace and, in doing so, would help to enhance the Borough's retail function and market share in the sub-regional hierarchy. The proposed, flexible, commercial floorspace will complement the existing retail/leisure uses in the Town Centre which, in turn, will also help to enhance the vitality and viability of the Principal Shopping Centre.

8.5 *Residential Development*

8.5.1 The acceptability of the principle of providing residential accommodation in this location is established by Policies R/DP4 and R/H3 of the Gosport Borough Local Plan Review and is also reflected in the emerging Policies of the Gosport Local Plan 2011-2029.

8.5.2 Given its waterfront location, adjacent to a Town Centre (where, in accordance with Policy R/H4 of the Gosport Borough Local Plan Review, higher density development is appropriate), based on the indicative plans, it is considered that the proposed quantum of residential development can be accommodated on the site without harming the character or visual amenity of locality.

8.6 *Employment Generation*

8.6.1 Although the proposed development would result in the loss of 5,131 sq. metres of commercial floorspace (Class B), the existing industrial buildings at the site are in poor a condition and do not meet the operational requirements of modern industry and, as such, have limited long term economic sustainability.

8.6.2 In anticipation of such scenarios, the emerging Local Plan 2011-2029 recognises that areas of commercial floorspace which are underused, or unsuitable for modern use, should be considered for redevelopment. This approach is supported by the NPPF, which applies a flexible approach to employment generation and places significant emphasis on the need to support and promote economic growth through the planning system, especially where proposals will provide employment opportunities and/or contribute to the local economy.

8.6.3 The provision of new, purpose built, employment generating floorspace complies with this objective. The development will provide new employment opportunities, albeit with a different skills set, thereby generating jobs for residents of the Borough.

8.7 *Building Height Parameters, Layout and Design*

8.7.1 The indicative plans show the proposed development can be designed to successfully integrate into, and enhance, the wider character of the area.

8.7.2 The provision of a tall building in the north-eastern corner of the site (where it would benefit from panoramic views of Portsmouth Harbour,

and where there is a natural fall in land levels) is appropriate in the proposed indicative location and the applicant has demonstrated that the building could be designed in such a way to ensure that it would not dominate its surroundings, or harm landward or seaward views.

- 8.7.3 The provision of a tall, landmark building would also introduce a defining feature that would serve to advertise the positive regenerative work in this particular part of the Borough.
- 8.7.4 The remaining building heights have been carefully considered to ensure a scale of development that is sympathetic to adjacent sites and the former Clarence Square development, including the surviving Clarence Square Council School building. In this respect, the submitted Design and Access Statement recognises the importance of delivering a scheme that respects the historic design, scale and layout of Clarence Square, taking reference from this development, where appropriate. At four stories, the height of the buildings shown towards the southern end of the site is considered acceptable. The provision of higher buildings in these locations, would likely create a 'canyoning' effect in the streetscene, when taken in combination with the existing Wises Court development and has, therefore, been avoided.
- 8.7.5 The current buildings that front on to Mumby Road lack articulation, with large, uninterrupted sections of bland timber boarding and boarded/opaque windows forming the public façade. Their stark appearance, coupled with their siting relative to the back edge of the pavement, serves to create a harsh and oppressive environment for pedestrians when walking along this section of Mumby Road.
- 8.7.6 The removal of these buildings, and the introduction of a large area of public open space (shown on the indicative plans as comprising 1,000 sq. metres), will help to 'open-up' this part of the site and, in doing so, will help to create an environment that is both attractive and welcoming to pedestrian users, enhancing the appearance of the area and highlighting the positive regeneration work undertaken at the site.
- 8.7.7 The existing buildings at the site also screen the coast from public view and serve to significantly hinder pedestrian movement towards this part of the waterfront. The removal of the existing buildings, together with the introduction of an formalised area of open space and a new south-north pedestrian route, positioned on the western side of the site, will help to re-establish the Town Centre's historic connection with the waterfront, whilst enhancing the public's enjoyment and perception of this, currently under-appreciated, section of the coastline.
- 8.7.8 It has been demonstrated, through the submission of the Design and Access Statement, that the new buildings at the site can be designed so as to provide active frontages with Mumby Road, creating vibrant environments that clearly advertise the site as an exemplar of positive regeneration in this part of the Borough, setting a high standard for future redevelopment, whilst also helping to facilitate enhanced

connections between the High Street and the waterfront and on to the surrounding coastline.

8.7.9 The Design and Access Statement acknowledges that there is a need to achieve a high standard of development that reduces the prominence of car parking areas through the provision of well-considered landscaping and this will be developed through the submission of Reserved Matters applications.

8.7.10 None of the trees to be removed make a significant positive contribution to the character or visual amenity of the area and their removal is, therefore, acceptable. The loss of the existing trees can be mitigated by the implementation of an appropriate soft landscaping scheme, the provision of which will be considered through the submission of a Reserved Matters application. This will more than compensate for the loss of the existing trees at the site, which are of very limited visual or ecological value

8.7.11 The design and layout can be developed to reduce the potential for criminal activity and anti-social behaviour, in accordance with Policy R/DP1 of the Gosport Borough Local Plan Review.

8.7.12 In light of the above, the indicative height parameters and layout are considered acceptable, in accordance with the NPPF and the Policies of the Gosport Borough Local Plan Review.

8.8 *Impact on Built Heritage and Archaeology*

8.8.1 The Design and Access and Heritage Statements address the historic importance of the site, including the siting of the adjacent Clarence Square Council School building and the original, historic layout and scale of the Clarence Square development.

8.8.2 In this respect, it is considered that the removal of the existing, unattractive, buildings from the site will enhance the setting of the Locally Listed Clarence Square Council School building.

8.8.3 The site has been identified as having potential to contain previously unidentified archaeological remains, which could be of significant local interest. A series of conditions can be used, as suggested by the County Archaeologist in Section 6 of this report, to secure the submission, approval and implementation of an appropriate Written Scheme of Investigation, to ensure that any finds are appropriately preserved and recorded, in accordance with the NPPF and Policy R/BH8 of the Gosport Borough Local Plan Review.

8.9 *Compatibility with Adjacent Uses and Impact on the Comprehensive Development of Adjacent Land*

8.9.1 The use of the site for employment purposes is long established. Whilst the application proposal will introduce different uses, that operate at different times, the level of activity associated with the site is likely to be consistent with current levels and is considered acceptable in this

location. It is not, therefore, considered that the development will result in harmful levels of disturbance to adjacent occupiers.

8.9.2 Taking into consideration the current and historic uses of the site, together with the proposed indicative access arrangements, the submitted plans demonstrate that the proposed development could be accommodated without compromising the existing access or servicing arrangements, everyday operations, or amenities, of neighbouring uses.

8.9.3 The indicative plans show that the proposed residential accommodation could be sited away from the noisiest of the adjacent commercial operators, so as to preserve the amenity of prospective occupiers. Notwithstanding this, the siting of residential accommodation adjacent to commercial sites is not uncommon in waterfront locations, where the marine environment often constitutes a desirable location for both residential occupiers and marine/leisure based industries. Appropriate noise mitigation measures, for the proposed development, can, therefore, be controlled by condition.

8.9.4 In light of the above, the indicative layout and scale parameters show that the proposed quantum of development could be accommodated on the site, without prejudicing the future redevelopment of the adjoining land/buildings, the wider redevelopment of the Cold Harbour Mixed Use Allocation or the comprehensive redevelopment of the Gosport Waterfront more generally, in accordance with the NPPF and Policies contained within the Gosport Borough Local Plan Review.

8.10 *Impact on Amenity of Neighbouring Occupiers*

8.10.1 The development is likely to generate noise during the demolition and construction phases, as well as once the site is occupied. Measures to protect residents and adjacent commercial occupiers during the demolition/construction and after occupation can be controlled by planning conditions. Conditions can also be included to regulate the phasing of construction and the method of demolition, together with the siting and design of the site compound, to ensure that disruption, in terms of noise, vibration and dust, is minimised.

8.10.2 Conditions can also be used to control the hours of use of individual facilities, if appropriate. It is, therefore, considered that the temporary impact of noise disturbance associated with demolition and construction can be suitably mitigated and that the noise generated by the development, when the site is operational, would not result in unacceptable harm to the amenity of existing or prospective occupiers, including residential occupiers and hotel guests, in accordance with the NPPF and Policies R/DP1, R/ENV10 and R/ENV12 of the Gosport Borough Local Plan Review.

8.10.3 The need to provide a certain level of external lighting, that creates a safe and pleasant environment in hours of darkness, is acknowledged. The lighting proposals can be designed to respect the setting of

neighbouring sites, avoiding glare and unnecessary light pollution. The precise details of the lighting strategy for the site can be controlled by condition. The proposal, therefore, complies with Policies R/DP1 and R/ENV11 of the Gosport Borough Local Plan Review.

8.10.4 The final design of the buildings will be considered at the detailed planning stage and this will ensure that the siting of windows is carefully considered so as to avoid harmful overlooking. The indicative layout shows that the proposed buildings could be sited so as not to have an unacceptable impact on the amenities of adjacent occupiers in terms of loss light or outlook.

8.10.5 Details of a scheme for the ventilation/filtration of odours generated by the public house/restaurant can be controlled by condition and this will ensure that the development does not harm the amenities of neighbouring occupiers with regard to noise or odours.

8.11 *Highway and Access Issues*

8.11.1 The Local Highway Authority considers that the quantum of development proposed could be delivered in this location with appropriate access, subject to the provision of appropriate conditions to secure further details and planning obligations to facilitate improvements to the existing highway network, the regulation of parking and access, and the delivery of Travel Plans.

8.11.2 The anticipated increase in vehicle movements from the site has been calculated. The Local Highway Authority does not have an overriding concern about the impact of the development on the local road network but has requested a contribution to mitigate against the cumulative impact on the wider network and to promote travel by sustainable modes.

8.11.3 The Local Highway Authority has indicated that only a limited level of vehicular access is likely to be acceptable from new junctions onto Mumby Road. The flows at all existing and proposed accesses will need to be contained within the safe capacity of each access by the use of appropriate layouts, parking distribution and traffic management.

8.11.4 The applicant will be required to demonstrate, with detailed plans, at Reserved Matters stage, precisely how the accesses and associated road markings and signing would be designed/configured so as to ensure safe and convenient entry and egress into and out of the site, without unduly interrupting the safety or flow of traffic on existing roads, or at existing junctions.

8.11.5 The Local Highway Authority has indicated that 2no. new crossing points will be required on Mumby Road, as shown on the indicative plans, together with the widening of the existing refuge adjacent to North Cross Street. The crossings are necessary to provide safer and more convenient pedestrian links to the High Street, the local public car parks and existing residential areas, as well as to the application site,

and on towards the waterfront. The precise details of the crossing, and their implementation, will be controlled by condition and considered at the detailed planning stage. A financial contribution is required to enable the Local Highway Authority to provide these crossing, including a Pelican crossing, if it is determined that this is necessary.

- 8.11.6 The indicative total of 182no. car parking spaces for the quantum of development proposed is considered to be an appropriate provision in this accessible location, in close proximity to the Bus Station and Ferry Terminal. The mix of facilities on the site will provide opportunity for linked trips and dual usage of car parking spaces, if appropriate. The provision of 69no. spaces for the proposed commercial uses is considered acceptable given the type, nature and quantum of development proposed, and the proximity of the site to several public car parks.
- 8.11.7 The indicative provision of a total of 113no. spaces for up to 150no. residential units equates to 0.75 car parking spaces per unit, which equals the average car ownership levels for the Town Ward, as outlined in the latest census information. The residential car parking provision is, therefore, likely to be sufficient to avoid harmful overspill parking in the local road network.
- 8.11.8 The site is highly accessible by a number of modes of transport and is within walking distance to the Gosport Bus Station and Ferry Terminal, which will reduce the reliance on the use of the private motor vehicle. Numerous public car parks are available within easy walking distance of the site and this will serve to complement the on-site car parking provision. Appropriate facilities for the secure storage of bicycles, which can be secured by condition, will also provide additional sustainable alternatives to the use of the private motor vehicle.
- 8.11.9 The principle of providing undercroft and basement car parking (as shown on the indicative plans) is acceptable and will help to reduce the requirement to providing on-surface car parking at the site, which can detract from the appearance of a development.
- 8.11.10 The indicative layout indicates that it is likely to be necessary to prohibit all short stay parking on Mumby Road, adjacent to the site, and some long stay parking in Harbour Road, by means of a Traffic Regulation Order, so as to facilitate safe access with adequate visibility and the provision of loading bays.
- 8.11.11 The indicative plans show 2no. dedicated servicing bays adjacent to Mumby Road. These are acceptable in principle, however, it will be necessary to demonstrate, through the detailed design stage, that the spaces do not impair visibility or otherwise prejudice the safe use of the highway. The provision of on-street servicing bays is not uncommon within Town Centre locations and avoids the requirement to provide these facilities on site, which can often result in large, unattractive and infrequently used areas of designated hardstanding/tarmac, which detract from the appearance of the development.

- 8.11.12 Precise details relating to the car parking layout, bicycle parking facilities and servicing arrangements, as well as the future management of these facilities (including a Car Parking Management Plan) will be considered at the detailed planning stage. Notwithstanding this requirement, the Local Planning Authority is satisfied that the applicant has demonstrated, through the submission of this Outline application, that an acceptable design solution can be achieved at the site, in accordance with the NPPF and Policies R/DP1, R/T2, R/T3, R/T4, R/T10 and R/T11 of the Gosport Borough Local Plan Review. It is acknowledged, however, that the Reserved Matters application relating to access, will need to be submitted showing the access layouts, configurations and internal road layout for the whole of the re-development site, and not individual aspects, in order to allow a full and informed assessment of the suitability of the proposed scheme and the likely impact on local traffic conditions and highway safety.
- 8.11.13 The applicant has confirmed a willingness to enter into a planning obligation to pay a contribution to cover the costs incurred by the Local Highway Authority to advertise and implement Traffic Regulation Orders required to control access to or from the public highway and regulate car parking, loading and unloading, as required. The applicant has also agreed to pay a contribution towards the upgrading of pedestrian crossing facilities and the mitigation of the impact of the development on the wider highway network and to promote travel by sustainable alternatives.
- 8.12 *Nature Conservation*
- 8.12.1 The proposed development is likely to result in an increase in the recreational use of the coastline and feeding sites for over-wintering birds.
- 8.12.2 In recognition of this, the applicant has agreed to enter into a planning obligation to pay a commuted sum so that existing recreational space in the Borough can be improved/enhanced, thereby helping to promote the use of alternative sites in the Borough, to off-set any net increase in the recreational use of the nearby coastline. This planning obligation would be separate to any requirement to enter into a planning obligation to pay a commuted sum towards improvement/provision of outdoor playing space/facilities in the Borough required by Policy R/OS8 of the Gosport Borough Local Plan Review, which relates to recreational space associated with/for new residential development.
- 8.12.3 In recognition of the ecological importance of the Portsmouth Harbour SPA and Ramsar Site, the applicant has also confirmed that interpretation panels/information boards would be provided at the site, which would provide information on the adjacent sensitive habitats, how residents and visitors can help to reduce disturbance to nearby bird populations and what other, alternative recreational facilities are available in the Borough. The content, implementation and retention of the interpretation panels will be secured by condition or planning obligation.

- 8.12.4 Conditions will be used to require the submission and approval of a Construction Method Statement (to control noise associated with demolition and construction works and the timings of works with 'heavy' machinery) and this will ensure that the building works do not result in unacceptable disturbance to the over-wintering bird population.
- 8.12.5 In addition to the above European Designation, the Local Planning Authority must also be satisfied that the proposed development will not have a harmful impact on any individual species, protected under UK law. There is no evidence of protected species being present at the site and the development will not, therefore, harm any protected flora or fauna species.
- 8.12.6 In light of the above, and subject to the aforementioned conditions and planning obligations, the proposed development will not have a significant effect on the Portsmouth Harbour Special Protection Area or any other designated sites, with regard to the increased recreational use of the coastline, noise disturbance, light pollution or pollution of controlled waters, in accordance with the National Planning Policy Framework and Policies R/OS12 and R/OS13 of the Gosport Borough Local Plan Review.
- 8.12.7 There is scope to enhance biodiversity at the site (through, for instance, the implementation of bird/bat boxes), in accordance with the requirements of the NPPF, and this will be controlled by condition.
- 8.13 *Flooding*
- 8.13.1 The majority of the site is located within Flood Zone 1, where there is a low probability of tidal or fluvial flooding.
- 8.13.2 Where development is located with Flood Zones 2 and 3, the applicant has indicated that the ground floor levels would be set above the 1 in 200 year tidal flood level of 4.3 metres AOD.
- 8.13.3 Where areas of basement car parking are sited below this threshold, the applicant has indicated that they would be protected by flood barriers, and this would ensure that people and their vehicles are safe during any short, tidal flooding peaks.
- 8.13.4 In light of the above, the proposed development will not increase the risk of flooding to people or property. The precise design and the subsequent implementation and retention of the flood proofing measures can be controlled by condition.
- 8.13.5 In the interests of public safety, the applicant has indicated that emergency evacuation measures will be put in place in the event that a flood event should occur. A condition will control the precise details of the evacuation plan, which will be required to demonstrate the availability of safe access to higher ground. The condition will require the approved Evacuation Plan to be implemented in the event of a flooding event.

- 8.13.6 The possibility of groundwater flooding and increased surface run-off can be addressed through the implementation of a suitable Sustainable Urban Drainage System, the details of which can be controlled by a planning condition.
- 8.13.7 Similarly, details of the measures to deal with foul water drainage will be controlled by condition.
- 8.13.8 Subject to the submission and approval of the aforementioned measures, the proposed development will not increase the risk of flooding to people or property, or pollute controlled waters. The development, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/ENV2 and R/ENV4 of the Gosport Borough Local Plan Review.
- 8.14 *Land Contamination*
- 8.14.1 Due to the former uses of the site, there is a possibility that the site is contaminated. The developer will, therefore, be required to demonstrate that the risks from any existing land contamination have been identified and that adequate measures can be put in place to protect human health and controlled waters both during the construction phase and upon occupation.
- 8.14.2 Any contamination will be subject to risk assessment and a series of mitigation measures can be agreed depending on the type of contamination identified and the receptor being affected; both of which can be verified and approved at Reserved Matters stage. The necessary investigation and remediation measures, including implementation, will be secured through condition.
- 8.14.3 As such, the proposal complies with the requirements of the NPPF and Policies R/DP1, R/ENV2 and R/ENV5 of the Gosport Borough Local Plan Review.
- 8.15 *Energy Conservation*
- 8.15.1 Provision can be made within the development to minimise energy use and the new buildings will have improved energy efficiency when compared to the existing buildings at the site. The development therefore, accords with the aims and objectives of the NPPF and Policies R/DP1, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.
- 8.16 *Provision for Open Space*
- 8.16.1 In addition to the on-site provision described in Paragraphs 4.3.1, 4.3.2 and 4.3.3 the applicant has confirmed a willingness to enter into a planning obligation to pay a commuted sum towards the provision and/or improvement of Open Space in the Borough, in accordance with the requirements of the NPPF and Policy R/OS8 of the Gosport Borough Local Plan Review. This planning obligation would be

separate from the planning obligation relating to ecological mitigation measures, as described within 8.12.2 of this report.

8.17 *Provision for Education*

8.17.1 The County Education Officer has requested a contribution towards education provision as up to 150no. residential units will contribute to a current shortfall in Primary School places in the local catchment area.

8.17.2 The applicant has agreed to enter into a planning obligation with the Borough Council to pay a commuted sum towards the provision of additional education facilities. Without this contribution, the proposal would be contrary to the NPPF and Policy R/CF6 of the Gosport Borough Local Plan Review and unacceptable.

8.18 *Provision for Affordable Housing*

8.18.1 The applicant has confirmed a willingness to enter into a planning obligation to secure the provision of affordable housing, or a financial contribution in lieu of that provision, in accordance with Policy R/H5 (and as amplified by Appendix F) of the Gosport Borough Local Plan Review. Without this obligation, the proposal would be contrary to Policy and, therefore, unacceptable.

8.19 *Employment and Skills*

8.19.1 The provision of 1250sq. metres of retail/leisure floorspace and 150no. residential units exceeds the thresholds set out in the Borough Council's Policy Guidance Note, 'Securing employment and training measures through planning obligations' (April, 2012). Under these circumstances, the applicant is required to enter into a planning obligation to secure the provision of an appropriate training, education and/employment plan to provide employment and training measures for residents of the Borough, in accordance with Policy R/DP3 of the Gosport Borough Local Plan Review and Policy LP17 of the emerging Gosport Local Plan 2011-2029.

8.19.2 The Policy Guidance Note was introduced in recognition of a set of key local indicators which identify a need to improve employment and training opportunities for local people. For instance, there a several hundred military and civilian personnel who leave the services each year and find it difficult to make the transition to alternative employment. Likewise, the Sector Skills Agencies are demonstrating a generic skills gap amongst job applicants, which include problem solving, communication, customer service and basic skills, and identifies a need for pre-employment training provision, interview guarantees, work trials, apprenticeships and similar.

8.20 *Planning Obligations*

8.20.1 Whilst the applicant has confirmed a willingness to enter into a legal agreement to secure financial contributions towards such matters as improvements to transport and highway infrastructure and services,

Traffic Regulation Orders, ecological mitigation, open space, affordable housing and education, the final details will need to have regard to the final form of the redevelopment, including viability, and this will be covered in the legal agreement.

9.0 Conclusion

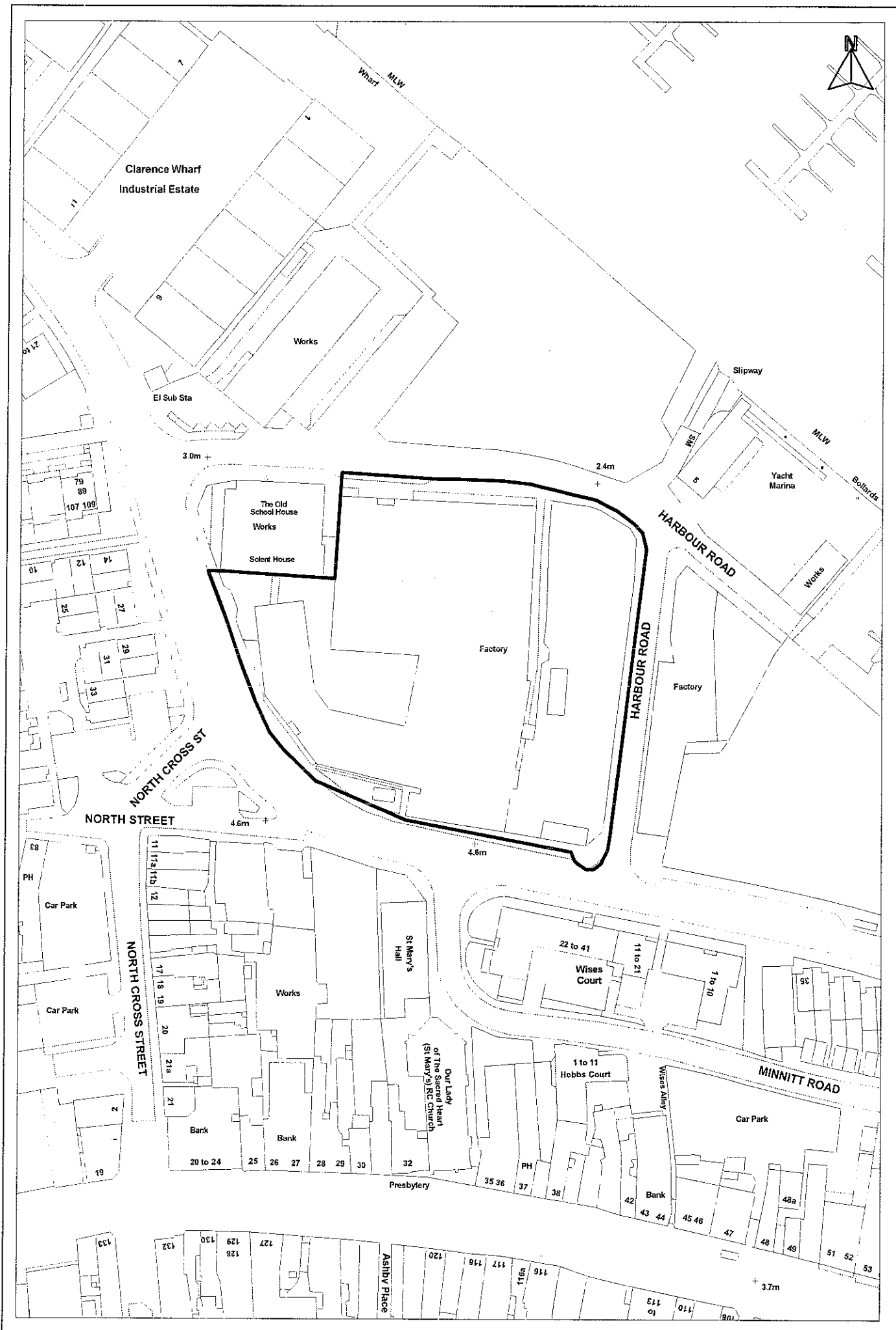
- 9.1 The proposed uses are compliant with the Mixed-Use allocation of the site. They are compatible with the waterfront location, will create employment floorspace, complement the existing uses within the Town Centre and positively contribute to the regeneration of the area, providing significant enhanced benefits to residents of the Borough.
- 9.2 The development can be designed so as to enhance the character and visual amenity of the locality, without prejudicing the future, comprehensive redevelopment of adjacent land. It has been demonstrated that appropriate access, car parking and servicing arrangements can be achieved at the site and the development can be delivered without resulting in a harmful displacement of on-street parking and without harming local traffic conditions or highway/pedestrian safety. The applicant has demonstrated that the proposed development can be designed to avoid harming the amenity, access, servicing or everyday operations of adjacent occupiers, or the interests of nature conservation and archaeology. The applicant has demonstrated that the development can be designed so as to not increase the risk of flooding to people or property and that measures can be incorporated into the design to enhance biodiversity and energy efficiency and minimise the potential for criminal activity and anti-social behaviour. The provision of an appropriate drainage strategy can be controlled by condition.
- 9.3 The proposal, therefore, represents a sustainable form of development that complies with the overarching principles of the NPPF, the Gosport Borough Local Plan Review and the emerging Gosport Local Plan 2011-2029.

Financial Services comments:	<i>N/A</i>
Legal Services comments:	<i>Contained in the report</i>
Service Improvement Plan implications:	<i>The planning application is a part of the delivery of a key project</i>
Corporate Plan:	<i>The planning application is a part of the delivery of a key project</i>
Risk Assessment:	<i>Low</i>
Background papers:	<i>Nil</i>
Appendices/Enclosures:	
Appendix 'A'	<i>List of Proposed Condition Headings</i>
Appendix 'B'	<i>Site Location Plan</i>
Report author/ Lead Officer:	<i>Ian Humble</i>

Appendix A

- 1.) Timing of development
- 2.) Reserved Matters (scale, layout, appearance and landscaping)
- 3.) Phasing of demolition and construction
- 4.) Construction site compounds
- 5.) Construction Method Statement
- 6.) Contamination and remediation
- 7.) Method of piling
- 8.) Archaeology
- 10) Disposal of materials
- 11) Drainage and sewers
- 12) Foul and surface water disposal
- 13) Flood warning procedures
- 14) Finished floor levels
- 15) External lighting
- 16) Noise management
- 17) Hours of operation
- 18) Extraction/ventilation

- 19) Timing of works on site
- 20) Ecological surveys and mitigation measures
- 21) Energy strategy
- 22) Access arrangements
- 23) Car parking
- 24) Car parking management strategy
- 25) Green Travel Plan
- 26) Bicycle parking
- 27) Refuse storage and collection
- 28) Off-site highway works
- 29) Signage (highway)
- 30) Approved plans and floorspace



GOSPORT BOROUGH COUNCIL – REGULATORY BOARD

7th May 2013

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.

<u>Item</u>	<u>Page No</u>	<u>Appl. No.</u>	<u>INDEX Address</u>	<u>Recommendation</u>
01.	3	12/00499/FULL	Land Adjoining 24 Ashburton Road Gosport Hampshire PO12 2LJ	Grant Permission

ITEM NUMBER: 01.
APPLICATION NUMBER: 12/00499/FULL
APPLICANT: Mr & Mrs J Knott
DATE REGISTERED: 20.11.2012

ERECTION OF 1 NO. THREE BEDROOM DETACHED DWELLING, DETACHED GARAGE, GARDEN STORE AND ASSOCIATED CAR PARKING AND LANDSCAPING (CONSERVATION AREA) (as amended by plans received 15.02.13 and 11.04.13 and amplified by letters received 21.01.13 and 18.02.13)
Land Adjoining 24 Ashburton Road Gosport Hampshire PO12 2LJ

The Site and the proposal

This application was considered by the Regulatory Board on 9 April 2013 when Members resolved to defer it for a site visit.

The application site is located on the northern side of Ashburton Road, within the Urban Area, as defined by the Gosport Borough Local Plan Review. The majority of the site falls within the Anglesey Conservation Area and the northern 5.5m of the site is within the Alverstoke Conservation Area. The site is also within Flood Zones 2 and 3. The site varies in depth between 30m and 35m and is 18.5m wide where it adjoins Ashburton Road. The site is mainly laid to lawn and steps down in level from the road to the northern end of the site, which is approximately 1.5m lower than the road. There is an existing dropped kerb from Ashburton Road which serves the application site and also provides a secondary vehicular access to the rear of 7 Coward Road.

Number 7 Coward Road is a detached, two storey, dwelling whose rear elevation is set off the northern boundary of the application site by 4.5m. To the east of number 7 is the rear garden of 3 Coward Road, a property whose side elevation is adjacent to a detached building located in the north eastern corner of the curtilage of 24 Ashburton Road. Number 24 is a three storey, semi-detached, property with a semi-basement to the rear. This property is situated 4.5m away from the application site boundary and contains two kitchen windows in its semi-basement, secondary lounge and dining room windows on the ground floor and a secondary bedroom window on the first floor in the elevation facing the application site. Immediately to the west of the application site is number 26 Ashburton Road which is a two storey, semi-detached, dwelling that has a two storey side extension built up to the common boundary and a landing window overlooking the site in its recessed side elevation. Numbers 23 and 25 are located on the opposite side of Ashburton Road to the south, in excess of 20m from the front of the application site. The application site contains two mature trees at the northern end and is bounded by a combination of 1.8m high fencing, 2m high walls and a 1.8m high trellis. The side boundary treatment steps down towards the rear of the site due to the changes in ground level. There is a 1.5m high brick wall forming the southern boundary of the site with a timber five bar gate in the south western corner that demarks the existing access.

The application site is located between a very distinct pattern of late Victorian development to the east and two storey semi-detached inter-war housing to the west. The buildings to the east vary between two storeys and three storeys in height, some with semi-basements. The character of these buildings reflects the architectural conventions of their time and varies between Neo-Classical and Gothic, with appropriate detailing. The buildings to the west of the application site are typical of inter-war suburban development and have hipped roofs and projecting bays to the ground floor. There is an example of a more modern dwelling that picks up some of the recurrent themes of the street on the southern side of Ashburton Road at number 11a (permitted under Ref. K15064/2 in 2002).

It is proposed to erect a three storey, three bedroomed, detached dwelling on the site, with a detached single garage alongside the western boundary together with associated vehicular manoeuvring areas and landscaping. The proposal also includes the erection of a garden/cycle store to the rear of the proposed dwelling, adjacent to the eastern boundary. The detached building in the north eastern corner of number 24 Ashburton Road would be retained within that curtilage.

The existing access to the application site would be retained, however, the secondary access through to 7 Coward Road to the north would be closed.

The proposed dwelling would be set back from the highway by 5.3m, 1m further back than the adjacent dwellings to the east and west. It would be set off the eastern boundary with number 24 by 1.5m and the western boundary by 7.8m. The dwelling would be generally square shaped and would be 10.2m wide and deep. At ground floor level, the north western corner would have a further square section that extends 2.4m beyond the side elevation and 2.3m beyond the rear elevation. The three storey rear elevation of the main dwelling would not project beyond the rear elevations of numbers 24 and 26 Ashburton Road, however, the further single storey square section would project 2.5m beyond the rear of number 26. A rear garden with a depth in excess of 14m would be provided. The rear elevation of the proposed dwelling would be approximately 28m away from the rear elevation of number 7 Coward Road. The ground floor level would be 3.9m Above Ordnance Datum (AOD).

The proposed dwelling would have a maximum height of 9.5m when viewed from Ashburton Road, which would be 4.5m higher than the eaves of number 26 Ashburton Road to the west, 3.2m higher than the height of the two storey extension of that dwelling along the common boundary and 1.1m higher than the overall height of that dwelling. The proposed dwelling would be 0.6m below the eaves height of number 24 Ashburton Road to the east and 4.2m lower than the overall height of that property.

The proposed dwelling would have a contemporary, modern, design with a mono-pitched, 'floating', zinc roof. It would be finished in off-white render, highlighting the art-deco influences of the design, with sections of cladding to all elevations, built over a buff brick plinth. The asymmetrical dwelling would have inset sections to provide articulation to the elevations and would have an upper floor, south facing, inset roof terrace area with the floating roof over. The front elevation (south) would also contain a two storey, forward projecting section denoting the location of the main entrance to the dwelling. There would be a number of windows in each elevation, which would be dark grey aluminium. The trees at the northern edge of the site would be retained.

Originally it was proposed to have nine windows in the western elevation, with four at first floor level, two first floor windows in the eastern elevation and an opening in the southern elevation on the roof terrace area constructed using glass bricks. However, amended plans have been received which show changes to the windows and design to address privacy, design and access concerns raised during the public consultation period. The application now proposes two ground floor windows in the western elevation and one at first floor level, which would wrap around the south western corner of the dwelling and serve a bedroom. The windows that serve habitable rooms in the eastern elevation have been omitted, leaving two vertical windows serving the staircase. The changes also include the glass bricks of the opening on the roof terrace being replaced with a window and a reduction in the amount of inset sections and cladding on the side elevations, to simplify the design of the dwelling.

The amended plans also show a widening of the existing access from 2.8m to 4.4m to provide greater visibility when exiting the site. The front boundary wall to Ashburton Road would be retained. There would be an 18m deep parking/vehicular manoeuvring area forward of the garage and the area to the rear of the dwelling would be landscaped to provide a 2.4m deep terraced area that would not project beyond the square section on the north western corner of the dwelling.

The proposed single garage would be located alongside the western boundary and would be sited 2.4m beyond the rear of the square section on the north western corner of the dwelling, which would be 4.8m beyond the rear elevation of the main dwelling and the rear elevation of the side extension of number 26. It would be 3.5m wide and 6m deep. It would have a shallow, mono pitched, roof 3m in height and would be finished in render to match the main dwelling.

The garden/cycle store would be located alongside the eastern boundary, 4m to the rear of the main dwelling. It would be 4.5m deep and 2.5m wide and would have a shallow, mono pitched, roof

3.1m in height, with a 1.7m wide overhang on the western side. This garden/cycle store would be finished in cladding to match the main dwelling.

Residential development on the site has been accepted in the past with the granting of both outline and full planning permissions. These consents, however, have not been implemented and have now lapsed. The most recent planning application on the site, in 2008 (Ref. K5856/4), was for the erection of a more traditionally designed dwelling that was refused on the basis that the proposal was inappropriate in design terms and would have had a detrimental effect on the character and appearance of the Conservation Area and would have resulted in a harmful loss of privacy to the occupiers of the neighbouring occupiers. Flood risk was also not suitably addressed.

This application is supported by a Design & Access Statement, a Flood Risk Assessment and a Tree Survey.

Supporting statements have been submitted by the applicant following the concerns raised during the public consultation period which clarify the historic use of the existing access to the site and provides justification of the proposed changes to this access.

Relevant Planning History

K5856 - erection of 2no. 2/3 storey houses with integral garages - permitted 28.07.67

K5856/1 - outline application - erection of detached dwelling - permitted 06.04.82

K5856/4 - erection of detached house with semi-basement (Conservation Area) - refused 10.10.08

Relevant Policies

Gosport Borough Local Plan Review, 2006:

R/DP1

General Standards of Development within the Urban Area

R/H4

Housing Densities

R/BH1

Development in Conservation Areas

R/T11

Access and Parking

R/DP3

Provision of Infrastructure, Services and Facilities

R/T4

Off-site Transport Infrastructure

R/OS8

Recreational Space for New Residential Developments

R/OS13

Protection of Habitats Supporting Protected Species

R/ENV5

Contaminated Land

Consultations

Natural England

No objection. The application does not appear to fall within the scope of the consultations that Natural England would routinely comment on. It is for the local authority to determine whether or not this application is consistent with national or local policies on biodiversity and landscape and other bodies and individuals may be able to help the Local Planning Authority to fully take account of the environmental value of this

site in the decision making process, the Local Planning Authority should seek the views of their own ecologists when determining the environmental impacts of this development.

Environmental Health

No objection. The construction work should be undertaken in accordance with the BRE Pollution Control Guide - Controlling particles, vapours and noise pollution from construction sites (2003).

All work operations that result in noise being audible at the site boundary, shall only be undertaken between the hours of 08.00 - 18.00hrs Mondays to Fridays and 09.00 - 13.00hrs on Saturdays with no noisy operations being undertaken on Saturday afternoons, Sundays or Bank Holidays.

Smoke and dust on site should be controlled so as not to cause a nuisance to neighbouring premises or Local Air Quality.

The site has been identified as being adjacent to "Former Military Land" and has been prioritised as "moderate-high risk" for land contamination. Should any contamination be encountered during the construction phase, therefore, all work should cease immediately and the Council should be contacted immediately.

Streetscene Parks & Horticulture

No objection.

Local Highway Authority

No objection. The amended access to the site is satisfactory. Ashburton Road is an unclassified carriageway and, as such, it is not necessary for vehicles to be able to enter, perform a turning manoeuvre and exit the site in a forward gear. Therefore, the proposed parking and manoeuvring arrangements are acceptable. It is noted that it is proposed to include a garden store with cycle parking provision and, as such, the size of the proposed garage is considered adequate for parking of vehicles associated with the property. A transport contribution in accordance with Hampshire County Council's Transport Contributions Policy will be required.

Streetscene Waste & Cleansing

Bin requirements will be 240 litre domestic and 240 litre recycling wheeled bins. There is adequate storage for bins which will need to be placed out adjacent to the kerb for collection.

Environment Agency (Hants & IOW)	No objection, in principle, to the proposed development in terms of flood risk, subject to the imposition of appropriate conditions related to the finished floor level of the dwelling and other flood protection measures.
The Gosport Society	<p>The principle of development on this site has already been established with the previous application Ref. K5856/4, however, that application was refused on the grounds of design, height and mass in the streetscene, and the wider Conservation Area.</p> <p>There are no other 'modernist; designed buildings in Ashburton Road and to our knowledge, none in the wider Anglesey Conservation Area, and although the recent National Planning Policy Framework states that policies 'should not stifle innovation' it also states that policies should 'promote or reinforce local distinctiveness'. The proposed 'modernist' design shows a geometric, asymmetric, flat roof style without any feature linking it to the other more traditionally designed buildings nearby, and therefore, in our opinion, does not 'promote or reinforce local distinctiveness'.</p> <p>In conclusion this application is not compatible with the 'Saved Policies' of Gosport Borough Council Local Plan Review May 2006 Policy R/BH1 with particular reference to (i and iv) in that the design does not respect the historic character or appearance of the Anglesey Conservation Area.</p>
Building Control	Building Regulations approval required. Trees may affect foundation depth/design.
Coastal Partnership (Havant, Portsmouth And Gosport)	No objection, subject to appropriate mitigation measures related to the finished floor level of the dwelling and other flood protection measures.
HCC Ecology	<p>No objection. There are unlikely to be significant adverse impacts to biodiversity from this application. However, the work will require some level of vegetation clearance. This may potentially affect nesting birds, which are legally protected under UK law.</p> <p>Additionally, while the area is laid to lawn, there may be small areas of habitat suitable for supporting slow worms (also legally protected), which can typically be found in larger residential garden plots in areas such</p>

as compost heaps, piles of dead vegetation / logs etc. around boundaries. Therefore, a suitable informative should be added to any decision notice granting planning permission.

Response to Public Advertisement

7 letters of objection (to original plans)

Issues raised:-

- the design is too modern and is out of character with other dwellings on Ashburton Road
- the flat roof is out of keeping with the area
- the modernistic style building will look incongruous
- design and layout would be out of keeping with the established form and pattern of development in the area
- the modern design would have a detrimental effect on the character and appearance of the Anglesey Conservation Area
- whilst the site is appropriate for a new dwelling and the size and position is appropriate, the design would be obtrusive and unsympathetic to the streetscene of Ashburton Road
- granting permission for such a modern design in this location would disregard the principles of Conservation Areas
- proposal would dominate the Conservation Area for all the wrong reasons
- the dwelling will be too high
- the style of the property does not link between the two adjacent properties
- front balcony will overlook windows of number 23 Ashburton Road
- loss of privacy to number 26 Ashburton Road
- loss of outlook to number 26 due to position of proposed garage
- Flood Risk Assessment does not consider effect on surrounding properties
- proposal is not significantly different from previously refused application on the site
- concerns regarding content of Design & Access Statement

1 letter of objection (to amended plans)

Issues raised:-

- design and layout would be out of keeping with the established form and pattern of development in the area and would harm the Conservation Area
- loss of privacy
- Flood Risk Assessment does not consider effect on surrounding properties
- mass of the property is unchanged from previous application on the site
- the existing access to the site from Ashburton Road is rarely used and its use as a main access would have a major impact

Principal Issues

1. The site is located within the Urban Area Boundary where the principle of residential development is acceptable provided that the details of the application accord with the National Planning Policy Framework (NPPF) and the relevant policies of the Gosport Borough Local Plan Review. Within the NPPF, a key objective is that Local Planning Authorities, when determining planning applications, give weight to outstanding or innovative designs which help raise the standard of design in the respective area. Furthermore, paragraph 60 of the 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. It is, however, proper to seek to promote or reinforce local distinctiveness". The Local Planning Authority is required to determine the application on the basis of the submitted plans and its individual merits. The information accompanying the application has been submitted with the intention of supporting the application, nevertheless, the application forms and plans are of adequate detail and the plans show the relationships between the properties, and, in conjunction with the Officers site visit, are sufficient to enable this application to be determined. Therefore, the main issues in this case are the acceptability of the proposed development in terms of its design and the impact on the character and visual amenity of the locality, whether the

proposal preserves or enhances the character and appearance of the Anglesey and Alverstoke Conservation Areas, the impact on the amenities of nearby and prospective residents, the adequacy of access and parking arrangements and the provision for cycle parking, refuse storage, open space and highway infrastructure improvements, the interests of nature conservation, land contamination and flood risk.

2. Whilst the density of the proposed development is 16 dwellings per hectare (dph) and falls outside of the general range of 30 to 50dph stated within Policy R/H4 of the Gosport Borough Local Plan Review, there is provision within that Policy to consider allowing a lower density in appropriate circumstances, such as within Conservation Areas. At present, the application site forms a 'natural break' in the streetscene between the smaller scale red brick, two storey dwellings to the west and the rendered, three storey, dwellings to the east. Given this unusual arrangement on the northern side of the road, it is considered that this is a location where it could be appropriate for a single, contemporary, dwelling to provide a transition between the differing property styles and scales adjacent to the site. The proposed dwelling would be set back by an appropriate distance and the existing access to the site would be retained. In terms of its rhythm within the streetscene, the dwelling would be sited appropriately between the plots to the east and west and the overall height of the proposed dwelling would not exceed the height of the eaves of number 24 to the east and would only 1.1m higher than the overall height of number 26 to the west. Therefore, it is considered that the proposed dwelling would have a suitable mass that would not overpower the dwellings to west and not compete, in visual terms, with the dwellings to the east. The two storey, forward projecting, section on the front of the dwelling picks up on the projecting bays of the neighbouring dwellings, but treats the detail in an appropriately modern way. The differing architectural and window detailing complements the proportions found on the adjacent properties, notably with the vertical emphasis of the windows in the dwellings to the east and the more horizontal emphasis of the windows dwellings to the west both being represented in the proposed design on either side of the of the forward projecting section of the proposed dwelling. The application proposes high quality materials that further serve to act as a link between the properties to either side. The rendered finish of the proposed dwelling is reflective of the dwellings to the east and the retention of the brick boundary wall forward of the dwelling serves to add continuity from the dwellings to the west and helps to lessen the visual impact of the dwelling in this location. The shallow mono-pitched roof is appropriate for a dwelling of this contemporary design. The roof and window materials compliment the design of the dwelling and are appropriate to this context. The proposed garage and garden/cycle store are both proposed to be constructed using matching materials and form and are acceptable in design terms in the context of the site and proposed dwelling. A condition is proposed to ensure the existing trees on the northern edge of the site will be retained and protected during the works. Overall, the proposed dwelling has an innovative design which promotes the distinctiveness of the locality by incorporating the appropriate architectural features of the neighbouring properties without competing with or mimicking earlier styles. Previous attempts to introduce a dwelling of more traditional design on the site have been unable to successfully address the differing property styles to the east and west. It would be difficult to design a traditional dwelling on this site that would be reflective of the adjacent architectural styles, however, this is possible with a contemporary design. The unique attributes of the site and mixed character of the locality are such that the proposed design is an appropriate approach in this instance, a view which is shared by the Head of Conservation & Design. The proposed development is an example of high quality contemporary design on a site that has the potential for such. For the above reasons and given the quality of the design and the proposed materials, which would be controlled by condition, the proposal would not harmfully impact the character and visual amenity of the locality and would enhance the character and appearance of the Anglesey Conservation Area in which the dwelling would be sited and would preserve the character and appearance of the Alverstoke Conservation Area, located towards the rear of the site. As such, the development complies with the NPPF and Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

3. Whilst the development proposes a second storey roof terrace, due to the orientation of and separation distances between the properties and relationship across a highway, the development would not have a harmful impact on the amenities of the occupants of the dwellings on the opposite side of Ashburton Road to the south. The application has been amended to remove all but one upper floor window in the western elevation. Given the position of this remaining window, together

with the forward position of the roof terrace and the siting of the proposed dwelling relative to number 26, which has no habitable windows in its opposing elevation, the proposed dwelling would not have a harmful impact on the amenities of the occupants of that dwelling, particularly given the location and scale of the side extension at number 26 and the oblique angle between the upper floor windows in the proposed dwelling and the most private areas of the rear garden of number 26. In addition, the location and height of the proposed garage and the intervening boundary treatment is such that the garage would not have a harmful impact in terms of loss of light or outlook. With regard to number 24 to the east, the proposed dwelling would not project beyond the rear elevation of this property and would be set off the flank elevation by 6m. Furthermore, having regard to this separation distance between and orientation of the properties in addition to the absence of windows to habitable rooms in the eastern elevation of the proposed dwelling, the development will not have an unacceptable impact on the amenities of the occupiers of number 24, or the prospective occupiers of the proposed dwelling. Given the approximate 28m distance between the proposed dwelling and the properties to the north, together with the position of the detached building associated with number 24, and the retention of the trees on the northern edge of the site, there would be no harmful impact upon the occupiers of those dwellings. Therefore, the development would not have a harmful impact in terms of loss of light, outlook or privacy and is in compliance with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. The proposed dwelling would utilise an existing access from Ashburton Road that has served number 7 Coward Road to the north for a number of years. The existing through access to 7 Coward Road would be closed and the existing access from Ashburton Road utilised for the proposed dwelling. The closing of the secondary access to 7 Coward Road would not significantly increase traffic movements in Coward Road. This new, single, dwelling on the site would be serviced from this existing access, which is located alongside the existing access and integral garage of number 26 Ashburton Road and would not result in an unacceptable level of disturbance to the adjacent occupiers. The plans have been amended to provide a wider access to aid visibility when exiting the site. Car ownership within the Alverstoke ward averages 1.31 cars per household. The development provides both a detached garage and space to park at least two further cars on the site. Therefore, the development is unlikely to result in significant overspill parking in the local road network, to the detriment of pedestrian or highway safety. The vehicular movements associated with a three bedroom dwelling are unlikely to have a harmful impact on the traffic characteristics of the locality. Adequate facilities are shown for bicycle parking within the garden store and areas for the storage of refuse bins to the rear of the garage, the retention of which can be controlled by condition. The existing off-street parking arrangements for number 24 would be retained on that site. A condition is proposed to limit the timing of the works to prevent unacceptable disturbance to neighbouring residents during the construction period. Given the above, the proposal, would not harm highway or pedestrian safety, or be harmful to residential amenity, in compliance with Policies R/DP1 and R/T11 of the Local Plan Review.

5. The applicant has confirmed a willingness to enter a planning obligation under Section 106 relating to the payment of a commuted sum towards the provision and/or improvement of outdoor playing space, in accordance with Policy R/OS8, and payment of a sum towards transport infrastructure, in accordance with Policies R/DP3 and R/T4 of the Gosport Borough Local Plan Review, for the additional dwelling. Without this obligation the proposal is unacceptable.

6. Whilst the proposal will require some level of vegetation clearance on the site, the application site is of little ecological value. An Informative is proposed to ensure that any harmful impact upon any habitats present on the site is addressed through the implementation of suitable measures during construction, if necessary. The proposal would, therefore, not harm the nature interests of the site or the surrounding area, in compliance with Policy R/OS13 of the Gosport Borough Local Plan Review.

7. The application site has been identified as being as being as "moderate-high risk" for land contamination. A planning condition is proposed to require a suitable remediation strategy to be agreed with the Local Authority to ensure that practicable and effective measures are provided to treat, contain or control any land contaminants that are discovered during construction on the site. Given the above, and subject to this condition, the proposal would not expose the occupiers or

surrounding neighbours to an unacceptable contamination risk, in compliance with Policy R/ENV5 of the Gosport Borough Local Plan Review.

8. The application is supported by a Flood Risk Assessment which concludes that the development would be safe and would not increase Flood Risk elsewhere. Measures by which the residual flood risk can be managed on this site, which include the setting of the ground floor level 0.8m over the current 1 in 200 year flood prediction for the area (3.9m AOD) and flood protection measures being integrated into the construction of the dwelling are proposed and would ensure that the Flood Risk is effectively managed on the site. These can be controlled by condition. Given the above, and subject to the aforementioned conditions, the proposal is in compliance with the NPPF.

RECOMMENDATION: Grant Permission

Subject to Section 106 agreement relating to

1. The payment of a commuted sum towards the provision and/or improvement of outdoor playing space.
2. The payment of a commuted sum towards the provision of transport infrastructure.

Reason(s) for granting permission:

1. Having regard to the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and all other material considerations, the proposed development is acceptable in this location. It is acceptable in design terms and will not have a harmful impact on the character and visual amenity of the area. It will preserve the character and appearance of the Alverstoke Conservation Area and will enhance the character and appearance of the Anglesey Conservation Area and will not have a harmful impact on the amenities of nearby or prospective residents or the interests of nature conservation. Adequate provision is made for open space, transport infrastructure, car and cycle parking and refuse storage and appropriate measures are in place to manage land contamination and flood risk. As such the development complies with the NPPF and Policies R/DP1, R/BH1, R/H4, R/T11, R/DP3, R/T4, R/OS8, R/OS13 and R/ENV5 of the Gosport Borough Local Plan Review.

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 Flood Risk Assessment dated August 2012 and the following approved plans:

3209/08B, 3209/09C, 3209/11G, 3209/12G, 3209/13E, 3209/14E, 3209/15G, 3209/16C and 3209/17B

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with Policies R/DP1, R/BH1 and R/T11 of the Gosport Borough Local Plan Review.

3. All work operations that result in noise being audible at the site boundary, shall not be undertaken outside of the hours of 08.00- 18.00hrs Mondays, to Fridays and 09.00-13.00hrs on Saturdays. No work operations that result in noise being audible at the site boundary shall be undertaken on Saturday afternoons, Sundays or Bank Holidays.

Reason - to protect the amenities of the surrounding residential occupiers and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

4. Before development is commenced, details, including samples, of all external facing and roofing materials shall be submitted to and approved, in writing, by the Local Planning Authority. The

development shall thereafter be implemented in accordance with the approved details, unless otherwise agreed, in writing, with the local planning authority.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

5. Details of all new windows, doors and any other openings including horizontal and vertical sections at a scale 1:5 and elevations at a scale of 1:10 shall be submitted to and approved, in writing, by the local planning authority before works related to that part of the development are commenced. The development shall thereafter be implemented in accordance with the approved details, unless otherwise agreed, in writing, with the local planning authority.

Reason - To ensure that the external appearance of the development is satisfactory, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

6. Details of all new boundary treatment shall be submitted to, and approved by, the Local Planning Authority before works above slab level are commenced. The development shall thereafter be carried out in accordance with the approved details.

Reason - In the interests of visual amenity and to protect the amenities of surrounding properties, and to comply with Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

7. The trees and hedges on the site which are to be retained shall be protected during building operations by strict compliance with BS5837:2005 - Trees in Relation to Construction.

Reason - To ensure the enhancement of the development by the retention of natural features, and to comply with Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

8. Before development is commenced, full details of a soft landscaping scheme including the size/densities of tree/shrubs, the phasing of timing of planting, and provision for its maintenance during the first five years from the date of planting, shall be submitted to and approved, in writing by the Local Planning Authority.

Reason - In the interest of amenity and the appearance of the locality, and to comply with Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

9. The landscaping scheme approved in accordance with Condition 8 above shall be completed within six months from the occupation of the dwelling, and any trees or plants which die are removed or become seriously damaged or diseased during the first five years, shall be replaced with others of identical species (or as may otherwise be agreed, in writing, by the Local Planning Authority) during the next planting season.

Reason - In the interest of amenity and the appearance of the locality, and to comply with and Policies R/DP1 and R/BH1 of the Gosport Borough Local Plan Review.

10. Before development is commenced, full details of the hard landscape works shall be submitted to and approved, in writing, by the Local Planning Authority. These details shall include all hard surfacing materials, boundary treatment, and lighting. The hard landscape works shall be implemented in accordance with the approved details before first occupation of the new dwelling and thereafter retained.

Reason - In the interests of amenity and the appearance of the locality and to ensure adequate car parking is provided and retained and to comply with Policies R/DP1 and R/BH1, R/T11 of the Gosport Borough Local Plan Review.

11. The development hereby permitted shall not be first occupied until areas for the parking of vehicles shown on the approved plan have been provided and these areas shall be surfaced and subsequently retained and kept available at all times for these purposes, unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

12. Before the development hereby permitted is first occupied, the cycle storage facilities shown on the approved plans shall be provided and thereafter retained, unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - In order to ensure that adequate cycle storage is provided in compliance with Policy R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

13. Facilities for the storage of refuse for removal from the dwelling shall be provided in accordance with a scheme to be submitted to, and approved, in writing, by the Local Planning Authority before the development is first occupied and thereafter retained.

Reason - In order to protect the amenities of the area, and to comply with Policy R/DP1 of the Gosport Borough Local Plan Review.

14. The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment (FRA) dated August 2012 and the following mitigation measures detailed within the FRA:

- Finished floor levels are set no lower than 3.9m above Ordnance Datum (AOD)
- The floor construction is to be concrete with an effective connection between damp proof membrane and damp proof course
- Power sockets should be at least 450mm above floor level and the ring main should be at first floor level
- Internal finishes at ground floor level should conform to CIRIA guidelines on flood resistance

The mitigation measures shall be fully implemented prior to first occupation of the development and thereafter retained, unless otherwise agreed, in writing, with the Local Planning Authority.

Reason - To reduce the risk of flooding to the proposed development and future occupants and to comply with the NPPF.

15. No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved, in writing, by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year 30% critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and retained thereafter. The scheme shall also include details of how the scheme shall be maintained and managed after completion.

Reason -To prevent the increased risk of flooding, both on and off site and to comply with the NPPF.

16. If contamination not previously identified is found to be present at the site, then no further development or site clearance shall be carried out until a remediation strategy detailing how this unsuspected contamination is to be dealt with has been submitted to and approved, in writing, by the Local Planning Authority. Development shall thereafter proceed in accordance with the approved remediation strategy.

Reason - To ensure that risks from land contamination, ground gases and contaminated groundwater to the future uses of the land, neighbouring land, surface water, groundwater and wider environment are mitigated to ensure that the development can be carried out safely without any unacceptable risks to workers, neighbours and off site receptors and to comply with the NPPF and Policy R/ENV5 of the Gosport Borough Local Plan Review.