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28 July 2014

S U M M O N S

MEETING: Regulatory Board
DATE: 5 August 2014
TIME: 6.00 pm
PLACE: Council Chamber, Town Hall, Gosport
Democratic Services contact: Vicki Stone

LINDA EDWARDS
BOROUGH SOLICITOR

MEMBERS OF THE BOARD

The Mayor (Councillor Gill) (ex-officio)
Chairman of the Policy and Organisation Board (Councillor Hook) (ex-officio)

Councillor Mrs Hook (Chairman)
Councillor Jessop (Vice Chairman)

Councillor Allen	Councillor Farr
Councillor Bateman	Councillor Hicks
Councillor Carter CR	Councillor Hazel
Councillor Dickson	Councillor Langdon
Councillor Mrs Diffey	Councillor Wright

FIRE PRECAUTIONS

(To be read by the Chairman if members of the public are present)

In the event of the fire alarm sounding, please leave the room immediately. Proceed downstairs by way of the main stairs or as directed by GBC staff, follow any of the emergency exit signs. People with disability or mobility issues please identify yourself to GBC staff who will assist in your evacuation of the building.

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: Please note that mobile phones should be switched off for the duration of the meeting.

AGENDA

RECOMMENDED
MINUTE FORMAT

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. MINUTES OF THE MEETINGS OF THE REGULATORY BOARD HELD ON 15 JULY 2014.

4. 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 Friday, 1 August 2014. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).

5. 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 on Friday, 1 August 2014).

6. 14/00203/FULL – Planning application for the erection of 127 no. residential units together with parking, including amended access from Phase 2 of the Rowner Re-development (Phase 4) (as amplified by plan received 21.07.14 and amended by email received 25.07.14)

PART II
Contact Officer:
Linda Edwards

To consider planning application reference 14/00203/FULL for the erection of 127 no. residential units together with parking and open space including amended access from Phase 2 of the Rowner re-development (Phase 4).

7. ANY OTHER ITEMS

which the Chairman determines should be considered, by reason of special circumstances, as a matter of urgency.

AGENDA ITEM NO. 06

Board/Committee:	Regulatory Board
Date of Meeting:	5 August 2014
Title:	14/00203/FULL – Planning application for the erection of 127 no. residential units together with parking, including amended access from Phase 2 of the Rowner Re-development (Phase 4) (as amplified by plan received 21.07.14 and amended by email received 25.07.14)
Author:	Borough Solicitor and Deputy Chief Executive
Status:	For Decision

Purpose

(i) To consider planning application reference 14/00203/FULL for the erection of 127 no. residential units together with parking and open space including amended access from Phase 2 of the Rowner re-development (Phase 4).

Recommendation

To **Grant Planning Permission for application 14/00203/FULL**

Subject to;

- a) the conditions contained within Appendix A of this report and delegate authority to the Head of Development Control, in consultation with the Borough Solicitor and Deputy Chief Executive, to impose the conditions contained within Appendix A with amendments, if necessary.
- b) a Section 106 relating to the payment of a commuted sum towards the funding of a Traffic Regulation Order.

1.0 Background

- 1.1 The comprehensive redevelopment of Rowner was first considered under Outline planning application reference K17671 ('the Outline Consent').
- 1.2 The Outline Consent was considered by the Regulatory Board on 21 April 2009, where it resolved to advise the Secretary of State that the Borough Council was minded to grant Outline Consent, subject to the completion of a Section 106 Agreement relating to the provision of sports pitches within the Borough and the implementation of a management plan for Browndown Site of Special Scientific Interest (SSSI), and 22 planning conditions.
- 1.3 The Secretary of State confirmed on 8 May 2009 that the application should be determined by Gosport Borough Council. The Section 106

Agreement was completed on 23 July 2009 and the decision notice issued on 24 July 2009.

- 1.4 The Outline Consent granted planning permission for the demolition of existing properties and the erection of up to 700 no. residential units and a new neighbourhood centre, including a food store and 3 no. retail units. The Outline Consent established means of access from Grange Road and Nimrod Drive, building parameters and vertical limits. It also established a requirement to achieve a car parking ratio across the redevelopment area of 1.07 spaces per dwelling. Condition 14 of Outline Consent requires that 37% of all dwellings are affordable. This requirement can be provided across the entirety of the redevelopment site and does not, therefore, have to be achieved within each individual phase of development.
- 1.5 The Outline Consent is also the subject of a legal agreement that requires the developer to pay the Council a commuted sum, towards the provision of Open Space, upon the occupation of the 502nd and 600th dwelling. The monies required by the legal agreement will contribute towards the provision of formal sports pitches in the Borough.
- 1.6 The Masterplan attached to the Outline Consent ('the Masterplan') established a set of Design Codes, including specific character areas, that should be applied across the redevelopment site.
- 1.7 The proposed phasing for the demolition and construction was outlined within the Environmental Statement, which formed part of the Outline Consent. These plans were, however, only indicative and the final phasing for demolition and construction was controlled by conditions 6 and 7 of the Outline Consent.
- 1.8 The sequence of demolition/construction has been refined as the 'build-out' process has progressed, in order to achieve a programme of work that avoids sustained periods of disruption to neighbouring occupiers and negates the need to leave large tracts of land undeveloped for long periods.
- 1.9 The first Phase of the Rowner Redevelopment (Phase 1) was approved in October 2009, under Details Pursuant application reference K17671/1. This consent comprises the first 219 no. dwellings of the 700 no. dwellings permitted by the Outline Consent. Works on Phase 1 were commenced in March 2010 and are now complete.
- 1.10 Phase 2 of the Rowner Redevelopment was approved in October 2012 under Details Pursuant application reference K17671/3. This consent approved the erection of 101 no. residential units, a foodstore and 3 no. retail units, together with car parking, open space (including a LEAP) and landscaping. The food store and 3 no. retail

units have been completed and they are all occupied. Works on the residential units, including a tower block, are at an advanced stage.

- 1.11 Phase 3 of the Rowner Redevelopment was approved in December 2012 under planning application reference K17671/15. The consent comprises the erection of 175 no. residential units, together with a partial revision to the parking layout for the Phase 2 element of the redevelopment. Development of Phase 3 has recently commenced.
- 1.12 Phase 3 is located between Phase 1 (to the south) and Phase 2 (to the north), between the former Coventry Court and Howe Road. In formulating the detailed proposals for the subsequent redevelopment of the Phase 3 area, it became apparent that it would be necessary to revise the application site boundaries in order to incorporate an additional section of Balfour Close, so as to provide a suitable turning head for vehicles.
- 1.13 It also became apparent that, in order to achieve the best possible layout, some of the proposed dwellings would need to be sited marginally (no more than approximately 2 metres) outside of the building parameters established by the Outline Consent.
- 1.14 In light of the above revisions, the development could not be considered as a Details Pursuant application to the original Outline Consent. The applicant therefore, submitted a 'Full' planning application, for determination by the Local Planning Authority. The consent is subject to a Deed of Variation to ensure that the residential units within Phase 3 are linked to the overall quantum of houses approved across the Rowner Redevelopment area, thereby ensuring that the requirement to pay Open Space contributions (ie, on occupation of the 502nd and 600th dwelling) and the requirement for affordable housing is not affected.
- 1.15 This is similarly the case with this latest, Full planning application for the redevelopment of Phase 4 of the Rowner Redevelopment area. In formulating the plans for Phase 4, it became apparent that, in order to enhance the appearance of a communal space between Phase 3 and Phase 4, it would be necessary to deviate from the building parameters established under the Outline Consent. Although the proposed buildings will not exceed the maximum height parameters for this part of the site (2-4 storey), as established under the Outline Consent, the siting of a taller flatted development has been altered slightly, with a new, second, flatted development introduced.
- 1.16 The submission of a 'Full' planning application has also been necessitated by an amendment to the application boundaries to incorporate the land formerly occupied by the Grange Public House, which was demolished under planning reference KD.14. The Public House did not form part of the original Outline application, but the

land has been acquired by the applicant to provide more flexibility in the design and layout of the Phase 4 proposals and to allow, in the longer term, for an improved community space to link the adjacent commercial uses with the new residential properties and the foodstore to the east.

- 1.17 In formulating the proposals, opportunity has also been taken to realign the northern most section of the Avenue at the northern end of the Phase 3 redevelopment area, to provide a chicane bend in the road and improve the community space at the link between Phase 3 and Phase 4. The chicane would be used to slow traffic in this location and to provide opportunity to introduce varied hard surfacing materials.

2.0 Application Site and Surroundings

- 2.1 The land, the subject of this latest application, relates to the area of the redevelopment site known as 'Phase 4', the final stage of the Rowner Redevelopment. With the exception of Lawrence Walk, all the buildings within the Phase 4 redevelopment area were recently demolished, in accordance with planning permission reference 13/00367/FULL.
- 2.2 The application site has an area of 2.95 hectares and is located to the north of the Phase 2 and Phase 3 redevelopment areas and to the south of Nimrod Drive. The western side of the site is bordered by the north-south section of Nimrod Drive that provides access to Siskin Infant and Junior Schools. Beyond this road are the 3 storey dwellings in Mandarin Way.
- 2.3 Parts of the eastern side of the site are bordered by the car parking associated with the foodstore approved under Phase 2, beyond which is Grange Road. To the east of Grange Road is HMS Sultan.
- 2.4 To the north of the site, and beyond Nimrod Drive, are the two storey residential properties in Marlin Close, Helm Close and Compass Close.
- 2.5 The application site is approximately 290 metres wide and 160 metres long. It is located within Flood Zone 1.
- 2.6 The Wild Grounds, a Site of Special Scientific Interest and Local Nature Reserve is located approximately over 400 metres to the south of the application site, beyond the two, three and four storey residential buildings and tower block approved within Phases 1, 2 and 3.
- 2.7 The Browndown Site of Special Scientific Interest (SSSI) is located over 1.5km away, to the south-west.

3.0 Planning History

3.1 See Appendix B

4.0 The Proposal

4.1 Although the application site boundaries and building parameters have been amended, the proposed development has been broadly designed to comply with the principles established by the Masterplan.

4.1.1 Housing Quantity and Tenure Type

4.1.2 The development is for the erection of 127 no. residential units.

4.1.3 The residential accommodation would comprise;

18 no. one bedroom flats;
21 no. two bedroom flats;
17 no. two bedroom houses;
53 no. three bedroom houses, and;
18 no. four bedroom houses.

4.1.4 57 no. of the proposed residential properties would be made available on the affordable housing market, equating to 45% of the total number of residential units proposed within this Phase of redevelopment. In combination with the units approved in Phases 1, 2 and 3, this would take the total number of affordable units to 40% of the total number of units within the Rowner Redevelopment area.

4.1.5 The affordable units would comprise;

14 no. one bedroom flats;
21 no. two bedroom flats;
5 no. two bedroom houses;
14 no. three bedroom houses, and;
3 no. four bedroom houses.

4.1.6 The remaining 70 no. units would be made available for sale on the private market.

4.1.7 Taken in combination with the residential units already approved in Phases 1, 2 and 3, the proposed development would take the total number of residential units in the Rowner Redevelopment area to 622 no. This is 78 no. less than the maximum (700 no.) approved under the Outline Consent.

4.2 Design and Layout

4.2.1 The proposed development would comprise 4 no. distinct character areas, to comply with the Masterplan.

4.2.2 The 4 no. character areas would comprise;

- a central Avenue
- an Urban Boulevard
- Residential Neighbourhoods
- a Neighbourhood Centre

together with 1 no. three storey and 1 no. four storey flatted development, located at the southern end of the site.

4.3 The Avenue

4.3.1 The proposed Avenue would form the principal north-south route through the central part of the application site. It would comprise a wide street aligned by trees, to reflect the character of the Avenue approved within Phase 3.

4.3.2 The residential properties, fronting the Avenue, would comprise 2.5 - 3 storey, three and four bedroom dwellings, constructed, for the most part, from buff brick with contrasting grey brick panels and slate coloured, pitched roofs.

4.3.3 The ridges of the roofs would be orientated parallel with the highway and would be set to a maximum height of 11 metres. The majority of the properties on the Avenue would have, small, flat roofed, lead-effect, dormer windows on the front roofslope.

4.3.4 The dwellings would be arranged in semi-detached pairs and short terraces of 4 no. dwellings, to continue the layout of the properties in the Avenue approved in Phase 3. The front elevations would all align, with the space between the front elevation and the back edge of the highway used for vehicular parking.

4.3.5 The dwellings at the northern end of the proposed Avenue, at the junction at with Nimrod Drive, would be 2.5 stories high and would include decorative, pitched roof, gable ends, including windows, in order to distinguish this road as a 'gateway' into the Rowner Redevelopment area, when approaching from the northern end of the site.

4.4 The Urban Boulevard

4.4.1 Under the original Masterplan, it was envisaged that the Urban Boulevard would comprise taller, flatted development, fronting onto Grange Road. In recognition of a desire to move away from the type of development that previously characterised this area of Rowner, however, and in order to increase views into the site, the design concept for the entire eastern side of the Rowner Redevelopment area has since evolved considerably.

- 4.4.2 Under the latest proposals, it is proposed to erect 2, 2.5 and 3 storey family homes on the eastern side of the application site.
- 4.4.3 The dwellings would be constructed from a combination of buff and red brick with contrasting brick panels to the front elevations. They would have pitched, slate coloured roofs which, for the most part, would be orientated parallel with Grange Road.
- 4.4.4 A terrace of 4 no. properties, positioned at the junction between Nimrod Drive and Grange Road would, however, be orientated perpendicularly to Grange Road, with the prominent, pitched roof gable of the easternmost property, fronting towards this highway. This side elevation would contain 3 no. window openings in order to add visual interest to this important corner plot and would be built from buff brick, with a contrasting red brick panel at ground floor level in order to distinguish this property as a 'landmark' building at the entrance to the Rowner Redevelopment area.
- 4.4.5 The properties orientated parallel with Grange Road would be arranged as terraces of 3 no. dwellings. The front elevations would face in to the redevelopment site, with the rear elevations and rear gardens positioned on the eastern side of the dwellings, facing towards Grange Road. The rear gardens would be enclosed by 2 metre high, buff brick walls. Contrasting lengths of darker, buff bricks, would be included to break up the perceived mass of brickwork fronting the highway and to add an additional element of visual interest. The rear boundary walls would be sited over 15 metres from the back edge of Grange Road, with the intervening space comprising a grass verge with trees.

4.5 Residential Neighbourhoods

- 4.5.1 The remaining properties would comprise predominantly 2 storey dwellings, together with 2.5 and 3 storey properties. The properties would, for the most part, have a slightly smaller scale than the properties located in the Avenue, to reflect the intended hierarchical organisation of the road system.
- 4.5.2 Like the properties in the Urban Boulevard, the dwellings would be constructed from a combination of buff and red brick with contrasting, darker, buff brick panels.
- 4.5.3 Across the whole of the application site, all of the proposed dwellings would have white, UPVC windows, with suspended, flat roof, canopies over the front doors. Low, L-shaped, brick walls, with horizontal wooden rails, would project from the front elevations, to screen utility meters/cabinets and provide external porches. This follows the design principles established in the previous Phases.

- 4.5.4 Throughout the application site, the side elevations of the properties occupying corner plots would contain additional detailing, combining full height box windows, brick banding and contrasting brick panels, in order to break up the relative mass of brickwork fronting onto the highway and to provide active frontages.
- 4.5.5 There would be a separation distance of at least 21 metres between all opposing 2 and 2.5 storey rear elevations. Where a row of 3 storey properties oppose one another, the rear elevations would be separated by 24 metres. Where gabled side elevations oppose adjacent rear elevations, a separation distance of at least 12.5 metres would be achieved across the application site. Each dwelling would be provided with its own private rear garden. The gardens would be between 9 – 15 metres in length and they would all be independently accessible via side or rear paths. Access into the gardens would be restricted by a lockable gate. The majority of the rear gardens would be enclosed by 1.5 metre high wooden fencing with 0.3 metres of trellising. Where properties occupy corner plots, however, the side boundaries would comprise brick walls, set to a height of 2 metres.
- 4.5.6 All dwellings would be designed to achieve Code for Sustainable Homes, Level 3. The affordable housing units would be designed to meet Lifetime Homes criteria.

4.6 Flatted Development

- 4.6.1 It is proposed to erect 2 no. blocks of flats. This is 1 no. additional block when compared to what was shown within the Masterplan.
- 4.6.2 Both blocks would be sited towards the southern end of the application site, positioned either side of the Avenue, adjacent to the chicane in the road.
- 4.6.3 The first block would be located on the western side of the highway, adjacent to the Nimrod Centre and the Youthie. It would have a maximum height of just over 12 metres and would comprise 14 no. one bedroom units and 13 no. two bedroom units.
- 4.6.4 The building would have a modern, flat roof design (certain parts of the roof would have a very shallow slope) with a projecting, part rendered, part brick, four storey element that would include a central, full height, glazed core. The building would step-down to three stories at the sides to reduce the overall mass of the structure and to add visual interest. The eastern elevation of the building, which would face towards the Avenue and partially terminate views when travelling south, would contain a full height, box window, constructed from grey, insulated, powder coated panels.
- 4.6.5 The building would contain grey, PVC windows in all elevations with

grey, rainwater downpipes. Steel balconies, some of which would be set onto supporting columns, would provide outdoor amenity space for prospective occupiers.

- 4.6.6 The second of the proposed flats would be sited on the eastern side of the Avenue, to the north of the proposed chicane in the road and immediately to the west of the car park associated with the foodstore approved in Phase 2. It would have an L-shaped footprint and would contain 3 no. one bedroom flats and 8 no. two bedroom flats.
- 4.6.7 The block would be 3 stories high with a flat roof design. The roof would be set to a height of 8.1 metres. The building would be constructed from a buff brick, with full length areas of render included to reduce the massing and horizontal emphasis.
- 4.6.8 The southern elevation, which would terminate views when traveling north along the Avenue, would contain large, central windows, with projecting, glazed balconies towards the corners of the building, in order to create a vibrant frontage on this important façade. The western elevation, which would front the Avenue would contain a combination of projecting balconies, full height glazing and rendered panels. The eastern elevation, which would front onto the car park of the adjacent foodstore, would not include balconies. Rather, a full height, boxed window, together with full height rendered panels and a slight stagger in the footprint have been included in order to provide an appropriate level interest to this publicly visible elevation whilst recognising that the outlook and the opportunity for outside amenity space is limited by the presence of the adjacent car parking area. The northern elevation of the building would contain a full height, box window, to add visual interest to the part of the building that would be readily visible when travelling south along the Avenue.

4.7 Neighbourhood Centre

- 4.7.1 During the formulation of the plans for the Phase 4 area, it was recognised that it would be important to provide better links between the community buildings (Siskin County Infant School and Siskin Junior School, the Nimrod Centre, SureStart and the Youth Centre) and the new foodstore and retail units to the east, in doing so, creating a more 'pedestrian friendly' experience for users of this space. The chicane would be introduced at the southern end of the proposed central Avenue, to slow traffic and provide a logical pedestrian link between the community facilities to the west and the foodstore and retail uses to the east. This area would be complemented by a variety of hard surfaces (ie buff and charcoal pavers) to reinforce the perception of a pedestrian space. Bollards would be used to denote the back edges of the highway.
- 4.7.2 Although it does not form part of this application, in the longer term, it is proposed to improve the appearance of the area surrounding the

Youth Centre and Siskin School sites, through the provision of new hard and soft landscaping. It is intended that this area, together with the improvements achieved in Phases 3 and 4 of the redevelopment area, will help to create a pleasant, attractive community hub, in line with the overarching regenerative aims and objectives of the Rowner Redevelopment project.

4.8 Soft Landscaping, Street Planting and Trees

- 4.8.1 In accordance with the objectives established under the Outline Consent, it is proposed to provide numerous trees, shrub beds and landscaped verges across the application site.

4.9 Roads and Access

- 4.9.1 Details of the proposed road layout, including visibility splays, swept path analysis, street lighting, car parking arrangements and an analysis of the need for traffic calming, have been submitted as part of the application.
- 4.9.2 The proposed new development would introduce 3 no. new accesses from the section of Grange Road that runs east-west across the northern end of the application site. 1 no. of the accesses would provide direct access on to the proposed central Avenue, in accordance with the principles established by the Outline Consent. The remaining 2 no. accesses would serve the smaller, estate roads. The provision of 3 no. accesses from Nimrod Drive is 1 no. less than was established by the Outline Consent.
- 4.9.3 A new access into the site would also be created from the section of Nimrod Drive on the western side of the site that serves Siskin Infant and Junior Schools. The access would be sited over 35 metres from the access into the school site. The siting of the access would accord with the principles established under the Outline Consent.
- 4.9.4 The proposed central Avenue would have a carriage width of 5.5 metres, excluding parking bays and pavements, the same width as has been approved within previous Phases of the Rowner Redevelopment. The remaining roads within the Phase 4 area would have a carriage width of either 4.8 metres or 5 metres. Traffic calming, where a junction would be formed between a side road and the central Avenue, would be achieved through variation in hard surfacing materials (ie, pavers instead of tarmac). The principle of removing the footbridge over Nimrod Drive (at the northern end of the site) was established by the Outline Consent and planning permission reference 13/00367/FULL.
- 4.9.5 Access to the bridge was prohibited through the provision of timber boarding, in preparation for its demolition. Temporary arrangements, including signage, have been put in place to facilitate the continued

safe crossing of the highway by pedestrians.

4.9.6 It has always been recognised, however, that it would be necessary to provide a formalised pedestrian crossing. The submitted plans show that it is proposed to provide a Puffin crossing approximately mid-way along the section of Nimrod Drive that runs east-west across the top of the application site. The crossing would provide a pedestrian link between the Rowner Redevelopment area and the existing properties to the north, including those in Marlin Close, Helm Close and Compass Close. The crossing would be sited 25 metres from the closest of the junctions serving the application site.

4.9.7 Due to the earth bund on the northern side of Nimrod Drive, which separates the properties to the north from the highway, it would be necessary to provide a ramped access, so as to achieve an appropriate gradient on the approach to the crossing.

4.10 Car Parking

4.10.1 A total of 161 no. car parking spaces are proposed across the application site, a ratio of 1.27 spaces per residential unit.

4.10.2 143 no. of the spaces would be formally allocated. Of the 143 no. allocated spaces, 71 no. would be provided on site (on driveways), with the remaining 72 no. allocated spaces provided in on-street parking bays (or in the case of the three storey flat, within a private car parking area at the rear of the building). All privately owned four bedroom dwellings would be allocated 2 no. parking spaces.

4.10.3 18 no. unallocated, on street spaces, for use by residents and visitors, would also be provided across the site.

4.10.4 On-street parking spaces would be provided in parallel and right-angled bays.

4.10.5 The proposed 4 storey flatted development would be built onto an area of land that is currently used as an informal area of car parking, to the front of the former Grange Public House. The approximately 40 no. spaces are, for the most part, used by visitors to the neighbouring community uses, including the Nimrod Centre, the SureStart Centre and the Youthie. They are also used by visitors to the Siskin Schools.

4.10.6 Under the Masterplan, it was always envisaged that this land would be redeveloped. It is acknowledged, however, that the loss of these car parking spaces would likely result in an under-provision of car parking in the locality for visitors to the various community uses. Consequently, Siskin County Infant School has submitted a planning application to Hampshire County Council (as the determining Local Planning Authority for these applications) for the creation of 45 no. new car parking spaces at the school, for use by staff and parents.

This would allow 42 no. existing spaces at the site to be made available for use by visitors to the nearby community facilities, thereby helping to mitigate the loss of car parking resulting from the development proposals in Phase 4. This application is currently pending a decision. Gosport Borough Council has been consulted on these proposals and has submitted comments.

- 4.10.7 The applicant has recognised that, if the development of Phase 4 was brought forward prior to the implementation of the additional car parking spaces at the Siskin school, there would be a deficit in car parking spaces in the locality, when compared to current arrangements. As part of this application, it is, therefore, proposed that an area of land on the western side of the application site (upon which it is proposed to erect 7 no. residential units) is left undeveloped, so that it may be surfaced and marked out as a car park, on an interim basis, until such a time that the formalised area of car parking has been provided at the Siskin School site. A plan has been submitted showing that the temporary car park would provide 48 no. spaces. It would be accessed via the north-south orientated section of Nimrod Drive.

4.11 Hard Surfacing and Lighting

- 4.11.1 The application is supported by full details of the proposed hard surfacing materials.
- 4.11.2 With the exception of the chicane and the areas of traffic calming further to the north of this bend, which would be constructed from charcoal coloured, herringbone laid, pavers, all roads would be laid to tarmac. Buff herringbone laid pavers would be provided adjacent to street trees and landscaped verges.
- 4.11.3 Frontage car parking areas and on street parking bays would be laid to tarmac, with square, buff coloured paving slabs to the private paths and rear patios.
- 4.11.4 Street lighting would be provided throughout the redevelopment area. The street lights will be positioned at regular intervals along the highway, sited at the back edge of the pavement and at least 5 metres from the nearest tree, to take account of future growth.

4.12 Refuse and Cycle Storage

- 4.12.1 Refuse and cycle parking facilities would be provided within the rear gardens of the proposed dwellinghouses.
- 4.12.2 Refuse bins would be placed out, adjacent to the highway to facilitate collection by Streetscene operatives.
- 4.12.3 Refuse and cycle storage for the proposed flats would be provided

within designated stores on the ground floor, accessed via level access paths. Refuse bins for the flats would be collected from the stores, with dropped kerbs provided on the pavement to facilitate collection by Streetscene operatives.

4.13 Drainage

- 4.13.1 The Outline application was accompanied by a full drainage strategy for the site, the implementation of which, is controlled by a condition. This application is also supported by drainage details.

4.14 Nature Conservation, Ecology and Biodiversity

- 4.14.1 A full ecological assessment was undertaken as part of the Environment Statement approved under the Outline Consent.
- 4.14.2 This latest application is supported by a bat survey which assesses the likely impact of the proposed development on this protected species. With the exception of Lawrence Walk, all the buildings on the application site have now been demolished, in accordance with planning permission reference 13/00367/FULL.

4.15 Sustainability

- 4.15.1 It is proposed to provide a water butt in the rear gardens of the proposed dwellinghouses for the recycling of rainwater.

4.16 Substation

- 4.16.1 A substation would be erected on the area of grass on the northern side of the east-west section of Nimrod Drive. The substation would be sited adjacent to the back edge of the highway and 25 metres from the existing residential properties to the north, in Marlin Close.
- 4.16.2 The planning application is supported by a Design and Access Statement, Planning Statement, Statement of Community Involvement, Sustainability Statement, Transport Statement (including Stage 1 Safety Audit), Bat Survey, Arboricultural Method Statement, Landscape Management and Maintenance Plan, a Landscape Specification and a Palette of Materials Schedule.

4.17 Amended Plans

- 4.17.1 Under the originally submitted plans, a total of 21 no. on street, visitor car parking bays were shown. In order to improve visibility from 1 no. of the junctions providing access on to the east-west section of Nimrod Drive, however, 3 no. on street spaces have been removed from the plans. This reduced the number of on street visitor car parking spaces to 18 no.

5.0 Relevant Policies

- 5.1 Since the grant of the Outline Consent, the Government has 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 latest application.
- 5.4 The following Saved Policies of the Gosport Borough Local Plan Review are, therefore, relevant to the consideration 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/T3
Internal Layout of Sites
- R/T4
Off-site Transport Infrastructure
- R/T11
Access and Parking
- R/BH8
Archaeology and Ancient Monuments
- R/H4
Housing Densities
- R/H5
Affordable Housing
- R/H9
Lifetime Homes
- 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/ENV2

River and Groundwater Protection
R/ENV3
Water Resources
R/ENV4
Treatment of Foul Sewage and Disposal of Surface Water
R/ENV5
Contaminated Land
R/ENV10
Noise 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 Proposals Map attached to the draft Local Plan continues to allocate the application site for residential development.
- 5.8 In February 2014, the Council adopted its Design Supplementary Planning Document (SPD) and Parking Supplementary Planning Document (SPD), both of which are, therefore, a material consideration in the determination of this application.
- 5.9 The Design SPD has been prepared in order to provide guidance on the Council's expectations and aspirations for the design of new development.
- 5.10 The Parking SPD sets out the Council's parking standards for residential and non-residential developments.
- 5.11 Neither of the above documents were adopted when the Outline application was considered or determined by the Local Planning Authority. Likewise, the documents were not adopted when the developments for Phases 1, 2, or 3 were considered and determined.

6.0 Summary of Consultation Responses

6.1 *The Local Highway Authority*

Update to be provided.

6.2 *Head of Housing (Strategic Services)*

Update to be provided.

6.3 *Head of Housing (Operational and Energy Services)*

Update to be provided.

6.4 *Head of Environmental Health*

No objection. In the interests of residential amenity, it would be beneficial to restrict the hours of construction. Smoke and dust associated with the construction should be minimised, in accordance with the BRE Pollution Control Guide – Controlling particles, vapours and noise pollution from construction sites, 2003. Lighting to the car parking areas should not cause glare.

6.5 *Streetscene (Waste and Cleansing)*

Each dwelling must be provided with 1 x 240 litre domestic bin and 1 x 240 litre recycling bin. Bins must be placed out, kerbside, for collection. It will be necessary to carefully consider road widths to ensure that refuse vehicles are able to negotiate the roads.

6.6 *Streetscene (Parks and Horticulture)*

Update to be provided.

6.7 *Streetscene (Leisure and Play)*

Update to be provided.

6.8 *Building Control*

Update to be provided.

6.9 *Crime Prevention and Design*

Update to be provided.

6.10 *Hampshire County Council (Lighting)*

No objection.

6.11 *Natural England*

No objection. It is not considered that the development will harm the interests of nature conservation. As the proposed development will not increase the number of residential units over and above that which has been established by the Outline Consent, it is not necessary for the applicant to pay a commuted sum to off-set the impact of recreational disturbance within the Borough, associated with the provision of new dwellings, or to help provide alternative areas of recreational space that are accessible for residents of the new development, in accordance with the requirements of the Solent

Recreation Management Partnership.

6.12 *Environment Agency*

No objection subject to a condition requiring the submission and approval of details relating to a scheme for surface water drainage.

6.13 *Southern Water*

No objection. The exact position of the public sewers must be determined by the applicant. It might be necessary to divert existing apparatus, which is acceptable in principle, but would need to be agreed to the satisfaction of Southern Water. Initial investigations indicate that Southern Water can provide foul sewage disposal to service the development, which would require a formal application. Investigations indicate that there might be inadequate capacity at two manholes to provide surface water disposal to service the proposed development. Alternative means of surface water disposal should, therefore be considered, including; discharging into an available watercourse; discharge into soak-aways; requisition a public surface water sewer.

7.0 Public Response

7.1 Nil

8.0 Main Issues for Consideration

8.1 With the exception of the additional area of land that was formerly occupied by the Grange Public House, the principle of residential development on this site, taking into account its environmental impact, the provision of new accesses from Nimrod Drive, and issues of nature conservation, land contamination, flooding and archaeology, has been considered and approved by the Outline Consent. The land has already been substantially cleared, in accordance with planning permission reference 13/00367/FULL.

8.2 Dwelling Type and Tenure

8.2.1 The proposed development will provide a mix of one, two, three and four bedroom dwellings, of varying tenure, including affordable housing, thereby helping to achieve a wide range of dwelling types that, together with the residential units approved in Phases 1, 2 and 3, will meet the future needs of the Borough, in accordance with the aims and objectives of paragraph 50 of the NPPF.

8.2.2 The provision of affordable housing across Phases 1, 2 and 3 has been established by planning permission references K17671/1, K17671/3 and K17671/15 respectively (and amended by planning permissions K17671/7 and KN17671/14).

8.2.3 58% of the properties in Phase 1 are affordable. 35% of all the

properties in Phase 2 are affordable. 22% of the properties in Phase 3 are affordable.

- 8.2.4 45% of all of the proposed units, the subject of this application, will be affordable. When combined with the provisions acquired in Phases 1, 2 and 3, the overall quantum of affordable units provided across the whole of the Rowner Redevelopment area will equate to slightly over 40% of all the approved residential units, thereby exceeding the threshold of 37% established by Condition 14 of the Outline Consent.
- 8.2.5 The proposed development will, therefore, complete the ongoing provision of affordable housing across the Rowner Regeneration area, helping to create a sustainable, socially inclusive and cohesive development, in accordance with the principles established by the Outline Consent, the National Planning Policy Framework and Policies R/DP1 and R/H5 of the Gosport Borough Local Plan Review.
- 8.2.6 The provision of affordable housing and the means for ensuring that the affordable housing is retained for that purpose, will be controlled by condition. Subject to this condition, the development will not compromise the delivery of affordable housing across the entirety of the Rowner Redevelopment area.

8.3 Design and Scale

- 8.3.1 The provision of 2, 2.5 and 3 storey dwellings, together with a larger, flatted development complies with the original vision for this particular part of the Rowner Redevelopment area, as established within the Masterplan.
- 8.3.2 Whilst the Outline proposals did not include the land formerly occupied by the Grange Public House, the acquisition of this land, and the subsequent proposal to erect a modern, 3-4 storey block of flats, will further help to comprehensively regenerate the area and improve the visual amenity of the locality.
- 8.3.3 The palette of materials for the proposed houses, and the repetition of design features, including mono-pitched roofs, rendered panels and contrasting brick sections, will achieve an appropriate level of continuity across the application site. Similarly, the provision of flat roofed, suspended, front canopies, together with the use buff bricks as the predominant building material, will reflect the design themes established in Phase 3, to the south, thereby helping to achieve a logical and coherent transition between the different Phases of development.
- 8.3.4 The front facades of the houses facing onto the proposed Avenue will have a strong vertical emphasis, thereby helping to reinforce the importance of this road as the principal north-south route through the site and continuing the design principles established within Phase 3,

to the south. The inclusion of lead-lined dormer windows on the majority of these properties will help to achieve an appropriate level of articulation and visual interest to the principal elevations.

- 8.3.5 Careful consideration has been given to the design of the buildings that will terminate key views or occupy prominent corner plots. The inclusion of rendered panels and/or contrasting brick panels, projecting box windows and glazing to the side elevations of corner properties, will break up the perceived mass of brickwork fronting the highway, enlivening the appearance buildings and providing active frontages with the street, enhancing opportunities for passive surveillance.
- 8.3.6 Similarly, the inclusion of contrasting projecting brick courses to the brick walls that will enclose rear gardens will enhance the appearance of these boundary treatments, ensuring they do not create stark features in the streetscene.
- 8.3.7 The simple design of the dwellings in the side roads accord with the criteria for the Urban Boulevard and Residential Neighbourhood, as set out in the Design Codes attached to the Outline Consent. The simple design, together with the more narrow streets will help to reflect the intended hierarchical organisation of the internal road system.
- 8.3.8 The proposals for the Grange Road frontage have been formulated in a concerted effort to move away from the high density, high-rise, flatted development that previously characterised this part of Rowner. The provision of 2 and 2.5 storey, modern, family dwellings, arranged as short terraces of 3 no. dwellings, will enhance the appearance of this section of Grange Road when compared to the previous arrangement. Whilst the terraced properties will be arranged with their rear gardens orientated towards Grange Road, the rear boundary walls have been designed to include decorative brick banding and this will help to ensure that they do not create oppressive features in the streetscene. The walls would be set back in excess of 15 metres from the highway and beyond a wide grass verge that includes a number of trees, which will be further complemented by additional tree planting, reducing the mass of brickwork that will be visible when travelling along the highway.
- 8.3.9 The side elevation of the property occupying the corner plot at the junction between Grange Road and Nimrod Drive will include areas of glazing in the side gable, helping to create an attractive street frontage that will serve to advertise the positive regeneration work being undertaken in this part of the Borough.
- 8.3.10 The scale and detailing of the proposed flatted development has been carefully considered to ensure that the buildings do not create incongruous features in the streetscene, particularly when compared

to the scale of the adjacent family dwellings. The modern, flat roof designs, together with projecting rendered sections, balconies and contrasting external materials, will help to break up the overall mass of these larger buildings, creating interesting focal points when travelling along the Avenue from both the north and south.

- 8.3.11 The provision of taller buildings in this particular location will help to create landmark features that frame the central Avenue, positively identifying the principal entrance into this part of site, helping to reinforce the longer-term objective of creating stronger west-east links.
- 8.3.12 As both blocks of flats will be readily visible from various public vantage points, the elevations have been carefully modelled to provide interesting facades that will contribute to the intended vibrancy of this part of the site. The provision of balconies will also help to provide a high level of natural surveillance.
- 8.3.13 The design of the flats is such that they will create discernable reference points when travelling along the Avenue, aiding navigation through this part of the site and helping to achieve a positive lasting impression of this particular part of the Rowner redevelopment area.
- 8.3.14 Siting the taller, flatted developments at the southern end of the site, close to the residential tower block approved in Phase 2, will help to achieve a logical and coherent transition between the two different areas of development. The modern appearance, together with extensive areas of glazing, will also create a visual relationship with the design of the residential tower block in Phase 2.
- 8.3.15 The provision of a single substation, on the northern side of Nimrod Drive, where it will occupy a very small proportion of a large area of grass, will not create an overly prominent or undesirable feature in the streetscene. The substation will be sited away from existing and proposed residential dwellings which is appropriate. Although images of the substation have been submitted in support of the application, detailed drawings have not been provided and it is, therefore, necessary to secure the final details by a suitably worded condition.

8.4 Layout

- 8.4.1 The variations to the building parameters are very minor, particularly when considered relative to the overall size of the application site and the wider Rowner Redevelopment area as a whole. The changes will not, therefore, materially alter the intended character of this part of the redevelopment area. The block of flats, to be erected on the site of the former Grange Public House, will be sited over 80 metres from the existing properties in Mandarin Way so as not to harm the residential amenity of the occupiers of these dwellings.

- 8.4.2 Whilst the block of flats would be sited within 8 metres of the 'Youthie', due to its location to the north of this building, the occupiers will not experience an unacceptable loss of light. The outlook from the windows in the northern elevation of the building will be affected, however, the occupiers of the Youthie would benefit from an improved outlook from the windows in the remaining elevations. On balance, therefore, and noting that the overhang of the existing roof already restricts the outlook from the windows in the northern elevation of the building and restricts the amount of light available to them, and due to the restricted opening hours of the Youthie, the relationship between these buildings is considered acceptable, in so far as it relates to the impact on outlook and loss of privacy from existing or proposed windows.
- 8.4.3 The separation distances between the proposed and any existing dwellings exceed the guideline separations distances contained within Appendix B of the Gosport Borough Local Plan Review and the Design SPD attached to the emerging Local Plan. The development will not, therefore, harm the living conditions of any existing residents with regard to loss of light, outlook or privacy.
- 8.4.4 For the most part, the separation distances between opposing, windowed rear elevations and opposing windowed gabled elevations of the proposed dwellings, comply with the guideline separation distances contained within Appendix B of the Gosport Borough Local Plan Review and the Design SPD attached to the emerging Local Plan.
- 8.4.5 The exception is between the opposing rear elevations of 4 no. 3 storey properties on the eastern side of the proposed, central Avenue. In this instance, the separation distance between the opposing rear elevations is 24 metres. Whilst this falls short of the guideline separation distance of 28 metres, as set out in Appendix B of the Gosport Borough Local Plan Review and the Design SPD attached to the emerging Local Plan, given the orientation of these dwellings and the fact the rear gardens comply with, or are in excess of, the guideline length of 10.5 metres (as set out in Appendix B and the Design SPD), it is not considered that this arrangement will result in an unacceptable living environment for prospective occupiers.
- 8.4.6 The vast majority of the other rear gardens across the site will comply with, or exceed, the guideline dimensions of 10.5 metres, as set out in Appendix B of the Gosport Borough Local Plan Review and the Design SPD.
- 8.4.7 Some of the gardens would be marginally smaller than the aforementioned figure. At 9 and 9.5 metres long, however, the gardens would be a similar size to some of the gardens approved in Phases 1 and 3 and they would provide a useable area of amenity space for prospective occupiers, particularly as they would be

supplemented by 2 no. open spaces and a LEAP located within the Phase 3 redevelopment area, which is within walking distance.

- 8.4.8 Although the proposed flatted developments will not have communal gardens, the majority of prospective occupiers would have access to a balcony, providing a sufficient area of private, outdoor amenity space, further supplemented by the nearby open spaces.
- 8.4.9 The proposed chicane on the Avenue will slow traffic and will be complemented by a mix of different types of hard surfaces (ie, buff and charcoal pavers) to reinforce the perception of a pedestrian space. Bollards would be used to denote the back edges of the highway. This is an important design feature as it will help in the creation of a link between the Siskin School site, the Nimrod Centre, Sure Start and the Youthie and the adjacent foodstore and retail units. It will also help to form part of a co-ordinated community hub that is intended to create a more positive identity for this part of the Rowner Redevelopment area.
- 8.4.10 For the above reasons, the dwelling types, tenure, design and layout are, therefore, acceptable and accord with the NPPF and Policies R/DP1, R/H4, R/H5, R/H9 and R/ENV10 of the Gosport Borough Local Plan Review.

8.5 Street Planting

- 8.5.1 The removal of existing trees across Phase 4 was considered and approved under planning permission references K17671 and 13/00367/FULL and has been undertaken in accordance with the detailed Tree Survey which accompanied these applications.
- 8.5.2 It is proposed to provide numerous trees and soft landscaping across the application site, the details of which will be controlled by ensuring that the size and location of the street planting is appropriate, relative the position of adjacent road junctions and to ensure that, upon reaching maturity, the crowns do not interfere with the proposed street lights, or cause excessive shadowing of adjacent property.
- 8.5.3 The provision of soft landscaping throughout the remainder of the site, including in front of boundary walls and at the property frontages, will enhance the appearance of the development, creating a pleasant environment, particularly for the pedestrian user.
- 8.5.4 The provision of planting along the eastern boundary of the application site will help to create an attractive green corridor along the most publicly visible frontage of the Rowner redevelopment area, complementing that which has already been established through the grant of planning permissions for Phase 2 and 3.

8.5.5 A condition is proposed which will require the proposed soft landscaping to be implemented and subsequently retained, maintained and managed, in accordance with a Landscape Management Plan. The programme/timetable for implementation will also be controlled by condition.

8.6 Open Space

8.6.1 A condition will be used to ensure that the 127 no. dwellings, the subject of this application, are linked to the overall quantum of houses approved across the Rowner Redevelopment area, thereby ensuring that the requirement, and associated timeframes, to pay Open Space contributions (ie, on occupation of the 502nd and 600th dwelling) is not affected.

8.6.2 No formal areas of open space are proposed, which complies with the original Masterplan. A series of open spaces will, however, be provided throughout the remainder of the redevelopment areas and these areas will continue to provide appropriate communal amenity space for prospective occupiers of the development as a whole, particularly as they will all be within walking distance.

8.7 Roads and Access

8.7.1 The principle of creating new accesses from the east-west section of Grange Road and a single access from the north-south section of the same highway, was established by the Outline Consent.

8.7.2 The proposed accesses, together with the layout of the roads (including swept paths and visibility splays) and junctions will provide safe, well lit routes, for both vehicles and pedestrians.

8.7.3 The swept path analysis demonstrates that vehicles can negotiate the internal roads safely.

8.7.4 The removal of the 3 no. parking bays that were originally proposed on the east-west section of Nimrod Drive will ensure that adequate visibility splays can be achieved at all of the proposed junctions, thereby preserving highway and pedestrian safety.

8.7.5 The use of contrasting hard surfacing materials, will not only enhance the appearance of the development, but will also help to control traffic speeds, particularly at the chicane in the Avenue and at an internal junction within the site.

8.7.6 Careful consideration has been given to likely desire lines of pedestrians, with dropped kerbs providing designated pedestrian crossing points. The crossing points will be set back a sufficient distance from vehicular junctions to avoid conflict between different users of the highway.

- 8.7.7 Paths will be well lit and will benefit from increased natural surveillance when compared to the previous Rowner development. The paths will be laid to a combination of both tarmac and pavers, with very little variation in gradient, enhancing the pedestrian experience and complying with the principles set out in the Disabled Discrimination Act (DDA). The exception to this, is on the northern side of the site where, due to a change in gradient, the dwellings would be set 1 metre above the carriageway. In these instances, steps and appropriately graded ramps will be provided in order to provide safe and convenient access to all users. The precise details of the steps and ramps, together with associated railings, will be controlled by condition.
- 8.7.8 In the interests of highway and pedestrian safety, it is necessary to include a condition requiring the submission of details for the provision of wheel washing facilities for construction vehicles to prevent mud/debris from entering the highway network. The condition will also control the implementation and retention of the approved facilities for the duration of the construction period (Construction Environmental Management Plan).
- 8.7.9 The proposed Puffin crossing is necessary to provide for the long-term, safe and convenient crossing of Nimrod Drive and to improve connectivity between the Rowner Redevelopment area (including its foodstore and 3 no. retail units) and existing residential neighbourhoods. The provision of a crossing to replace the foot bridge is particularly important in this location as it will be relied upon by a number of parents and children attending Siskin Infant and Junior Schools and visitors to the various community facilities in the locality.
- 8.7.10 The siting of the crossing has been carefully considered, so as not to interfere with the safe use of existing or proposed vehicular accesses. The implementation and retention of the crossing will be controlled by condition.
- 8.7.11 A condition is proposed that will require the submission of precise details of the ramp that will be used to address the difference in levels between the road surface and the bund to the north of the pavement. This will ensure that an appropriate gradient/layout can be achieved to allow for safe and convenient use by all pedestrians, including those with disabilities, those using mobility scooters and those with buggies/pushchairs.
- 8.7.12 In order to prevent inappropriate on-street parking on the sections of Nimrod Drive that border the site (which could harm traffic flows in the locality and be detrimental to the interests of highway and pedestrian safety), the applicant has agreed to enter a planning obligation under Section 106 relating to the payment of a commuted

sum towards the funding of a Traffic Regulation Order (TRO). The TRO will be used to implement road markings, as appropriate, on Nimrod Drive. From the evidence of site visits and due to the fact these particular sections of Nimrod Drive are not conveniently located relative to adjacent residential properties, it is unusual for vehicles to park on these sections of the highway. In practice, therefore, it is not considered that the provision of a TRO, in the form of parking restrictions, will result in the displacement of any existing on-street parking in the locality, or contribute to increased parking problems and/or congestion in the local highway network, particular as new, on-street parking is proposed as part of this planning application.

- 8.7.13 Plans have been submitted that show that appropriate visibility splays can be achieved at all other junctions. The new junction arrangements are, therefore, considered acceptable and will not harm the interests of highway and pedestrian safety.

8.8 Car Parking

- 8.8.1 The provision of 161 no. car parking spaces equates to 1.27 car parking spaces per dwelling. Whilst this does not comply with the recently adopted Parking SPD attached to the emerging Local Plan, it exceeds the car parking ratio of 1.07 spaces per dwelling established under the Outline Consent, which sets out the original parking aspirations for the site. The 2011 Census data shows that car ownership within the Grange Ward averages 1.02 cars per dwelling, the third lowest in the Borough. The provision of 1.27 cars per dwelling, therefore, exceeds this figure. The larger, four bedroom properties would be served by 2 no. car parking spaces and on this basis, and given the good bus service available in the locality, the proximity to a local foodstore and the fact that additional visitor parking spaces are to be provided, it is considered that the car parking provision will meet the likely demand in this location.
- 8.8.2 The layout of spaces will ensure safe and convenient access and both the driveways and on-street parking bays have been sited a sufficient distance from adjacent junctions to ensure their use does not compromise the interests of other highway users.
- 8.8.3 A condition will be used to require the roads, car parking areas, including driveways, footpaths, pavements and pedestrian crossing are made up and constructed in accordance with a detailed scheme and provided in accordance with an agreed programme/timetable of works.
- 8.8.4 The interim car parking arrangement on the western side of the site is necessary to ensure that adequate levels of car parking are retained until such a time that the new formalised area of car parking has been provided within the Siskin School site. The retained area of land would be sufficient to park 48 no. cars safely and conveniently and

without harming the interests of highway or pedestrian safety. This will ensure that the loss of the existing, informal parking area to the front of the former Grange Public House, does not result in inappropriate car parking, or congestion, in the local road network. The siting of the interim car park is such that it will not affect the access arrangements of existing or prospective occupiers, or adjacent uses. Fencing will be erected on the eastern side of the car park and this will ensure that the residential amenity of any future occupiers is not harmed and this can be controlled by condition. As this area of land is already used for car parking, it is not considered that the continued use of the proposed interim car park will result in undue disturbance for neighbouring occupiers.

- 8.8.5 A condition will be used to ensure that the interim car parking arrangements are in place before development commences on the existing informal area of parking and to ensure that it is retained until such a time that the formalised, replacement parking has been provided at the Siskin School site. Subject to this condition, the development will not have a harmful impact on local parking conditions, or result in harmful overspill parking or congestion in the local road network.

8.9 Cycle Parking

- 8.9.1 Adequate facilities are shown for the storage of cycles within the rear gardens of the proposed houses and within designated cycle stores within the proposed flatted development.

8.10 Refuse Storage

- 8.10.1 The proposed refuse storage and collection arrangements, including carry distances, are acceptable.
- 8.10.2 The implementation and subsequent retention of the accesses, roads, car parking areas, refuse storage areas and cycle parking facilities will be controlled by condition. The facilities will be required to be provided before the occupation of any dwelling.

8.11 Noise

- 8.11.1 The proposed development forms part of the on-going Rowner Redevelopment scheme and as it is for residential use only, will not result in harmful levels of noise disturbance to existing or prospective occupiers. It is proposed to include a condition which will require the erection of hoarding around the perimeter of the application site for the duration of the construction period, in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority, to reduce the likelihood of disturbance to adjacent occupiers in terms of noise and/or dust. The siting of the site compound, will also be controlled by condition. Subject to these

conditions, the development complies with the NPPF and Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

- 8.11.2 Given the activities taking place at the Youthie and its opening hours, it is not considered that prospective occupiers of the flatted development to the north will experience harmful levels of noise disturbance, to the detriment of their living environment.

8.12 Nature Conservation and Biodiversity

- 8.12.1 The proposal will not result in the overall quantum of development, as approved under the Outline Consent, being exceeded and the development will not, therefore, harm the nature conservation interests of the Wildgrounds SSSI and Local Nature Reserve or the Browdown SSSI, which is the subject of a management plan, controlled by condition 15 of the original Outline consent.
- 8.12.2 A condition will be used to ensure that the 127 no. dwellings, the subject of this application, are linked to the overall quantum of houses approved across the Rowner Redevelopment area, thereby ensuring that the requirement, and associated timeframes (ie, on occupation of the 502nd dwelling), to pay contributions towards a five year management plan for the Browdown SSSI is not affected.
- 8.12.3 The bat survey concludes that there was no evidence that the application site provided habitat for this protected species.
- 8.12.4 The inclusion of bat and bird boxes across the site will enhance biodiversity, the provision and retention of which can be controlled by condition. The development, therefore, complies with the NPPF and Policies R/DP1, R/OS11, R/OS12, R/OS13 and R/OS14 of the Gosport Borough Local Plan Review.

8.13 Flooding and Drainage

- 8.13.1 As the site lies within Flood Zone 1, it is deemed to have a low risk of flooding.
- 8.13.2 The drainage strategy for the whole of the Rowner Redevelopment Area, including the land, the subject of this application, was approved under the Outline Consent. The precise details of the drainage strategy for this area of the site, including its subsequent implementation will, however, be controlled by condition. Subject to this condition, the development complies with the aims and objectives of the NPPF.

8.14 Land Contamination

- 8.14.1 A full contamination assessment was undertaken as part of Outline Consent, which concluded that there is no contamination on the site.

Nevertheless, it is possible that unsuspected sources of contamination could be present on such a large site. A condition is proposed, therefore, that will require works to cease, should any unsuspected contamination not previously identified to be present on site, be found, so that an appropriate scheme of mitigation can be agreed with the Local Planning Authority, prior to works recommencing.

- 8.14.2 Subject to this condition, the development will comply with the NPPF and Policy R/ENV5 of the Gosport Borough Local Plan Review.

8.15 Archaeology

- 8.15.1 The studies included as part of Outline Consent concluded that the land, the subject of this application, was unlikely to contain any findings of archaeological interest. The only land that was identified as having potential for archaeological remains is located outside of the application boundaries and works in this area were controlled by a condition attached to the original Outline Consent. The development will not, therefore, harm the interests of archaeology in accordance with the NPPF and Policy R/BH8 of the Gosport Borough Local Plan Review.

8.16 Energy efficiency and Sustainability

- 8.16.1 All the homes are to be built to Level 3 of the Codes for Sustainable Homes and have been designed to take advantage of passive solar gain. There will be water butts in all the rear gardens and the development, therefore, complies with the NPPF and Policies R/DP1, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

9.0 Conclusion

- 9.1 The proposed development will positively contribute to the on-going redevelopment of Rowner and will enhance the appearance of the area. It will provide a mix of dwelling types and tenures, including affordable housing, thereby contributing to the mix of dwellings available to residents of the Borough. The layout, access and vehicle parking arrangements, together with the provision for refuse storage and cycle parking are acceptable. The development will not harm the interests of highway or pedestrian safety, or the amenity of existing or prospective occupiers. Adequate provision has been made for outdoor playing space and the provision of trees and areas of soft landscaping will enhance the overall appearance of the development. The development will not increase the risk of flooding to people or property, and will not have an adverse impact on the interests of nature conservation, archaeology, drainage or land contamination. The development includes measures to enhance biodiversity and promote energy conservation.

9.1.1 The development, therefore, complies with the National Planning Policy Framework and Policies R/DP1, R/DP3, R/T3, R/T4, R/T11, R/H4, R/H5, R/H9, R/OS8, R/OS11, R/OS12, R/OS13, R/OS14, R/ENV2, R/ENV3, R/ENV4 R/ENV5, R/ENV10, R/ENV14 and R/ENV15 of the Gosport Borough Local Plan Review.

Financial Services comments:	
Legal Services comments:	Included within the report
Service Improvement Plan implications:	The planning application is a part of the delivery of a key project
Corporate Plan:	The planning application is a part of the delivery of a key project
Risk Assessment:	Low
Background papers:	Outline Planning Permission K17671 Reserved Matters Application K17671/1 Reserved Matters Application K17671/3 Application Forms Design and Access Statement Planning Statement Transport Statement, including Stage 1 Road Safety Audit Sustainability Report Bat Survey Landscape Management and Maintenance Plan Landscape Specification Palette of Materials Schedule Statement of Community Involvement Energy Statement
Appendices/Enclosures:	
Appendix 'A'	List of Conditions
Appendix 'B'	Relevant Planning History
Appendix 'C'	Site Location Plan
Report author/ Lead Officer:	Ian Humble

APPENDIX A

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

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

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

AA3676-2 4-000, AA3676-2.1-002 Rev C, AA3676-2.1-006 Rev A, AA3676-2.1-004 Rev A, AA3676-2.1-003 Rev A, AA3676-2.1-005 Rev A, AA3676/2.1/001, AA3676/2.1/020 Rev A, AA3676/21/021, AA3676/21/030, AA3676/2.1/10 Rev A, AA3676/2.1/11 Rev A, AA3676/2.1/12 Rev A, AA3676/2.1/13, AA3676/21/035, AA3676/21/026, AA3676/21/025, , TWSC 18107 17G, TWSC 18107 16G, TWSC 18107 15H, TWSC 18106 18G, TWSC 18107 14D, TWSC 18107 13D, TWSC 18107 11E, TWSC 18107 12E, 1933-D-01 Rev H, 1933-D-02 Rev H, 12021/PH4/P100A, 12021/PH4/P101A, 12021/PH4/P102A, 12021/PH4/P103A, 12021/PH4/104A, 12021/PH4-P105, AA3676/2.3/28, AA3676/2.3/29, AA3676/2.3/30 Rev A, AA3676/2.3/32, AA3676/2.3/33, AA3676/2.3/34, AA3676/2.3/35, AA3676/2.3/36, AA3676/2.3/37, AA3676/2.3/38, AA3676/2.3/01, AA3676/2.3/02, AA3676/2.3/03 A3B Handed, AA3676/2.3/03, AA3676/2.3/04, AA3676/2.3/05, AA3676/2.3/06, AA3676/2.3/07, AA3676/2.3/08, AA3676/2.3/09 Rev A, AA3676/2.3/10, AA3676/2.3/11, AA3676/2.3/12 Rev A, AA3676/2.3/13, AA3676/2.3/14, AA3676/2.3/15, AA3676/2.3/17, AA3676/2.3/16, AA3676/2.3/21, AA3676/2.3/22, AA3676/2.3/23 Rev A, AA3676/2.3/24, AA3676/2.3/25, AA3676/2.3/27, AA,3676_20140717_SK01 and 12021/PH4/P100C

Reason - To ensure that the development is completed satisfactorily in all respects and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

3. No development shall take place, including demolition, until a detailed Construction Environmental Management Plan (CEMP) for the development has been submitted to and approved, in writing, by the Local Planning Authority. The CEMP shall contain details of:

(a) the method of demolition;

(b) the location of the site compound and any buildings within it;

(c) the means of enclosure of the site compound;

(d) the provisions to be made for the parking of contractors, site operatives, employees and visitors vehicles;

- (e) access to the site for demolition and construction vehicles;
- (f) the provision for wheel washing facilities;
- (g) a scheme for recycling/disposing of waste and spoil resulting from demolition and construction works;
- (h) measures to control the emission of dust and dirt from the site during construction;
- (i) measures to prevent adverse impacts to surface water and ground water

The development shall be carried out in accordance with the approved CEMP unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - To ensure the environment is protected and that the demolition and construction works on site do not impact surrounding properties and/or adjacent occupiers and to comply with the National Planning Policy Framework and Policies R/DP1, R/BH8, R/T2, R/T3, R/T10, R/T11 R/ENV2, R/ENV4, R/ENV10 and R/ENV12 of the Gosport Borough Local Plan Review.

4. No development, other than demolition, shall take place until details of a surface water drainage scheme for the site, based on sustainable drainage principles, and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include details of the following:

- (a) information about the design relating to storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- (b) a timetable for the implementation of the surface water drainage scheme;
- (c) a management plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

The surface water drainage scheme shall be carried out, managed and retained in accordance with the approved details.

Reason - To prevent the increased risk of flooding, to protect water quality, habitat and amenity, and ensure future maintenance of the surface water drainage system, and to comply with the National Planning Policy Framework and Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

5. No development, other than demolition, shall take place until a scheme to dispose of foul water for the site has been submitted to and approved, in writing, by the Local Planning Authority. The scheme shall include details of the following:

- (a) a timetable for the implementation of the foul water disposal scheme;
- (b) a management plan for the lifetime of the development.

The scheme shall be carried out, managed and retained in accordance with the approved details.

Reason - To ensure that there is adequate provision for foul drainage from the site and to comply with the National Planning Policy Framework and Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

6. No less than 45% of the residential units hereby approved shall be affordable, in accordance with the definition of affordable housing provided in Annex B of the National Planning Policy Framework, or any future guidance that replaces it, and shall be distributed across the site in accordance with Plan no. AA3676-2.1-005 Rev A, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure that the housing provision meets the needs of residents within the Borough whose incomes are insufficient to buy or rent suitable properties on the open market and to comply with the National Planning Policy Framework and Policy R/H5 of the Gosport Borough Local Plan Review.

7. The residential units hereby approved shall not be occupied until details of the means for securing that the affordable housing, secured by condition 6, is retained for that purpose have been submitted to and approved, in writing, by the Local Planning Authority.

Reason – Such details have yet to be submitted and to ensure that a suitable level of affordable housing is retained across the site to meet the future needs of the Borough and to comply with the National Planning Policy Framework and Policy R/H5 of the Gosport Borough Local Plan Review.

8. The residential units hereby approved shall not be occupied until arrangements submitted to and approved, in writing, by the Local Planning Authority have been put in place to secure a provision towards Open Space, in compliance with Policies R/DP3 and R/OS8 of the Gosport Borough Local Plan Review.

Reason - To ensure a provision is made towards Open Space in compliance with the National Planning Policy Framework and Policies R/DP3 and R/OS8 of the Gosport Borough Local Plan Review.

9. The residential units hereby approved shall not be occupied until arrangements submitted to and approved, in writing, by the Local Planning Authority have been put in place to secure a provision towards a five year management plan for the Browndown Site of Special Scientific Interest.

Reason – To ensure a provision is made towards a management plan for the Browdown Site of Special Scientific Interest in compliance with the National Planning Policy Framework and Policy R/OS11 of the Gosport Borough Local Plan Review.

10. Before development above slab level is commenced details of a soft landscaping scheme, including the size/densities of tree/shrubs, the phasing of timing of planting and the 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. The approved landscaping scheme shall be provided and maintained in accordance with the approved details and phasing of timing unless otherwise agreed, in writing, by the Local Planning Authority.

Reason - In the interest of amenity and the appearance of the locality, and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

11. No development above slab level shall commence until a programme/timetable for the implementation of the following approved aspects of the development have been submitted to and approved, in writing, by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved programme/timetable and retained thereafter.

- (i) hard landscaping
- (ii) the make-up and provision of roads, footpaths, junctions and lighting installation
- (iii) the provision of vehicle parking and turning areas

Reason – In the interests of highway and pedestrian safety, residential and visual amenity and to comply with the National Planning Policy Framework and Policies R/DP1, R/T4 and R/T11 of the Gosport Borough Local Plan Review.

12. The roads, footways, parking areas and turning areas shall be made up, surfaced and marked out in accordance with the approved plans, as listed in condition 2, and implemented in accordance with the programme/timetable approved by condition 11, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – In the interests of highway and pedestrian safety and the visual amenity of the locality and to comply with the National Planning Policy Framework and Policy R/DP1, R/T3 and R/T11 of the Gosport Borough Local Plan Review.

13. No development shall be permitted to take place within the informal car parking area hatched green on plan AA3676-2.4-000 until the interim car parking area,

including boundary fencing, has been surfaced, marked out, and made available, in accordance with approved plan AA3676_20140717_SK01.

The interim car parking area shall be used for the parking of vehicles only and shall be retained, in accordance with the approved details, until such a time that alternative parking provision has been provided, in accordance with scheme to be submitted to and approved, in writing, by the Local Planning Authority.

Reason – in the interests of highway safety and to ensure that adequate car parking is available and to comply with the National Planning Policy Framework and Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

14. No residential unit shall be occupied until the approved cycle parking facilities for that residential unit have been provided in accordance with the approved plans, as listed in Condition 2. The approved cycle parking facilities shall be retained thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure adequate cycle parking facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

15. No residential unit shall be occupied until the approved refuse storage facilities for that residential unit have been provided in accordance with the approved plans, as listed in Condition 2. The approved refuse storage facilities shall be retained thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – To ensure adequate refuse storage facilities are provided and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

16. No residential unit shall be occupied until the approved boundary treatments have been provided in accordance with the approved plans, as listed in Condition 2. The approved boundary treatments shall be retained thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – In the interests of security and the visual amenity of the locality and to comply with National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

17. The residential units hereby permitted shall be constructed in accordance with the approved plans listed in Condition 2 and from the following materials, unless otherwise agreed, in writing, by the Local Planning Authority:

Facing brick/render/walls: Buff colour Hardwicke Minster Rainworth Blend
Thakeham red multi
Buff colour West Hoathly Kinscote Grey Multi

	Through coloured render – pale white
	Eternite panel – timber appearance
	Insulated panel – grey powder coated
Roof:	Redland Richmond 10 – slate colour
	Grey single ply membrane
Front Dormers:	Lead colour Glass Reinforced Plastic (GRP) cladding
Front Roof Canopies:	Lead colour Glass Reinforced Plastic (GRP) cladding
Balconies:	Steel construction with obscure glazed panels

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

18. No development relating to the substation shown on plan no. AA3676-2.1-002 Rev C shall be take place until details of the design of the substation, including scaled elevation drawings, have been submitted to and approved, in writing, by the Local Planning Authority. The substation shall be built in accordance with the approved details thereafter.

Reason – such details have yet to be provided and to ensure the external appearance of the substation is satisfactory and to comply with the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

19. No development above slab level shall take place until details of the pedestrian (Puffin) crossing on Nimrod Drive, including the pedestrian access ramp and any associated railings and handrails necessary to secure safe access to the pedestrian crossing and a programme/timetable for the carrying out of these works, have been submitted to and approved, in writing, by the Local Planning Authority. The pedestrian (Puffin) crossing shall be provided in accordance with the approved programme/timetable and shall be retained thereafter.

Reason - In the interests of highway safety and to comply with the National Planning Policy Framework and Policies R/DP1, R/T2, R/T3, R/T4, R/T9, R/T10 and R/T11 of the Gosport Borough Local Plan Review.

20. No development shall take place until details of the retaining walls, steps and ramps and any associated handrails and railings to be constructed at the front of Plots 499-505 (inclusive), 527, 548 and 549-552 (inclusive), as shown on approved plan no. AA3676-2.1-002 Rev C, including a programme/timetable for the carrying out of these works, have been submitted to and approved, in writing, by the Local Planning Authority. The approved facilities shall be provided in accordance the approved programme/timetable and shall be retained thereafter.

Reason – Such details have yet to be submitted and to ensure safe and convenient access for pedestrians and in the interests of the visual amenity and to comply with the National Planning Policy Framework and Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

21. In the event that contamination not previously identified to be present on site is found to be present on site, an investigation, risk assessment and mitigation study shall be undertaken and submitted to and approved, in writing, by the Local Planning Authority. A verification report that demonstrates that the remediation has been carried out in accordance with the approved scheme shall be submitted to and approved, in writing, by the Local Planning Authority before the development is first brought into use unless otherwise agreed by the Local Planning Authority.

Reason - To ensure that risks from contamination for future users of the land and neighbouring land, and controlled waters, property and ecological systems are minimised and in the interests of the safety of construction workers, occupiers of adjacent land and off site receptors, and to comply with the National Planning Policy Framework and Policies R/DP1, R/ENV2, R/ENV4 and R/ENV5 of the Gosport Borough Local Plan Review.

22. The trees which are shown to be retained within the Arboricultural Method Statement shall be protected during building operations by 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 the National Planning Policy Framework and Policy R/DP1 of the Gosport Borough Local Plan Review.

23. Bird and bat boxes shall be provided at the site within 6 months of completion of the development, in accordance with a scheme to be submitted to and approved, in writing, by the Local Planning Authority. The bird and bat boxes shall be retained, in accordance with the approved scheme, thereafter, unless otherwise agreed, in writing, by the Local Planning Authority.

Reason – In the interests of biodiversity and to comply with the National Planning Policy Framework and Policy R/OS14 of the Gosport Borough Local Plan Review.

APPENDIX B

Relevant Planning History

K17671 – demolition of existing buildings and removal of existing earth bunds and redevelopment to provide new residential accommodation of up to 700 no. units and a new neighbourhood centre incorporating a food store (Class A1), cafe (Class A3), and up to 3 no. retail units (Classes A1, A2, A3 and A5), and provision of open space and landscaping, and access junctions and associated roads including the re-alignment of Howe Road and new north-south road and car parking, with all matters reserved apart from access – permitted 24.07.09

K17671/1 – details pursuant to K17671 – erection of 219 no. residential units with associated open space landscaping and car parking and realignment of Howe Road – appearance, landscaping, layout and scale details for Phase 1 of Rowner Renewal Scheme – permitted 12.10.09

K17671/3 – details pursuant to K17671 – erection of 101 no. residential units, a food store and 3 no. retail units together with parking, open space (including a LEAP) and landscaping – appearance, landscaping, layout and scale details for phase 2 of Rowner Renewal Scheme – permitted 11.10.10

K17671/7 – details pursuant to K17671 – erection of 219 no. residential units with associated open space, landscaping and car parking and realignment of Howe Road – Phase 1 of Rowner Redevelopment Scheme – amended appearance, landscaping and layout of Block F (amendment to K17671/1) – permitted 28.11.11

K17671/10 – partial demolition of Lindbergh Close flats (Nos. 53-81) and external alterations to make good exposed elevations – permitted 13.04.12

KD.14 – Demolition Consultation – demolition of the Grange Public House – prior approval not required 03.12.12

K17671/15 - erection of 175 no. residential units together with parking and open space (including a leap) and partial revision of parking layout for phase 2 of the Rowner Re-development (Phase 3) – permitted 21.12.14

13/00367/FULL – demolition of existing buildings (Phase 4) – permitted 16.10.13

